

ENGROSSED SUBSTITUTE HOUSE BILL 2134

State of Washington 68th Legislature 2024 Regular Session

By House Transportation (originally sponsored by Representatives Fey, Timmons, Paul, Wylie, and Reeves; by request of Office of Financial Management)

READ FIRST TIME 02/24/24.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 14.40.020, 46.68.320, and 47.68.090; amending 2023 c 472
3 ss 104, 105, 108, 109, 114, 201, 202, 203, 204, 205, 206, 207, 208,
4 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222,
5 223, 224, 301, 302, 304, 305, 306, 307, 308, 309, 310, 401, 402, 403,
6 404, 405, 406, 407, and 701 (uncodified); amending 2023 c 445 s 1
7 (uncodified); reenacting and amending RCW 46.68.300; adding new
8 sections to 2023 c 472 (uncodified); making appropriations and
9 authorizing expenditures for capital improvements; providing
10 contingent effective dates; and declaring an emergency.

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

2023-2025 FISCAL BIENNIUM

GENERAL GOVERNMENT AGENCIES—OPERATING

14 **Sec. 101.** 2023 c 472 s 104 (uncodified) is amended to read as
15 follows:

FOR THE STATE PARKS AND RECREATION COMMISSION

Carbon Emissions Reduction Account—State

Appropriation.	((\$2,000,000))
	<u>\$2,640,000</u>

1	Motor Vehicle Account—State Appropriation.	\$1,186,000
2	Multimodal Transportation Account—State	
3	Appropriation.	\$1,000
4	TOTAL APPROPRIATION.	(\$3,187,000)
5		<u>\$3,827,000</u>

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

8 (1) Except as provided in subsections (2) and (3) of this
9 section, the appropriations in this section are provided solely for
10 road maintenance purposes.

11 (2) \$1,000 of the multimodal transportation account—state
12 appropriation is provided solely for the implementation of chapter
13 54, Laws of 2023 (bridge jumping signs).

14 (3) \$2,000,000 of the carbon emissions reduction account—state
15 appropriation is provided solely for the replacement of agency
16 vehicles and equipment with electric alternatives. In carrying out
17 this subsection, the commission shall cooperate and provide
18 assistance, as requested, in the joint transportation committee's
19 development of program delivery evaluation tools and methodologies
20 provided under section 204 (~~of this act~~), chapter 472, Laws of 2023
21 for programs that receive funding from the carbon emissions reduction
22 account. The commission, with the assistance of designated staff in
23 the Washington state department of transportation, must register for
24 the clean fuels credit program and start tracking revenue generation
25 pursuant to chapter 70A.535 RCW for investments funded in an omnibus
26 transportation appropriations act.

27 (4) \$140,000 of the carbon emissions reduction account—state
28 appropriation is provided solely for replacement electric vehicles.
29 The amount provided in this subsection must initially be placed in
30 unallotted status and may not be spent prior to January 1, 2025. If
31 Initiative Measure No. 2117 is approved in the 2024 general election,
32 this amount shall lapse.

33 (5) \$500,000 of the carbon emissions reduction account—state
34 appropriation is provided solely for a comprehensive strategy for
35 publicly accessible electric vehicle charging, which access
36 infrastructure capacity at state parks. The amount provided in this
37 subsection must initially be placed in unallotted status and may not
38 be spent prior to January 1, 2025. If Initiative Measure No. 2117 is
39 approved in the 2024 general election, this amount shall lapse.

1 **Sec. 102.** 2023 c 472 s 105 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF AGRICULTURE**

4 Motor Vehicle Account—State Appropriation. (~~(\$1,462,000)~~)
5 \$1,474,000

6 NEW SECTION. **Sec. 103.** A new section is added to 2023 c 472
7 (uncodified) to read as follows:

8 **FOR THE EVERGREEN STATE COLLEGE**

9 Multimodal Transportation Account—State
10 Appropriation. \$125,000

11 The appropriation in this section is subject to the following
12 conditions and limitations: The appropriation in this section is
13 provided solely for the Washington state institute for public policy
14 to conduct: (1) An independent, nonpartisan assessment of the
15 passenger and air cargo forecasts cited in the Puget Sound regional
16 council regional aviation baseline study, including an evaluation of
17 the underlying data, assumptions, methodologies, and the calculation
18 of the level of uncertainty around the forecast; and (2) a
19 comprehensive literature review of national and international
20 strategies to reduce demand for air travel, including diverting it to
21 other modes and whether such diversion avoids net environmental
22 impacts to overburdened communities and vulnerable populations. The
23 legislature intends that the Washington state institute for public
24 policy will submit a report with findings to the governor and the
25 transportation committees of the legislature by December 31, 2025.

26 **Sec. 104.** 2023 c 472 s 108 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF COMMERCE**

29 Carbon Emissions Reduction Account—State
30 Appropriation. \$5,000,000
31 Electric Vehicle Account—State Appropriation. \$220,000
32 TOTAL APPROPRIATION. \$5,220,000

33 The (~~appropriation~~) appropriations in this section (~~is~~) are
34 subject to the following conditions and limitations:

35 (1) \$220,000 of the electric vehicle account—state appropriation
36 is provided solely to the department to commission an independent
37 study, based on the findings of the transportation electrification

1 strategy authorized under RCW 43.392.040, of costs of installation,
2 maintenance, and operation of electrical distribution infrastructure
3 on the utility's side of the meter to commercial customers
4 installing electric vehicle supply equipment. The department shall
5 gather data from at least five electric utilities serving retail
6 customers in the state for purposes of completing the study. The
7 department shall submit a report of study findings and an explanation
8 of how those findings will support implementation of the
9 transportation electrification strategy authorized
10 under RCW 43.392.040 to the governor and appropriate legislative
11 committees by November 1, 2024.

12 (2) \$5,000,000 of the carbon emissions reduction account—state
13 appropriation is provided solely for a tribal electric boat grant
14 program. Federally recognized tribes, tribal enterprises, and tribal
15 members are eligible to apply for grant funds for the purchase or
16 conversion of electric motors and engines. The amount provided in
17 this subsection must initially be placed in unallotted status and may
18 not be spent prior to January 1, 2025. If Initiative Measure No. 2117
19 is approved in the 2024 general election, this amount shall lapse.

20 (3) \$5,000,000 of the carbon emissions reduction account—state
21 appropriation is provided solely for a nontribal electric boat grant
22 program. Residents of counties that border the Pacific Ocean or the
23 Columbia River are eligible to apply for grant funds for the purchase
24 or conversion of electric motors and engines. The amount provided in
25 this subsection must initially be placed in unallotted status and may
26 not be spent prior to January 1, 2025. If Initiative Measure No. 2117
27 is approved in the 2024 general election, this amount shall lapse.

28 **Sec. 105.** 2023 c 472 s 109 (uncodified) is amended to read as
29 follows:

30 **FOR THE BOARD OF PILOTAGE COMMISSIONERS**

31 Pilotage Account—State Appropriation. ((\$3,574,000))
32 \$3,578,000

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

35 (1) The board of pilotage commissioners shall file the annual
36 report to the governor and chairs of the transportation committees
37 required under RCW 88.16.035(1)(f) by September 1, 2023, and annually
38 thereafter. The report must include the continuation of policies and

1 procedures necessary to increase the diversity of pilots, trainees,
2 and applicants, including a diversity action plan. The diversity
3 action plan must articulate a comprehensive vision of the board's
4 diversity goals and the steps it will take to reach those goals.

5 (2) \$232,000 of the pilotage account—state appropriation is for a
6 temporary environmental planner position to support rule making to
7 fulfill the requirements of chapter 289, Laws of 2019.

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

10 **FOR THE DEPARTMENT OF ECOLOGY**

11 Carbon Emissions Reduction Account—State
12 Appropriation. \$15,715,000
13 Model Toxics Control Operating Account—State
14 Appropriation. \$15,715,000
15 TOTAL APPROPRIATION. \$31,430,000

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

18 (1) \$15,715,000 of the carbon emissions reduction account—state
19 appropriation and \$15,715,000 of the model toxics control operating
20 account—state appropriation are provided solely for the department to
21 provide grants to transition from diesel school buses and other
22 student transport vehicles to zero emission vehicles, and for the
23 necessary fueling infrastructure needed for zero emission student
24 transportation. The department must prioritize school districts
25 serving tribes and vulnerable populations in overburdened communities
26 as defined under RCW 70A.02.010. Up to \$1,430,000 of the
27 appropriation in this section is for technical assistance and grant
28 administration. The amounts provided in this subsection from the
29 carbon emissions reduction account—state appropriation must initially
30 be placed in unallotted status and may not be spent prior to January
31 1, 2025. If Initiative Measure No. 2117 is approved in the 2024
32 general election, these amounts shall lapse.

33 (2) In carrying out this section, the department shall cooperate
34 and provide assistance, as requested, in the joint transportation
35 committee's development of program delivery evaluation tools and
36 methodologies provided under section 204, chapter 472, Laws of 2023
37 for programs that receive funding from the carbon emissions reduction
38 account.

1 credits must be returned to the department of enterprise services and
2 be deposited into the enterprise services account. The amount
3 provided in this subsection must initially be placed in unallotted
4 status and may not be spent prior to January 1, 2025. If Initiative
5 Measure No. 2117 is approved in the 2024 general election, this
6 amount shall lapse.

7 (3) In carrying out this section, the department shall cooperate
8 and provide assistance, as requested, in the joint transportation
9 committee's development of program delivery evaluation tools and
10 methodologies provided under section 204 (~~of this act~~), chapter
11 472, Laws of 2023 for programs that receive funding from the carbon
12 emissions reduction account.

13 (4) The department, with the assistance of designated staff in
14 the Washington state department of transportation, must register for
15 the clean fuels credit program and start tracking revenue generation
16 pursuant to chapter 70A.535 RCW for investments funded in an omnibus
17 transportation appropriations act.

18 (5) The department is required to provide a report to the
19 transportation committees of the legislature that estimates current
20 biennial and future carbon reduction impacts resulting from zero-
21 emission electric vehicles and supply equipment infrastructure funded
22 in this section by June 30, 2025.

(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>\$5,795,000</u>
Highway Safety Account—Federal Appropriation.	((\$27,735,000))
	<u>\$35,750,000</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>\$43,091,000</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>\$1,616,000</u>
15 Motor Vehicle Account—State Appropriation.	((\$3,005,000))
	<u>\$3,527,000</u>
17 County Arterial Preservation Account—State	
18 Appropriation.	((\$1,808,000))
	<u>\$1,841,000</u>
20 TOTAL APPROPRIATION.	((\$7,218,000))
	<u>\$6,984,000</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>\$4,823,000</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	<u>\$3,477,000</u>
16 Multimodal Transportation Account—State	
17 Appropriation.	((\$125,000))
18	<u>\$302,000</u>
19 Motor Vehicle Account—State Appropriation.	((\$4,270,000))
20	<u>\$4,276,000</u>
21 <u>Puget Sound Ferry Operations Account—State</u>	
22 <u>Appropriation.</u>	<u>\$500,000</u>
23 TOTAL APPROPRIATION.	((\$7,395,000))
24	<u>\$8,555,000</u>

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

27 (1)(a) \$300,000 of the motor vehicle account—state appropriation
28 is for the joint transportation committee, from amounts set aside out
29 of statewide fuel taxes distributed to cities according to RCW
30 46.68.110(2), to convene a study of a statewide retail delivery fee
31 on orders of taxable retail items delivered by motor vehicles within
32 the state. The study must:

- 33 (i) Determine the annual revenue generation potential of a range
34 of fee amounts;
- 35 (ii) Examine options for revenue distributions to state and local
36 governments based upon total deliveries, lane miles, or other
37 factors;

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

3 (iv) Evaluate the potential impacts to consumers, including
4 consideration of low-income households and vulnerable populations and
5 potential impacts to businesses.

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

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

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

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

20 (B) Joint transportation committee executive committee members or
21 their designees;

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

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

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

26 (F) A representative from an organization representing general
27 contractors.

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

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

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

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

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

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

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

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

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

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

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

30 (i) One representative from a city with a population of more than
31 5,000 and fewer than 50,000;

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

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

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

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

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

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

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

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

5 (x) At least one member from the house of representatives
6 transportation committee and at least one member from the senate
7 transportation committee.

8 (b) Of the members described in (a) of this subsection, at least
9 one of the city representatives and one of the county representatives
10 must have public works contracting experience, and at least one of
11 the city representatives and one of the county representatives must
12 have public works project management experience.

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

23 (i) Differing roadway and construction standards between state
24 and local agencies;

25 (ii) Revenue, reimbursement, and financial agreements between
26 state and local agencies;

27 (iii) Differing procurement processes between state and local
28 agencies;

29 (iv) Liability; and

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

31 (d) The work group must submit a preliminary report, including
32 any recommendations, to the office of the governor and the
33 transportation committees of the legislature by December 15, 2023.
34 The work group must submit a final report to the office of the
35 governor and the transportation committees of the legislature by July
36 1, 2024.

37 ~~((+5))~~ (4)(a) \$2,000,000 of the carbon emissions reduction
38 account—state appropriation is for the joint transportation committee
39 to oversee:

1 (i) The design of an infrastructure and incentive strategy to
2 drive the purchase and use of zero emission medium and heavy duty
3 vehicles, as well as cargo handling and off-road equipment, in the
4 state including, but not limited to, programs for tractor trucks, box
5 trucks, drayage trucks, refuse trucks, step and panel vans, heavy and
6 medium-duty buses, school buses, on and off-road terminal tractors,
7 transport refrigeration units, forklifts, container handling
8 equipment, airport cargo loaders, and railcar movers; and

9 (ii) A review of the passenger vehicle tax incentive in current
10 law and evaluation of its utility, to include possible modification
11 of the criteria for eligibility and tax incentive amount maximums, as
12 applicable.

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

20 (c) Consultation with legislative members identified by the chair
21 and ranking members of the transportation committees of the
22 legislature throughout design of the infrastructure and incentive
23 strategy is required. A report is due to the transportation
24 committees of the legislature by January 2, 2024.

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

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

1 federal highway administration. In its recommendation, the committee
2 shall outline the process required for a statewide survey, including
3 the costs and timing of each option.

4 (b) The committee shall recommend an agency or agencies to
5 perform ongoing analysis of a statewide household travel survey and
6 other transportation research. The committee shall consider the
7 ability of an agency or agencies to meet shorter timeline policy
8 needs, as well as longer timeline research projects. The
9 recommendation must include the timing and costs associated with the
10 development of such analytical capacity.

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

23 ~~((8))~~ (7) \$500,000 of the motor vehicle account—state
24 appropriation is for the joint transportation committee to engage an
25 independent review team to work in coordination with the Washington
26 state department of transportation's analysis, funded in section
27 ~~217((11) of this act))~~ (10), chapter 472, Laws of 2023, of highway,
28 road, and freight rail transportation needs, options, and impacts
29 from shifting the movement of freight and goods that currently move
30 by barge through the lower Snake river dams to highways, other roads,
31 and rail.

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

1 (b) The independent review team must conduct an independent
2 stakeholder engagement effort. The river transportation work group
3 must be formed to provide data and guidance to the independent review
4 team for the independent stakeholder engagement effort. The river
5 transportation work group must be made up of stakeholders, including
6 representatives of farming and agricultural production, ((federally
7 recognized tribes and)) the fishing industry, tug and barge
8 operators, shippers and receivers, public ports, railroad operators,
9 cruise lines, the federal highway administration, and the army corps
10 of engineers. Consultations with federally recognized tribes should
11 also be carried out in coordination with the Washington state
12 department of transportation.

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

16 ((+9)) (8) The joint transportation committee shall also convene
17 a work group that includes, but is not limited to, the executive
18 committee of the joint transportation committee, the office of
19 financial management, the Washington state department of
20 transportation, and the Washington state treasurer's office to
21 develop recommendations, by October 15, 2023, to meet the challenge
22 of identifying an achievable delivery schedule for completing
23 transportation projects across the state.

24 (9) \$477,000 of the carbon emissions reduction account—state
25 appropriation is for the joint transportation committee to conduct a
26 study of the impacts of implementing California's emissions standards
27 for ocean-going vessels at berth in Titles 13 and 17 of the
28 California Code of Regulations in Washington. The study must include
29 estimates of greenhouse gas emissions reductions, criteria air
30 pollutant reductions, potential labor impacts, potential impacts on
31 shipping costs and port competitiveness, and shore power
32 infrastructure needs and costs. The joint transportation committee
33 must, at a minimum, coordinate with the department of ecology,
34 department of transportation, representatives from Washington ports,
35 impacted labor unions, and environmental organizations. The joint
36 transportation committee must report to the transportation committees
37 of the legislature by June 30, 2025. The amount provided in this
38 subsection must initially be placed in unallotted status and may not
39 be spent prior to January 1, 2025. If Initiative Measure No. 2117 is
40 approved in the 2024 general election, this amount shall lapse.

1 (10) (a) \$300,000 of the Puget Sound ferry operations account—
2 state appropriation is for the joint transportation committee to
3 convene a work group in advance of the 75th anniversary of the
4 Washington state ferries on June 1, 2026, to review Washington state
5 ferry funding requirements, options to increase dedicated funding
6 sources for the ferry system and gather feedback about the impacts of
7 the ferry system on the communities it serves.

8 (b) The work group must consist of, but is not limited to, joint
9 transportation committee executive committee members or their
10 designees, a representative of the office of financial management,
11 representatives of labor, and representatives of ferry-served
12 communities. The executive committee of the joint transportation
13 committee must appoint the members representing the house of
14 representatives and senate, labor unions, and ferry dependent
15 communities. The work group must also consult with the Washington
16 state ferries.

17 (c) The work group must provide a status report and preliminary
18 findings to the office of the governor and appropriate committees of
19 the legislature by January 13, 2025. The legislature intends that a
20 final report will be submitted by June 1, 2026.

21 (11) \$200,000 of the Puget Sound ferry operations account—state
22 appropriation is for an economic impact study of ferry service on the
23 communities served. The study must examine the impacts on a statewide
24 and systemwide basis, on all 10 routes of service provided by the
25 Washington state ferries. The study must include a review of key
26 factors that impact the overall economy of both ferry-served
27 communities and the state economy, which may include impacts on
28 employment, housing, health care costs and access, emergency
29 response, climate resilience, tourism, and small business.
30 Preliminary results must be made available to the work group created
31 in subsection (10) of this section. A final report must be submitted
32 to the governor and the appropriate committees of the legislature by
33 June 1, 2025.

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

36 **FOR THE TRANSPORTATION COMMISSION**

37 Motor Vehicle Account—State Appropriation. ((\$3,029,000))
38 \$3,543,000

1	Interstate 405 and State Route Number 167 Express	
2	Toll Lanes Account—State Appropriation.	\$150,000
3	Multimodal Transportation Account—State	
4	Appropriation.	\$200,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation.	\$288,000
7	Tacoma Narrows Toll Bridge Account—State	
8	Appropriation.	\$179,000
9	Alaskan Way Viaduct Replacement Project Account—	
10	State Appropriation.	\$167,000
11	TOTAL APPROPRIATION.	(\$4,013,000)
12		<u>\$4,527,000</u>

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

15 (1) \$125,000 of the multimodal transportation account—state
16 appropriation and \$125,000 of the motor vehicle account—state
17 appropriation are provided solely for the commission to update the
18 statewide transportation plan required under RCW 47.01.071(4). The
19 update process must be informed by guidance from a steering committee
20 comprised of the commission, the joint transportation committee's
21 executive committee, the governor's office, the secretary of the
22 department of transportation, and representatives of metropolitan and
23 regional transportation planning organizations. As part of the update
24 process, the commission shall undertake specific actions in the
25 following order:

26 (a) Conduct stakeholder outreach, gathering input, and framing
27 the outreach around the current plan's policy construct and high
28 level priorities, the 2022 transportation revenue package, and
29 recently enacted significant policy legislation;

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

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

36 (d) Gather further input from stakeholders and the joint
37 transportation committee on the restructured plan's format and
38 content; and

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

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

7 (3) Within the parameters established under RCW 47.56.880, the
8 commission shall review toll revenue performance on the Interstate
9 405 and state route number 167 corridor and adjust Interstate 405
10 tolls as appropriate to increase toll revenue to provide sufficient
11 funds for payments of future debt pursuant to RCW 47.10.896 and to
12 support improvements to the corridor. The commission shall consider
13 adjusting maximum toll rates, minimum toll rates, and time-of-day
14 rates, and restricting direct access ramps to transit and HOV
15 vehicles only, or any combination thereof, in setting tolls to
16 increase toll revenue. The commission is encouraged to make any
17 adjustments to toll rates in coordination with the planned expansion
18 of express toll lanes between the cities of Renton and Bellevue.

19 (4) \$500,000 of the motor vehicle account—state appropriation is
20 provided solely for the commission to conduct a route jurisdiction
21 study aimed at assessing the current state highway inventory and
22 local roadway designations to determine if changes are needed in
23 jurisdictional assignment between the state, county, and city road
24 systems. The study must also review current criteria used to define
25 the state highway system to determine if such criteria continue to be
26 applicable. The commission shall submit a report of study findings
27 and recommendations to the transportation committees of the
28 legislature by July 1, 2025.

29 (5) The commission may coordinate with the department of
30 transportation to jointly seek federal funds available through the
31 federal strategic innovations in revenue collection grant program,
32 applying toll credits for meeting match requirements. The commission
33 must provide draft applications for federal grant opportunities to
34 the chairs and ranking members of the transportation committees of
35 the legislature for review and comment prior to submission.

36 (6) The transportation commission shall conduct an assessment
37 aimed at identifying approaches to streamlining the current rule-
38 making process for setting toll rates and policies for eligible toll
39 facilities, while maintaining public access and providing
40 opportunities to provide input on proposals. The intent of the

1 assessment is to identify rule-making approaches that support the
2 state's ability to set toll rates and policies in a timely and
3 efficient manner, so that the state can meet anticipated funding
4 obligations. This assessment should include a review of rate-setting
5 processes used by toll authorities in other states. The
6 transportation commission shall provide recommendations to the
7 transportation committees of the legislature by July 31, 2024.

8 (7) The commission shall provide regular updates on the status of
9 ongoing coordination with the state of Oregon on any bistate
10 agreements regarding the mutual or joint setting, adjustment, and
11 review of toll rates and exemptions. Prior to finalizing any such
12 agreement, the commission shall provide a draft of the agreement to
13 the transportation committees of the legislature for review and
14 input. Additionally, the commission shall advise on the status of any
15 bistate agreements to the joint transportation committee beginning in
16 September 2023 and quarterly thereafter until any agreements are
17 finalized.

18 (8) \$200,000 of the motor vehicle account—state appropriation is
19 provided solely for the commission to carry out a study assessing
20 approaches to increasing safety and compliance of high occupancy
21 vehicle lanes, express toll lanes, tolled facilities, and
22 construction zones, facilitated by advanced technologies.

23 (a) The approaches assessed must, at a minimum, focus on advanced
24 roadside technologies that: Are able to operate independently without
25 connection to the department of transportation's existing
26 communication systems and utilities; have a limited physical
27 footprint that does not use over-roadway infrastructure; and have a
28 95 percent or greater license plate reading accuracy.

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

34 (c) The commission shall submit an interim report to the
35 transportation committees of the legislature by January 10, 2024,
36 that, at a minimum, provides an initial assessment of the viability
37 of deploying a system into operation. A final report of findings and
38 recommendations must be submitted to the transportation committees of
39 the legislature by June 30, 2024.

1 (9) \$75,000 of the multimodal transportation account—state
2 appropriation is provided solely for the commission to carry out an
3 initial assessment and scoping effort to determine the feasibility of
4 creating a future west coast transportation network plan. This plan
5 would serve to proactively identify and coordinate improvements and
6 investments across the west coast states to freight rail, passenger
7 rail, highways, and air transportation. The intent for the plan is to
8 leverage and align west coast efforts to reduce our collective carbon
9 footprint, improve freight and passenger mobility, and strengthen
10 west coast resiliency. This effort must be carried out in partnership
11 with the Oregon and California transportation commissions and the
12 state department of transportations from each state, and must
13 consider, but not be limited to:

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

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

20 (c) Incorporation of work from the statewide transportation
21 policy plan.

22 (10) (a) \$250,000 of the motor vehicle account—state appropriation
23 is provided solely for the commission to:

24 (i) Carry out engagement with Washington stakeholders on the
25 results of the recently completed Forward Drive research program to
26 inform next steps on road usage charging;

27 (ii) Develop updated revenue forecasts for motor fuel taxes and
28 road usage charging; and

29 (iii) Consult with other states to develop concepts for future
30 testing of multistate road usage charging.

31 (b) The commission is required to submit a report of findings and
32 recommendations to the transportation committees of the legislature
33 by December 1, 2024.

34 (11) (a) \$250,000 of the motor vehicle account—state appropriation
35 is provided solely for the commission to oversee a study evaluating
36 possible approaches for addressing the impacts of licensed
37 noncommercial vehicles that are of heavier weight and greater size
38 than a standard vehicle and that therefore represent a likely
39 increased risk of injury from collisions to pedestrians and other

1 vulnerable roadway users. The evaluation shall include an assessment
2 of:

3 (i) Methodologies for defining particular categories of vehicles
4 and for the identification of specific vehicles to which policy
5 interventions could apply, possible policy interventions steps
6 necessary for implementation of such policies, and consideration of
7 whether after-market vehicle modifications could be included;

8 (ii) Options for addressing the impacts of such vehicles
9 including, but not limited to, applying differentiated fees based
10 upon size and weight of a vehicle, such as a road usage charge at a
11 higher per mile charge as part of a potential future road usage
12 charge system, or a graduated vehicle weight fee;

13 (iii) For revenue focused policies, methods to calculate the
14 additional amounts to assess based upon identified vehicle
15 characteristics that include, but are not limited to, vehicle weight
16 and size;

17 (iv) Options at the point of sale for communicating the
18 additional charges to be paid or policies to be implemented on the
19 identified vehicles and the reasons for the additional charges; and

20 (v) Possible uses for the additional revenue raised, including
21 options to address any differential adverse impacts resulting from
22 the identified vehicles use of the transportation system.

23 (b) The commission shall provide a status report that includes
24 preliminary recommendations for collecting additional revenue or
25 applying other policies for licensed noncommercial vehicles that are
26 of heavier weight and greater size than a standard vehicle to the
27 transportation committees of the legislature by December 1, 2024, and
28 shall provide a final report to the transportation committees of the
29 legislature by May 1, 2025.

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

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

33 Multimodal Transportation Account—State

34 Appropriation. \$400,000

35 Freight Mobility Investment Account—State

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

37 \$1,596,000

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

39 \$1,996,000

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

3 (1) Within appropriated funds, the freight mobility strategic
4 investment board may opt in as provided under RCW 70A.02.030 to
5 assume all of the substantive and procedural requirements of covered
6 agencies under chapter 70A.02 RCW. The board shall include in its
7 2023 and 2024 annual reports to the legislature a progress report on
8 opting into the healthy environment for all act and a status report
9 on diversity, equity, and inclusion within the board's jurisdiction.

10 (2) The board shall on an annual basis provide a status update on
11 project delivery, including information on project timeline, cost,
12 and budgeted cash flow over time to the office of financial
13 management and the transportation committees of the legislature on
14 the delivery of the freight mobility strategic investment projects on
15 LEAP Transportation Document ((2023-2)) 2024-2 ALL PROJECTS as
16 developed ((April 21, 2023)) February 18, 2024.

17 (3) \$731,000 of the freight mobility investment account—state
18 appropriation is provided solely for the implementation of chapter
19 167, Laws of 2023 (freight mobility priorities). If chapter 167, Laws
20 of 2023 is not enacted by June 30, 2023, the amount provided in this
21 subsection lapses.

22 (4) \$400,000 of the multimodal transportation account—state
23 appropriation is provided solely for the board, in consultation with
24 the department of transportation, to develop an implementation plan
25 for specific truck parking solutions. It is the intent of the
26 legislature for the board to identify specific sites to increase
27 truck parking capacity in the near term, as well as to recommend
28 other steps that can be taken in the 2024 and 2025 legislative
29 sessions to increase truck parking capacity. The board must provide a
30 status report that includes funding recommendations for the 2024
31 legislative session to the transportation committees of the
32 legislature by December 1, 2023, and a final report that includes
33 detailed findings on additional specific sites and specific actions
34 recommended to expand truck parking capacity in the near term to the
35 transportation committees of the legislature by December 1, 2024.

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

38 **FOR THE WASHINGTON STATE PATROL**

1	Alaskan Way Viaduct Replacement Project Account—	
2	State Appropriation.	\$43,000
3	State Patrol Highway Account—State Appropriation.	(\$610,711,000)
4		<u>\$633,854,000</u>
5	State Patrol Highway Account—Federal Appropriation.	(\$20,340,000)
6		<u>\$19,368,000</u>
7	State Patrol Highway Account—Private/Local	
8	Appropriation.	(\$4,594,000)
9		<u>\$4,595,000</u>
10	Highway Safety Account—State Appropriation.	(\$1,447,000)
11		<u>\$1,737,000</u>
12	Ignition Interlock Device Revolving Account—State	
13	Appropriation.	(\$1,959,000)
14		<u>\$1,963,000</u>
15	Multimodal Transportation Account—State	
16	Appropriation.	\$316,000
17	State Route Number 520 Corridor Account—State	
18	Appropriation.	\$89,000
19	Tacoma Narrows Toll Bridge Account—State	
20	Appropriation.	\$275,000
21	I-405 and SR 167 Express Toll Lanes Account—State	
22	Appropriation.	\$2,895,000
23	TOTAL APPROPRIATION.	(\$642,669,000)
24		<u>\$665,135,000</u>

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

27 (1) \$580,000 of the state patrol highway account—state
28 appropriation is provided solely for the operation of and
29 administrative support to the license investigation unit to enforce
30 vehicle registration laws in southwestern Washington. The Washington
31 state patrol, in consultation with the department of revenue, shall
32 maintain a running estimate of the additional vehicle registration
33 fees, sales and use taxes, and local vehicle fees remitted to the
34 state pursuant to activity conducted by the license investigation
35 unit. Beginning October 1, 2023, and semiannually thereafter, the
36 Washington state patrol shall submit a report detailing the
37 additional revenue amounts generated since July 1, 2023, to the
38 director of the office of financial management and the transportation
39 committees of the legislature. At the end of the fiscal quarter in

1 which it is estimated that more than \$625,000 in state sales and use
2 taxes have been remitted to the state since July 1, 2023, the
3 Washington state patrol shall notify the state treasurer and the
4 state treasurer shall transfer funds pursuant to section 406 (~~of~~
5 ~~this act~~), chapter 472, Laws of 2023.

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

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

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

20 (ii) The number of transportation funded staff vacancies by major
21 category;

22 (iii) The number of applicants for each of the positions by these
23 categories;

24 (iv) The composition of workforce;

25 (v) Other relevant outcome measures with comparative information
26 with recent comparable months in prior years; and

27 (vi) Activities related to the implementation of the agency's
28 workforce diversity plan, including short-term and long-term,
29 specific comprehensive outreach, and recruitment strategies to
30 increase populations underrepresented within both commissioned and
31 noncommissioned employee groups.

32 (b) During the 2023-2025 fiscal biennium, the office of financial
33 management, with assistance of the Washington state patrol, must
34 conduct two surveys regarding the competitiveness with law
35 enforcement agencies within the boundaries of the state of Washington
36 pursuant to RCW 43.43.380, with the first survey being informational
37 regarding the change since the last survey was conducted and the
38 second survey used as part of the collective bargaining process.
39 Prior to the 2024 legislative session, the office of financial
40 management, with assistance of the Washington state patrol, must also

1 provide comparison information regarding recruitment bonus amounts
2 currently being offered by local law enforcement agencies in the
3 state.

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

7 (b) Beginning January 1, 2024, the Washington state patrol must
8 report semiannually to the office of the chief information officer on
9 the progress related to the projects and activities associated with
10 the land mobile radio system, including the governance structure,
11 outcomes achieved in the prior six-month time period, and how the
12 activities are being managed holistically as recommended by the
13 office of the chief information officer. At the time of submittal to
14 the office of the chief information officer, the report must be
15 transmitted to the office of financial management and the
16 transportation committees of the legislature.

17 (~~(6)~~) (5) \$2,688,000 of the state patrol highway account—state
18 appropriation is provided solely for enhancing the state patrol's
19 diversity, equity, and inclusion program, a community engagement
20 program to improve relationships with historically underrepresented
21 communities and to recruit and retain a diverse workforce, and
22 contracting with an external psychologist to perform exams. The state
23 patrol will work with the governor's office of equity and meet all
24 reporting requirements and responsibilities pursuant to RCW
25 43.06D.060. Funds provided for the community engagement program must
26 ensure engagement with communities throughout the state.

27 (~~(7)~~) (6) (a) \$10,000 of the state patrol highway account—state
28 appropriation is provided solely for the Washington state patrol to
29 administer a pilot program that implements a yellow alert system
30 notifying the public when a hit-and-run accident resulting in a
31 fatality or substantial bodily harm has occurred and been reported to
32 the state patrol or other local law enforcement entity. The
33 Washington state patrol must post on traffic message boards or share
34 on public communication systems any identifying information acquired
35 including, but not limited to, a complete or partial license plate
36 number or a description of the vehicle. Each alert must be posted or
37 shared as such for at least 24 hours.

1 (b) The Washington state patrol must report the following to the
2 transportation committees of the legislature annually until June 30,
3 2025:

4 (i) The number of yellow alerts received;

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

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

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

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

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

16 ~~((8))~~ (7) (a) ~~((2,608,000))~~ \$2,414,000 of the state patrol
17 highway account—state appropriation is provided solely for
18 administrative costs, advertising, outreach, and bonus payments
19 associated with developing and implementing a state trooper expedited
20 recruitment incentive program for the purpose of recruiting and
21 filling vacant trooper positions in the 2023-2025 fiscal biennium.
22 The legislature is committed to continuing the state trooper
23 expedited recruitment incentive program until the vacancy levels are
24 significantly reduced from current levels. The recruitment,
25 advertising, and outreach associated with this program must continue
26 efforts to create a more diverse workforce and must also provide an
27 accelerated pathway for joining the state patrol for high quality
28 individuals who have previously been employed as a general authority
29 peace officer.

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

32 (i) Thorough hiring procedures to ensure that only the highest
33 quality candidates are selected as cadets and as lateral hires,
34 including extensive review of past law enforcement employment history
35 through extensive reference checks, Brady list identification, and
36 any other issues that may impact the performance, credibility, and
37 integrity of the individual.

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

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

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

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

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

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

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

13 (c) The expenditure on the state trooper expedited recruitment
14 incentive program is contingent upon execution of an appropriate
15 memorandum of understanding between the governor or the governor's
16 designee and the exclusive bargaining representative, consistent with
17 the terms of this section. Expenditures and eligibility for the state
18 trooper expedited recruitment incentive program established in this
19 section are subject to the availability of amounts appropriated for
20 this specific purpose.

21 (d) For the purposes of this subsection:

22 (i) "Cadet" means a person employed for the express purpose of
23 receiving the on-the-job training required for attendance at the
24 Washington state patrol academy and for becoming a commissioned
25 trooper.

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

28 ~~((+9))~~ (8) \$3,896,000 of the state patrol highway account—state
29 appropriation is provided solely for implementation of chapter 17,
30 Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023 is
31 not enacted by June 30, 2023, the amount provided in this subsection
32 lapses.

33 ~~((+10))~~ (9) \$500,000 of the state patrol highway account—state
34 appropriation is provided solely for bonuses and other recruitment
35 and retention-related compensation adjustments for communication
36 officers and other noncommissioned staff of the Washington state
37 patrol who are covered by a collective bargaining agreement. Funding
38 in this subsection must first be used for targeted adjustments for
39 communication officers. Remaining amounts may be used for
40 compensation adjustments for other noncommissioned staff. Funding

1 provided in this subsection is contingent upon the governor or the
2 governor's designee reaching an appropriate memorandum of
3 understanding with the exclusive bargaining representative.
4 Agreements reached for compensation adjustments under this section
5 may not exceed the amounts provided. If any agreement or combination
6 of agreements exceed the amount provided in this subsection, all the
7 agreements are subject to the requirements of RCW 41.80.010(3).

8 ~~((11) \$4,732,000)~~ (10) \$3,224,000 of the state patrol highway
9 account—state appropriation is provided solely for two accelerated
10 training programs for lateral hires.

11 ~~((12))~~ (11) \$98,000 of the state patrol highway account—state
12 appropriation is provided solely for the implementation of chapter
13 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is
14 not enacted by June 30, 2023, the amount provided in this subsection
15 lapses.

16 ~~((13))~~ (12) \$76,000 of the state patrol highway account—state
17 appropriation is provided solely for the implementation of chapter
18 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
19 is not enacted by June 30, 2023, the amount provided in this
20 subsection lapses.

21 ~~((14))~~ (13) \$107,000 of the state patrol highway account—state
22 appropriation is provided solely for the implementation of chapter
23 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023
24 is not enacted by June 30, 2023, the amount provided in this
25 subsection lapses.

26 ~~((15))~~ (14) By December 1, 2024, the Washington state patrol
27 must provide a report to the governor and appropriate committees of
28 the legislature on the status of *McClain v. Washington State Patrol*
29 and an update on legal expenses associated with the case.

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

35 (16) \$5,905,000 of the state patrol highway account—state
36 appropriation is provided solely for a third arming and third trooper
37 basic training class. The cadet class is expected to graduate in June
38 of 2025.

1 (17) \$2,857,000 of the state patrol highway account—state
2 appropriation is provided solely for the Washington state patrol to
3 implement the provisions of the settlement agreement under *Washington*
4 *State Patrol Troopers Association v. Washington State Patrol*, Public
5 Employment Relations Commission Case No. 134557-U-21.

6 (18) \$2,178,000 of the state patrol highway account—state
7 appropriation is provided solely for a second Cessna aircraft to be
8 ordered for delivery in the 2025-2027 fiscal biennium.

9 (19) \$691,000 of the state patrol highway account—state
10 appropriation is provided solely for the implementation of
11 chapter . . . (Substitute House Bill No. 2357), Laws of 2024 (state
12 patrol longevity bonus). If chapter . . . (Substitute House Bill No.
13 2357), Laws of 2024 is not enacted by June 30, 2024, the amount
14 provided in this subsection lapses.

15 (20) \$65,000 of the state patrol highway account—state
16 appropriation is provided solely for the implementation of
17 chapter . . . (Third Substitute House Bill No. 1579), Laws of 2024
18 (independent prosecutions). If chapter . . . (Third Substitute House
19 Bill No. 1579), Laws of 2024 is not enacted by June 30, 2024, the
20 amount provided in this subsection lapses.

21 (21) \$46,000 of the state patrol highway account—state
22 appropriation is provided solely for the implementation of
23 chapter . . . (Engrossed Substitute House Bill No. 2153), Laws of
24 2024 (catalytic converters). If chapter . . . (Engrossed Substitute
25 House Bill No. 2153), Laws of 2024 is not enacted by June 30, 2024,
26 the amount provided in this subsection lapses.

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

29 **FOR THE DEPARTMENT OF LICENSING**

30 Driver Licensing Technology Support Account—State	
31 Appropriation.	\$1,743,000
32 Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
33 Motorcycle Safety Education Account—State	
34 Appropriation.	(\$5,299,000)
35	<u>\$5,321,000</u>
36 Limited Fish and Wildlife Account—State	
37 Appropriation.	(\$765,000)
38	<u>\$769,000</u>

1	Highway Safety Account—State Appropriation.	((\$277,256,000))
2		<u>\$284,873,000</u>
3	Highway Safety Account—Federal Appropriation.	\$2,371,000
4	Motor Vehicle Account—State Appropriation.	((\$98,824,000))
5		<u>\$101,807,000</u>
6	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
7	Ignition Interlock Device Revolving Account—State	
8	Appropriation.	((\$6,401,000))
9		<u>\$6,416,000</u>
10	Department of Licensing Services Account—State	
11	Appropriation.	((\$8,972,000))
12		<u>\$9,187,000</u>
13	License Plate Technology Account—State Appropriation.	((\$4,204,000))
14		<u>\$4,411,000</u>
15	Abandoned Recreational Vehicle <u>Disposal</u> Account—State	
16	Appropriation.	\$3,091,000
17	Limousine Carriers Account—State Appropriation.	\$126,000
18	Electric Vehicle Account—State Appropriation.	\$443,000
19	DOL Technology Improvement & Data Management	
20	Account—State Appropriation.	\$944,000
21	Agency Financial Transaction Account—State	
22	Appropriation.	\$16,998,000
23	Move Ahead WA Flexible Account—State Appropriation.	\$2,096,000
24	TOTAL APPROPRIATION.	((\$430,903,000))
25		<u>\$441,966,000</u>

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

28 (1) \$1,100,000 of the highway safety account—state appropriation
29 and \$1,100,000 of the move ahead WA flexible account—state
30 appropriation are provided solely for the department to provide an
31 interagency transfer to the department of children, youth, and
32 families for the purpose of providing driver's license support. In
33 addition to support services required under RCW 74.13.338(2), support
34 services may include reimbursement of:

35 (a) The cost for a youth in foster care of any eligible age to
36 complete a driver training education course, as outlined in chapter
37 46.82 or 28A.220 RCW;

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

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

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

6 (2) \$150,000 of the highway safety account—state appropriation is
7 provided solely for the department to conduct a study on the
8 feasibility of implementing a mobile application for driver
9 licensing. The department must submit a report of the study findings
10 and any recommendations to the governor and the transportation
11 committees of the legislature by December 1, 2024. The study must:

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

14 (b) Examine existing technical infrastructure and potential
15 changes needed to maximize interoperability, utility, and privacy
16 protection;

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

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

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

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

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

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

38 (A) The medical assessment review process; and

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

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

6 (iii) A recommended assessment tool to determine a driver's
7 potential risk to themselves or others when operating a motor vehicle
8 so the department may make informed decisions on appropriate courses
9 of action within the older driver program; and

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

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

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

31 (5) \$16,000 of the motorcycle safety education account—state
32 appropriation, \$2,000 of the limited fish and wildlife account—state
33 appropriation, \$947,000 of the highway safety account—state
34 appropriation, \$308,000 of the motor vehicle account—state
35 appropriation, \$14,000 of the ignition interlock device revolving
36 account—state appropriation, and \$14,000 of the department of
37 licensing services account—state appropriation are provided solely
38 for the department to redesign and improve its online services and
39 website, and are subject to the conditions, limitations, and review

1 requirements in section 701 (~~(of this act)~~), chapter 472, Laws of
2 2023.

3 (6) The department shall report on a quarterly basis on licensing
4 service office operations, associated workload, and information with
5 comparative information with recent comparable months in prior years.
6 The report must include detailed statewide and by licensing service
7 office information on staffing levels, average monthly wait times,
8 the number of enhanced drivers' licenses and enhanced identicards
9 issued and renewed, and the number of primary drivers' licenses and
10 identicards issued and renewed. By November 1, 2024, the department
11 must prepare a report with recommendations on the future of licensing
12 service office operations based on the recent implementation of
13 efficiency measures designed to reduce the time for licensing
14 transactions and wait times, and the implementation of statutory and
15 policy changes made during the pandemic.

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

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

32 (9) \$243,000 of the highway safety account—state appropriation is
33 provided solely for the department to continue to provide written
34 materials on, place signage in licensing service offices regarding,
35 and include into new driver training curricula, the requirements of
36 RCW 46.61.212, the slow down and move over law.

37 (~~((11))~~) (10) \$3,082,000 of the abandoned recreational vehicle
38 disposal account—state appropriation is provided solely for providing
39 reimbursements in accordance with the department's abandoned

1 recreational vehicle disposal reimbursement program. It is the intent
2 of the legislature that the department prioritize this funding for
3 allowable and approved reimbursements and not to build a reserve of
4 funds within the account. During the 2023-2025 fiscal biennium, the
5 department must report any amounts recovered to the office of
6 financial management and appropriate committees of the legislature on
7 a quarterly basis.

8 ~~((12))~~ (11) \$1,077,000 of the highway safety account—federal
9 appropriation is provided solely for implementation of chapter 35,
10 Laws of 2023 (CDL drug and alcohol clearinghouse) ~~((or chapter . . .~~
11 ~~(House Bill No. 1448), Laws of 2023 (CDL drug and alcohol~~
12 ~~clearinghouse))~~. If ~~((neither))~~ chapter 35, Laws of 2023 ~~((or~~
13 ~~chapter . . . (House Bill No. 1448), Laws of 2023 are))~~ is not
14 enacted by June 30, 2023, the amount provided in this subsection
15 lapses.

16 ~~((13))~~ (12) \$116,000 of the highway safety account—state
17 appropriation is provided solely for implementation of
18 ~~((chapter . . . (Senate Bill No. 5251), Laws of 2023 (streamlining~~
19 ~~CDL issuance) or))~~ chapter 57, Laws of 2023 (streamlining CDL
20 issuance). If ~~((neither chapter . . . (Senate Bill No. 5251), Laws of~~
21 ~~2023 or))~~ chapter 57, Laws of 2023 ~~((are))~~ is not enacted by June 30,
22 2023, the amount provided in this subsection lapses.

23 ~~((14))~~ (13) \$845,000 of the highway safety account—state
24 appropriation is provided solely for the implementation of chapter
25 445, Laws of 2023 (improving young driver safety). If chapter 445,
26 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
27 this subsection lapses.

28 ~~((15))~~ (14) \$150,000 of the highway safety account—state
29 appropriation is provided solely for the addition to the department's
30 implementation plan for the expansion of the current driver training
31 education requirement to include the department's assessment of
32 opportunities to close availability and accessibility gaps in rural
33 and underserved areas, as specified in the language of chapter 445,
34 Laws of 2023 (improving young driver safety) as amended in this act.

35 (15) \$180,000 of the motor vehicle account—state appropriation is
36 provided solely for the implementation of chapter 440, Laws of 2023
37 (open motor vehicle safety recalls). If chapter 440, Laws of 2023 is
38 not enacted by June 30, 2023, the amount provided in this subsection
39 lapses.

1 (16) \$497,000 of the highway safety account—state appropriation
2 is provided solely for the implementation of chapter 466, Laws of
3 2023 (updating processes related to voter registration). If chapter
4 466, Laws of 2023 is not enacted by June 30, 2023, the amount
5 provided in this subsection lapses.

6 (~~(20)~~) (17) \$29,000 of the highway safety account—state
7 appropriation is provided solely for the implementation of chapter
8 118, Laws of 2023 (driver's abstract changes). If chapter 118, Laws
9 of 2023 is not enacted by June 30, 2023, the amount provided in this
10 subsection lapses.

11 (~~(21)~~) (18) \$47,000 of the highway safety account—state
12 appropriation is provided solely for the implementation of chapter
13 453, Laws of 2023 (competency evaluations). If chapter 453, Laws of
14 2023 is not enacted by June 30, 2023, the amount provided in this
15 subsection lapses.

16 (~~(22)~~) (19) \$23,000 of the highway safety account—state
17 appropriation is provided solely for the implementation of chapter
18 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
19 not enacted by June 30, 2023, the amount provided in this subsection
20 lapses.

21 (~~(23)~~) (20) \$155,000 of the highway safety account—state
22 appropriation is provided solely for the implementation of chapter
23 316, Laws of 2023 (jury diversity). If chapter 316, Laws of 2023 is
24 not enacted by June 30, 2023, the amount provided in this subsection
25 lapses.

26 (~~(24)~~) (21)(a) \$36,000 of the motor vehicle account—state
27 appropriation is provided solely for the issuance of nonemergency
28 medical transportation vehicle decals to implement the high occupancy
29 vehicle lane access pilot program established in section 217(2) (~~of~~
30 ~~this act~~), chapter 472, Laws of 2023. A for hire nonemergency
31 medical transportation vehicle is a vehicle that is a "for hire
32 vehicle" under RCW 46.04.190 that provides nonemergency medical
33 transportation, including for life-sustaining transportation
34 purposes, to meet the medical transportation needs of individuals
35 traveling to medical practices and clinics, cancer centers, dialysis
36 facilities, hospitals, and other care providers.

37 (b) As part of this pilot program, the owner of a for hire
38 nonemergency medical transportation vehicle may apply to the
39 department, county auditor or other agent, or subagent appointed by

1 the director, for a high occupancy vehicle exempt decal for a for
2 hire nonemergency medical transportation vehicle. The high occupancy
3 vehicle exempt decal allows the for hire nonemergency medical
4 transportation vehicle to use a high occupancy vehicle lane as
5 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
6 biennium.

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

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

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

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

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

18 (i) The name and address of the person who is the owner of the
19 vehicle;

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

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

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

32 (v) Other information as required by the department upon
33 application.

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

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

1 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
2 and must be marked to indicate its expiration date. The decal may be
3 renewed if the pilot program is continued past the date of a decal's
4 expiration. The status as an exempt vehicle continues until the high
5 occupancy vehicle exempt decal is suspended or revoked for misuse,
6 the vehicle is no longer used as a for hire nonemergency medical
7 transportation vehicle, or the pilot program established in section
8 217(2) (~~(of this act)~~), chapter 472, Laws of 2023 is terminated.

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

10 (~~(+25)~~) (22) (a) \$265,000 of the highway safety account—state
11 appropriation is provided solely for the department to provide an
12 interagency transfer to the Washington center for deaf and hard of
13 hearing youth, in consultation with the department and the office of
14 the superintendent of public instruction, to fund the cost of
15 interpreters for driver training education for deaf and hard of
16 hearing youth to enable them to access driver training education at
17 the same cost as their peers, and to pilot a sustainable driver
18 training education program to determine how best to meet the driver
19 training education needs of deaf and hard of hearing youth in the
20 state in the future. The pilot must include:

21 (i) Determination of an appropriate number of instructors and an
22 appropriate method of certification for instructors who are fluent in
23 American Sign Language (ASL);

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

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

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

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

35 (~~(+26)~~) (23) \$350,000 of the highway safety account—state
36 appropriation is provided solely for the department to improve the
37 process for commercial driver's license (CDL) holders to submit
38 medical certification documents and update self-certification status
39 to the department. The department shall:

- 1 (a) Update license express to improve the process and make it
2 more user friendly;
- 3 (b) Add options for the driver to renew or replace the driver's
4 CDL credentials as part of the medical or self-certification process;
- 5 (c) Add a customer verification step confirming the requested
6 changes and clearly stating how this change will impact the driver's
7 CDL; and
- 8 (d) Add improved messaging throughout the process.

9 In addition, the department shall make available on the driving
10 record abstract a complete medical certificate downgrade history, and
11 provide a one-time mailing to all current CDL holders explaining the
12 process to update their medical certificate documents and self-
13 certification.

14 ~~((27))~~ (24) \$1,962,000 of the highway safety account—state
15 appropriation is provided solely for the establishment of a pilot
16 mobile licensing unit to provide licensing and identicard services.
17 By December 1, 2024, the department must submit a report to the
18 governor and the transportation committees of the legislature
19 detailing the locations served, the number and type of documents
20 issued, and other outcome measures associated with the mobile
21 licensing unit. The report must include consideration of the facility
22 needs of licensing service offices in the context of flexible mobile
23 licensing services.

24 ~~((28))~~ (25) \$2,000,000 of the highway safety account—state
25 appropriation is provided solely for driver's license assistance and
26 support services in King county with an existing provider that is
27 already providing these services to low-income immigrant and refugee
28 women. By December 1st of each year, the department must submit
29 information on the contracted provider, including: The annual budget
30 of the contracted provider in the preceding year; information
31 regarding private and other governmental support for the activities
32 of the provider; and a description of the number of people served,
33 services delivered, and outcome measures.

34 ~~((30))~~ (26) \$8,000 of the motorcycle safety education account—
35 state appropriation is provided solely for the implementation of
36 chapter 137, Laws of 2023 (motorcycle safety board). If chapter 137,
37 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
38 this subsection lapses.

1 ~~((32))~~ (27) \$29,000 of the motor vehicle account—state
2 appropriation is provided solely for the implementation of chapter
3 431, Laws of 2023 (transportation resources). If chapter 431, Laws of
4 2023 is not enacted by June 30, 2023, the amount provided in this
5 subsection lapses.

6 ~~((34))~~ (28) \$282,000 of the highway safety account—state
7 appropriation is provided solely for the implementation of chapter
8 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
9 is not enacted by June 30, 2023, the amount provided in this
10 subsection lapses.

11 (29) \$6,000 of the motorcycle safety education account—state
12 appropriation, \$1,000 of the limited fish and wildlife account—state
13 appropriation, \$406,000 of the highway safety account—state
14 appropriation, \$137,000 of the motor vehicle account—state
15 appropriation, \$5,000 of the ignition interlock device revolving
16 account—state appropriation, and \$6,000 of the department of
17 licensing services account—state appropriation are provided solely
18 for the department of licensing for additional finance and budget
19 staff. By December 1, 2024, the department shall submit a report to
20 the governor and appropriate committees of the legislature on the
21 specific steps the department has taken to address the findings of
22 the State Auditor's Office FY2022 Accountability Audit Report No.
23 1032793.

24 (30) \$2,100,000 of the highway safety account—state appropriation
25 is provided solely for the department to increase public awareness of
26 REAL ID. Of the amounts appropriated in this section, \$900,000 is for
27 the department to directly contract with a communications group with
28 experience spreading awareness about REAL ID to community-based
29 organizations and ethnic media outlets.

30 (31) \$1,224,000 of the motor vehicle account—state appropriation
31 is provided solely for the implementation of chapter . . . (Engrossed
32 House Bill No. 1964), Laws of 2024 (enhancing prorated and fuel tax
33 collections). If chapter . . . (Engrossed House Bill No. 1964), Laws
34 of 2024 is not enacted by June 30, 2024, the amount provided in this
35 subsection lapses.

36 (32) \$34,000 of the motor vehicle account—state appropriation is
37 provided solely for the implementation of chapter . . . (Second
38 Substitute House Bill No. 2014), Laws of 2024 (definition of
39 veteran). If chapter . . . (Second Substitute House Bill No. 2014),

1 Laws of 2024 is not enacted by June 30, 2024, the amount provided in
2 this subsection lapses.

3 (33) \$262,000 of the highway safety account—state appropriation
4 is provided solely for the implementation of chapter
5 (Substitute House Bill No. 1104), Laws of 2024 (deferred
6 prosecutions). If chapter (Substitute House Bill No. 1104),
7 Laws of 2024 is not enacted by June 30, 2024, the amount provided in
8 this subsection lapses.

9 (34) \$49,000 of the highway safety account—state appropriation is
10 provided solely for the implementation of chapter . . . (Engrossed
11 Substitute House Bill No. 1493), Laws of 2024 (impaired driving). If
12 chapter . . . (Engrossed Substitute House Bill No. 1493), Laws of
13 2024 is not enacted by June 30, 2024, the amount provided in this
14 subsection lapses.

15 (35) \$300,000 of the highway safety account—state appropriation
16 is provided solely for the implementation of chapter . . . (Engrossed
17 Second Substitute House Bill No. 2099), Laws of 2024 (state
18 custody/ID cards). If chapter . . . (Engrossed Second Substitute
19 House Bill No. 2099), Laws of 2024 is not enacted by June 30, 2024,
20 the amount provided in this subsection lapses.

21 (36) \$50,000 of the motor vehicle account—state appropriation is
22 provided solely for the department to conduct a study on the
23 feasibility of implementing and administering a per mile fee program.
24 The study must identify the staffing and resources needed to
25 implement and administer the program, including possible technical
26 investments, leveraging existing technology platforms. A preliminary
27 report of the study findings relating to internal costs to administer
28 the program is due to the governor and transportation committees of
29 the legislature by December 31, 2024. The legislature intends to
30 require a final report that includes potential third-party costs and
31 options to the governor and the transportation committees of the
32 legislature by December 31, 2025.

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

35 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
36 **—PROGRAM B**
37 State Route Number 520 Corridor Account—State
38 Appropriation. ((\$58,854,000))

1		<u>\$66,702,000</u>
2	State Route Number 520 Civil Penalties Account—State	
3	Appropriation.	\$4,178,000
4	Tacoma Narrows Toll Bridge Account—State	
5	Appropriation.	((\$30,729,000))
6		<u>\$34,401,000</u>
7	Alaskan Way Viaduct Replacement Project Account—	
8	State Appropriation.	((\$20,701,000))
9		<u>\$22,545,000</u>
10	Interstate 405 and State Route Number 167 Express	
11	Toll Lanes Account—State Appropriation.	((\$23,756,000))
12		<u>\$25,526,000</u>
13	TOTAL APPROPRIATION.	((\$138,218,000))
14		<u>\$153,352,000</u>

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

17 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
18 appropriation and \$12,484,000 of the state route number 520 corridor
19 account—state appropriation are provided solely for the purposes of
20 addressing unforeseen operations and maintenance costs on the Tacoma
21 Narrows bridge and the state route number 520 bridge, respectively.
22 The office of financial management shall place the amounts provided
23 in this subsection, which represent a portion of the required minimum
24 fund balance under the policy of the state treasurer, in unallotted
25 status. The office may release the funds only when it determines that
26 all other funds designated for operations and maintenance purposes
27 have been exhausted.

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

33 (a) Information on the travel times and travel time reliability
34 (at a minimum, average and 90th percentile travel times) maintained
35 during peak and nonpeak periods in the express toll lanes and general
36 purpose lanes for both the entire corridor and commonly made trips in
37 the corridor including, but not limited to, northbound from Bellevue
38 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
39 state route number 522, Bellevue to Bothell (both NE 8th to state

1 route number 522 and NE 8th to state route number 527), and a trip
2 internal to the corridor (such as NE 85th to NE 160th) and similar
3 southbound trips; and

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

7 (3) (~~(\$314,000)~~) \$221,000 of the Interstate 405 and state route
8 number 167 express toll lanes account—state appropriation,
9 (~~(\$734,000)~~) \$511,000 of the state route number 520 corridor account—
10 state appropriation, (~~(\$315,000)~~) \$220,000 of the Tacoma Narrows toll
11 bridge account—state appropriation, and (~~(\$413,000)~~) \$289,000 of the
12 Alaskan Way viaduct replacement project account—state appropriation
13 are provided solely for the reappropriation of unspent funds on the
14 new tolling back office system from the 2021-2023 fiscal biennium.

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

19 (5) As part of the department's 2025-2027 biennial budget
20 request, the department shall update the cost allocation
21 recommendations that assign appropriate costs to each of the toll
22 funds for services provided by relevant Washington state department
23 of transportation programs, the Washington state patrol, and the
24 transportation commission. The recommendations shall be based on
25 updated traffic and toll transaction patterns and other relevant
26 factors.

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

32 (7) (a) \$19,248,000 of the state route number 520 corridor account
33 —state appropriation is provided solely for the costs of insurance
34 for the state route number 520 floating bridge.

35 (b) \$75,000 of the state route number 520 corridor account—state
36 appropriation is provided solely for the department to conduct an
37 actuarial analysis of the short and long-term costs and benefits,
38 including risk mitigation of self-insurance as compared to the
39 commercial insurance option for the state route number 520 floating

1 bridge, as allowed under the terms of the state route number 520
2 master bond resolution. By December 15, 2024, the department shall
3 report to the transportation committees of the legislature on the
4 results of the actuarial analysis.

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

7 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
8 **C**

9	Transportation Partnership Account—State	
10	Appropriation.	\$1,494,000
11	Motor Vehicle Account—State Appropriation.	(\$122,240,000)
12		<u>\$122,775,000</u>
13	Puget Sound Ferry Operations Account—State	
14	Appropriation.	\$307,000
15	Multimodal Transportation Account—State	
16	Appropriation.	(\$2,986,000)
17		<u>\$2,988,000</u>
18	Transportation 2003 Account (Nickel Account)—State	
19	Appropriation.	\$1,488,000
20	TOTAL APPROPRIATION.	(\$128,515,000)
21		<u>\$129,052,000</u>

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

24 ~~((1))~~ \$2,006,000 of the motor vehicle account—state
25 appropriation is provided solely for hardware cost increases. Before
26 any hardware replacement, the department, in consultation with
27 WaTech, must further review leasing options.

28 ~~((2) The appropriations in this section provide sufficient~~
29 ~~funding for the department assuming vacancy savings that may change~~
30 ~~over time. Funding for staffing will be monitored and adjusted in the~~
31 ~~2024 supplemental transportation appropriations act to restore~~
32 ~~funding as authorized staffing levels are achieved.))~~

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

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

1	Motor Vehicle Account—State Appropriation.	((\$39,987,000))
2		<u>\$40,382,000</u>
3	Move Ahead WA Account—State Appropriation.	\$2,532,000
4	State Route Number 520 Corridor Account—State	
5	Appropriation.	\$34,000
6	TOTAL APPROPRIATION.	((\$42,553,000))
7		<u>\$42,948,000</u>

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

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

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

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

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

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

35 ((~~(E)~~)) (e) An assessment of the commercial value and return to
36 the state transportation funds associated with the sale of the
37 property from consolidation and other space efficiency measures.

38 ((~~(ii)~~)) (2)(a) The department must submit the implementation
39 plan and final report from the detailed space study to the office of

1 financial management and the transportation committees of the
2 legislature by October 1, 2024.

3 (b) ~~((i))~~ Conducting the detailed space study under ~~((a))~~
4 subsection (1) of this ~~((subsection))~~ section must not prevent or
5 delay the department from meeting other space use and related
6 requirements, or where warranted by current information or
7 opportunities.

8 ~~((ii))~~ (c) In addition to the reporting requirement under
9 ~~((a))~~ subsection (1) of this ~~((subsection))~~ section, the department
10 must provide information to the office of financial management in its
11 comparative analysis of office space, leases, and relocation costs
12 required by the omnibus operating appropriations act.

13 **Sec. 212.** 2023 c 472 s 212 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION EQUIPMENT FUND—**
16 **PROGRAM E**

17 <u>Motor Vehicle Fund—State Appropriation.</u>	\$700,000
18 Move Ahead WA Account—State Appropriation.	\$20,000,000
19 Multimodal Transportation Account—State	
20 Appropriation.	\$433,000
21 TOTAL APPROPRIATION.	(\$20,433,000)
22	<u>\$21,133,000</u>

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

25 (1) The entire move ahead WA account—state appropriation is
26 provided solely for the department's costs related to replacing
27 obsolete transportation equipment and replacing fuel sites. Beginning
28 December 1, 2024, and annually thereafter, the department must
29 provide a report to the office of financial management and the
30 transportation committees of the legislature detailing the current
31 progress on replacing obsolete equipment, progress towards reaching a
32 level purchasing state, and the status of a fuel site replacement
33 prioritization plan. The report must also include:

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

36 (b) A discussion of department practices that would create a
37 sustained revenue source for capital repair and replacement of fuel
38 sites; and

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

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

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

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

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

17 Aeronautics Account—State Appropriation.	((\$13,979,000))
	<u>\$17,451,000</u>
18 Aeronautics Account—Federal Appropriation.	((\$3,650,000))
	<u>\$5,579,000</u>
19 Aeronautics Account—Private/Local Appropriation.	\$60,000
20	
21 TOTAL APPROPRIATION.	((\$17,689,000))
22	<u>\$23,090,000</u>
23	

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

26 (1) \$2,000,000 of the aeronautics account—state appropriation is
27 provided solely for the move ahead WA aviation grants. The department
28 shall prioritize projects eligible for federal funding.

29 (2) \$1,476,000 of the aeronautics account—state appropriation is
30 provided solely for sustainable aviation grants recommended by the
31 department under the sustainable aviation grants program. The
32 department shall submit a report to the transportation committees of
33 the legislature by October 1, 2024, identifying a selection of
34 sustainable aviation projects for funding by the legislature. In
35 considering projects to recommend to fund, the department shall only
36 consider projects that advance the state of sustainable aviation
37 technology and lead to future innovation. Innovative sustainable

1 aviation projects may include, but are not limited to, pilot projects
2 demonstrating the use of:

- 3 (a) Mobile battery charging technology;
- 4 (b) Hydrogen electrolyzers and storage;
- 5 (c) Electric ground equipment; and
- 6 (d) Hanger charging technology.

7 (3) \$300,000 of the aeronautics account—state appropriation is
8 provided solely for the department to develop a statewide advanced
9 air mobility aircraft plan to develop and integrate advanced air
10 mobility aircraft into current modal systems. The department shall
11 submit a report by June 1, 2025, to the office of financial
12 management and the transportation committees of the legislature
13 including, but not limited to:

14 (a) Near, medium, and long-term recommendations for land use
15 planning for advanced and urban air mobility vertiports and
16 vertistops;

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

20 (c) Proposed state governance structures and regulatory
21 mechanisms to adequately complement federal aviation administration
22 oversight;

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

26 (e) In consultation with local jurisdictions, planning
27 organizations, and other modal managers, recommendations on advanced
28 air mobility aircraft integration into statewide transportation
29 plans.

30 (4) \$1,931,000 of the aeronautics account—state appropriation is
31 provided solely for the implementation of chapter 463, Laws of 2023
32 (commercial aviation services). (~~If chapter 463, Laws of 2023 is not~~
33 ~~enacted by June 30, 2023, the amount in this subsection lapses.~~)
34 Funding is provided for the activities of the work group and for
35 support of the work group by the department. The activities of the
36 work group include the issuance of the initial progress report,
37 required in section 4, chapter 463, Laws of 2023, which requires the
38 listing of areas that will not have further review as the areas are
39 in conflict with the operations of a military installation. The
40 report must also identify unsuitable geographies due either to

1 environmental impacts or impacts to overburdened communities.

2 Additionally, within the funding provided the work group must:

3 (a) Work to understand what studies currently exist on state
4 transportation needs and capacities and identify any gaps of
5 information; and

6 (b) Conduct meaningful community engagement with overburdened and
7 vulnerable populations with a focus on the environmental justice
8 impact of aviation on communities.

9 (5) \$300,000 of the aeronautics account—state appropriation is
10 provided solely for the Port of Bremerton to conduct a study on the
11 feasibility of offering commercial service at the Port of Bremerton
12 airport. Pursuant to RCW 47.68.090(2)(c), the department may not
13 require a match for this project.

14 (6) \$2,575,000 of the aeronautics account—state appropriation is
15 provided solely for the Pullman-Moscow regional airport. Pursuant to
16 RCW 47.68.090(2)(c), the department may not require a match for this
17 project.

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

20 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
21 **SUPPORT—PROGRAM H**

22	Motor Vehicle Account—State Appropriation.	((\$64,470,000))
23		<u>\$65,210,000</u>
24	Motor Vehicle Account—Federal Appropriation.	\$500,000
25	Multimodal Transportation Account—State	
26	Appropriation.	((\$851,000))
27		<u>\$1,351,000</u>
28	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
29	TOTAL APPROPRIATION.	((\$66,393,000))
30		<u>\$67,633,000</u>

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

33 (1) During the 2023-2025 fiscal biennium, if the department takes
34 possession of the property situated in the city of Edmonds for which
35 a purchase agreement was executed between Unocal and the department
36 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
37 confirms that the property is still no longer needed for
38 transportation purposes, the department shall provide the city of

1 Edmonds with the first right of purchase at fair market value in
2 accordance with RCW 47.12.063(3) for the city's intended use of the
3 property to rehabilitate near-shore habitat for salmon and related
4 species.

5 (2) \$469,000 of the motor vehicle account—state appropriation is
6 reappropriated and provided solely for the implementation of chapter
7 217, Laws of 2021 (noxious weeds).

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

15 ~~(4) ((The appropriations in this section provide sufficient~~
16 ~~funding for the department assuming vacancy savings that may change~~
17 ~~over time. Funding for staffing will be monitored and adjusted in the~~
18 ~~2024 supplemental transportation appropriations act to restore~~
19 ~~funding as authorized staffing levels are achieved.~~

20 ~~(5))~~ (a) \$572,000 of the move ahead WA flexible account—state
21 appropriation is provided solely to track and maximize clean fuels
22 credits and revenue generated by state agencies pursuant to chapter
23 70A.535 RCW.

24 (b) The LEAP Transportation Document ~~((2023-2))~~ 2024-2 ALL
25 PROJECTS as developed ~~((April 21, 2023))~~ February 18, 2024,
26 anticipates fulfillment of the requirements under chapter 70A.535 RCW
27 of generating credits and revenue for transportation investments
28 funded in an omnibus transportation appropriations act, including the
29 move ahead WA transportation package. The omnibus transportation
30 appropriations act anticipates credits for ferry electrification for
31 new hybrid electric vessels, active transportation, transit programs
32 and projects, alternative fuel infrastructure, connecting
33 communities, and multimodal investments.

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

38 ~~((6))~~ (5) \$93,000 of the multimodal transportation account—
39 state appropriation is provided solely for the implementation of

1 chapter 169, Laws of 2023 (climate resilience strategy). (~~If chapter~~
2 ~~169, Laws of 2023 is not enacted by June 30, 2023, the amount~~
3 ~~provided in this subsection lapses.~~)

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

12 (7) (a) \$500,000 of the multimodal transportation account—state
13 appropriation is provided solely for the department to explore
14 alternative uses of the state's highway rights-of-way to address
15 pressing public needs relating to climate change, equitable
16 communications, renewable energy generation, electrical transmission
17 and distribution projects, broadband projects, vegetation management,
18 inductive charging in travel lanes, alternative fueling facilities,
19 and other appropriate uses. In exploring alternative uses of the
20 state's highway rights-of-way, the department shall:

21 (i) Review the utility accommodation policy and make
22 recommendations to update the policy to include clean energy and
23 connectivity projects under 23 C.F.R. Part 645. At a minimum, the
24 recommendations for updated clean energy and connectivity projects
25 must include renewable energy and electrical transmission and
26 distribution;

27 (ii) Review and update the department's integrated roadside
28 vegetation management plans to maximize carbon sequestration and
29 develop habitat and forage for native pollinators, Monarch
30 butterflies, and honeybees through plantings of native noninvasive
31 flowering plants and grasses on the state highways rights-of-way and
32 at safety rest areas;

33 (iii) Assess state highways rights-of-way land areas most
34 suitable for solar development by considering slope, elevation,
35 vegetative cover, and solar radiation; and

36 (iv) Identify existing highway rights-of-way suitable as
37 designated energy corridors for electric transmission and
38 distribution and other energy infrastructure.

39 (b) In carrying out the requirements in (a) of this subsection,
40 the department may consult with an organization that uses an advanced

1 rights-of-way solar mapping tool that uses ArcGIS Pro software for
2 faster and more precise analysis of rights-of-way solar using the
3 state's full spatial rights-of-way data sets.

4 (c) The department must report its findings, recommendations, and
5 status of its updates to the transportation committees of the
6 legislature by January 15, 2025.

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

9 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
10 **PROGRAM K**

11	Motor Vehicle Account—State Appropriation.	((\$694,000))
12		<u>\$704,000</u>
13	Electric Vehicle Account—State Appropriation.	\$4,746,000
14	Multimodal Transportation Account—State	
15	Appropriation.	\$4,400,000
16	Multimodal Transportation Account—Federal	
17	Appropriation.	\$25,000,000
18	Carbon Emissions Reduction Account—State	
19	Appropriation.	((\$164,600,000))
20		<u>\$201,985,000</u>
21	TOTAL APPROPRIATION.	((\$199,440,000))
22		<u>\$236,835,000</u>

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

25 (1) \$3,746,000 of the electric vehicle account—state
26 appropriation and ((~~\$30,000,000~~)) \$50,000,000 of the carbon
27 ((~~reduction~~)) emissions reduction account—state appropriation are
28 provided solely for the clean alternative fuel vehicle charging and
29 refueling infrastructure program in chapter 287, Laws of 2019
30 (advancing green transportation adoption). \$20,000,000 of the amounts
31 provided in this subsection from the carbon emissions reduction
32 account—state appropriation must initially be placed in unallotted
33 status and may not be spent prior to January 1, 2025. If Initiative
34 Measure No. 2117 is approved in the 2024 general election, these
35 amounts shall lapse.

36 (2) \$10,000,000 of the carbon emissions reduction account—state
37 appropriation is also provided solely for the clean alternative fuel
38 vehicle charging and refueling infrastructure program in chapter 287,

1 Laws of 2019 (advancing green transportation adoption). The amount
2 provided in this subsection must initially be placed in unallotted
3 status and may not be spent prior to January 1, 2025. If Initiative
4 Measure No. 2117 is approved in the 2024 general election, this
5 amount shall lapse.

6 (3) \$1,000,000 of the electric vehicle account—state
7 appropriation and \$500,000 of the multimodal transportation account—
8 state appropriation are provided solely for a colocated DC fast
9 charging and hydrogen fueling station near the Wenatchee or East
10 Wenatchee area near a state route or near or on a publicly owned
11 facility to service passenger, light-duty and heavy-duty vehicles.
12 The hydrogen fueling station must include a DC fast charging station
13 colocated at the hydrogen fueling station site. Funds may be used for
14 one or more fuel cell electric vehicles that would utilize the
15 fueling stations. The department must contract with a public utility
16 district that produces hydrogen in the area to own and/or manage and
17 provide technical assistance for the design, planning, permitting,
18 construction, maintenance and operation of the hydrogen fueling
19 station. The department and public utility district are encouraged to
20 collaborate with and seek contributions from additional public and
21 private partners for the fueling station.

22 ~~((+5))~~ (4) The public-private partnerships program must continue
23 to explore retail partnerships at state-owned park and ride
24 facilities, as authorized in RCW 47.04.295.

25 ~~((+6))~~ (5) \$1,200,000 of the multimodal transportation account—
26 state appropriation and ~~(\$2,000,000)~~ \$7,000,000 of the carbon
27 ~~((reduction))~~ emissions reduction account—state appropriation are
28 provided solely for the pilot program established under chapter 287,
29 Laws of 2019 (advancing green transportation adoption) to provide
30 clean alternative fuel vehicle use opportunities to underserved
31 communities and low to moderate income members of the workforce not
32 readily served by transit or located in transportation corridors with
33 emissions that exceed federal or state emissions standards.
34 Consistent with the geographical diversity element described in RCW
35 47.04.355(4), the legislature strongly encourages the department to
36 consider implementing the pilot in both urban and rural communities
37 if possible, to obtain valuable information on the needs of
38 underserved communities located in different geographical locations
39 in Washington. \$5,000,000 of the amounts provided in this subsection

1 from the carbon emissions reduction account—state appropriation must
2 initially be placed in unallotted status and may not be spent prior
3 to January 1, 2025. If Initiative Measure No. 2117 is approved in the
4 2024 general election, these amounts shall lapse.

5 ~~((7) \$120,000,000))~~ (6) \$130,000,000 of the carbon emissions
6 reduction account—state appropriation is provided solely for
7 implementation of zero-emission ~~((commercial vehicle))~~ medium and
8 heavy-duty vehicle and equipment infrastructure and incentive
9 programs and for the replacement of school buses powered by fossil
10 fuels with zero-emission school buses, including the purchase and
11 installation of zero-emission school bus refueling infrastructure.

12 (a) Of this amount, \$20,000,000 is for the department to
13 administer an early action grant program to provide expedited funding
14 ~~((to zero-emission commercial vehicle infrastructure demonstration~~
15 ~~projects))~~ for the purchase of zero-emission school buses to replace
16 diesel school buses. The department must contract with ~~((a third-~~
17 ~~party administrator))~~ the department of ecology to implement the
18 early action grant program.

19 (b) ~~((The office of financial management shall place the~~
20 ~~remaining \$100,000,000 in unallotted status until the joint~~
21 ~~transportation committee completes the medium and heavy duty vehicle~~
22 ~~infrastructure and incentive strategy required under section 204 of~~
23 ~~this act. The director of the office of financial management or the~~
24 ~~director's designee shall consult with the chairs and ranking members~~
25 ~~of the transportation committees of the legislature prior to making a~~
26 ~~decision to allot these funds.))~~ (i) The remaining \$110,000,000,
27 inclusive of costs for program administration and staffing, is for a
28 point of sale voucher incentive program to encourage the faster
29 adoption of zero emission medium and heavy-duty vehicles to further
30 state climate goals under RCW 70A.45.020 and state equity goals under
31 chapter 70A.02 RCW. The voucher incentive program must be
32 administered by a third-party administrator that has experience
33 administering voucher incentive programs, with oversight conducted by
34 the department.

35 (ii) The voucher program is required to be designed based on the
36 recommendations of the Joint Transportation Committee report
37 Washington State Infrastructure and Incentive Program Design for MHD
38 ZEVs, and to include:

39 (A) Simplified zero emission vehicle eligibility requirements;

1 (B) Vehicle and infrastructure incentives aligned with programs
2 in other jurisdictions, where appropriate, to streamline user
3 planning;

4 (C) Financial enhancements for select populations based on equity
5 considerations, including for vehicles in disadvantaged communities
6 and vehicles to be purchased by small, minority-owned businesses,
7 with consideration for support of the secondary vehicle market;

8 (D) A centralized user and manufacturer portal for information,
9 application, and assistance;

10 (E) A fleet assistance and qualification program to assist in
11 zero-emission vehicle and infrastructure planning, to be administered
12 by the Washington state university extension energy program in
13 coordination with the department and the voucher program's third-
14 party administrator; and

15 (F) A voucher preapproval process to evaluate participant
16 eligibility, readiness for fleet deployment, and infrastructure
17 preparedness.

18 (iii) The following battery electric and hydrogen fuel cell
19 electric vehicle categories and associated charging, as well as
20 refueling infrastructure for these categories, are eligible for the
21 voucher program, subject to additional qualification criteria to be
22 determined by the department and the voucher program third-party
23 administrator:

24 (A) On-road vehicles from class 2b, heavy work pickups and vans,
25 through class 8, heavy tractor-trailer units and refuse trucks; and

26 (B) Cargo handling and off-road equipment.

27 (iv) School buses and transit vehicles eligible for state grant
28 programs for the purchase of zero emission vehicles are not eligible
29 for vouchers under this program, but are eligible for fleet
30 assistance provided in association with the voucher program, which
31 must include assistance in determining state and federal grant
32 eligibility for these vehicles.

33 (v) The voucher amounts selected by the department and voucher
34 program third-party administrator must further the policy goals of
35 the program cited in (b)(i) of this subsection by offsetting
36 investments required for medium and heavy-duty vehicle and equipment
37 owners to transition to zero-emission vehicles and equipment. The
38 department and voucher program third-party administrator must
39 condition vehicle and infrastructure voucher funding to ensure these

1 program policy goals are furthered through the voucher funding
2 provided.

3 (vi) Consistent with voucher program design, the department is
4 required to distribute funds to the voucher program third-party
5 administrator sufficiently in advance of final requirements for
6 voucher distribution being met to facilitate the voucher's timely
7 distribution by the third-party administrator to sellers of zero-
8 emission vehicles and infrastructure.

9 (vii) \$10,000,000 of the amounts provided in this subsection from
10 the carbon emissions reduction account—state appropriation for a
11 point of sale voucher incentive program must initially be placed in
12 unallotted status and may not be spent prior to January 1, 2025. If
13 Initiative Measure No. 2117 is approved in the 2024 general election,
14 these amounts shall lapse.

15 ~~((8) \$3,000,000 of the carbon emissions reduction account—state~~
16 ~~appropriation is provided solely for hydrogen refueling~~
17 ~~infrastructure investments. The office of financial management shall~~
18 ~~place the amounts provided in this subsection in unallotted status~~
19 ~~until the joint transportation committee completes the medium and~~
20 ~~heavy duty vehicle infrastructure and incentive strategy required~~
21 ~~under section 204 of this act. The director of the office of~~
22 ~~financial management or the director's designee shall consult with~~
23 ~~the chairs and ranking members of the transportation committees of~~
24 ~~the legislature prior to making a decision to allot these funds.~~

25 ~~(9))~~ (7) \$2,100,000 of the carbon emissions reduction account—
26 state appropriation is provided solely to fund electric vehicle
27 charging infrastructure for the electric charging megasite project at
28 Mount Vernon library commons.

29 ~~((10) \$2,500,000 of the carbon emissions reduction account—state~~
30 ~~appropriation is provided solely for zero emission cargo handling~~
31 ~~equipment incentives. The office of financial management shall place~~
32 ~~the amounts provided in this subsection in unallotted status until~~
33 ~~the joint transportation committee completes the medium and heavy~~
34 ~~duty vehicle and cargo handling and off-road equipment infrastructure~~
35 ~~and incentive strategy required under section 204 of this act. The~~
36 ~~director of the office of financial management or the director's~~
37 ~~designee shall consult with the chairs and ranking members of the~~
38 ~~transportation committees of the legislature prior to making a~~
39 ~~decision to allot these funds.~~

1 ~~(11) \$5,000,000 of the carbon emissions reduction account state~~
2 ~~appropriation is provided solely for clean off-road equipment~~
3 ~~incentives. The office of financial management shall place the~~
4 ~~amounts provided in this subsection in unallotted status until the~~
5 ~~joint transportation committee completes the medium and heavy duty~~
6 ~~vehicle and cargo handling and off-road equipment infrastructure and~~
7 ~~incentive strategy required under section 204 of this act. The~~
8 ~~director of the office of financial management or the director's~~
9 ~~designee shall consult with the chairs and ranking members of the~~
10 ~~transportation committees of the legislature prior to making a~~
11 ~~decision to allot these funds.~~

12 ~~(12))~~ (8) \$2,500,000 of the multimodal transportation account—
13 state appropriation is provided solely for the department to
14 coordinate with cities, counties, ports, and private entities to
15 develop actionable recommendations for state assistance in the
16 development of specific candidate truck parking sites to be developed
17 with amenities, identified by location. The department shall identify
18 private land parcels for potential development of sites, which may
19 include, but should not be limited to, a feasibility analysis of
20 sites adjacent to Interstate 90 near North Bend for a 400 to 600
21 space truck parking site. The public benefit of each potential truck
22 parking site must be included in this assessment. The department
23 shall consider opportunities for the state to provide assistance in
24 the development of truck parking sites, including possible
25 opportunities to provide assistance in land acquisition and
26 evaluating land use requirements. The department must update the
27 transportation committees of the legislature on agency activities and
28 their status by December 1, 2023, and to provide a final report to
29 the transportation committees of the legislature by December 1, 2024.

30 (9) \$360,000 of the carbon emissions reduction account—state
31 appropriation is provided solely for Seattle city light to install
32 solar electric vehicle chargers in its service territory. The
33 chargers must: (a) Not require meters or permitting; (b) be able to
34 be rapidly deployed; (c) be available for use in emergencies; (d)
35 operate in the event of an outage; (e) be able to be installed and
36 relocated without site construction; and (f) be installed in
37 overburdened communities. The amount provided in this subsection must
38 initially be placed in unallotted status and may not be spent prior

1 to January 1, 2025. If Initiative Measure No. 2117 is approved in the
2 2024 general election, this amount shall lapse.

3 (10) \$800,000 of the carbon emissions reduction account—state
4 appropriation is provided solely for the cities of Bellevue and
5 Redmond to each purchase an electric fire engine. The amount provided
6 in this subsection must initially be placed in unallotted status and
7 may not be spent prior to January 1, 2025. If Initiative Measure No.
8 2117 is approved in the 2024 general election, this amount shall
9 lapse.

10 (11) \$1,725,000 of the carbon emissions reduction account—state
11 appropriation is provided solely for a Tacoma Public Utilities
12 medium-duty zero-emission utility service vehicle pilot project that
13 includes charging infrastructure and mobile battery units. The amount
14 provided in this subsection must initially be placed in unallotted
15 status and may not be spent prior to January 1, 2025. If Initiative
16 Measure No. 2117 is approved in the 2024 general election, this
17 amount shall lapse.

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

20	FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M	
21	Motor Vehicle Account—State Appropriation.	((\$535,033,000))
22		<u>\$570,358,000</u>
23	Motor Vehicle Account—Federal Appropriation.	\$7,000,000
24	Move Ahead WA Account—State Appropriation.	\$50,000,000
25	<u>RV Account—State Appropriation.</u>	<u>\$1,100,000</u>
26	State Route Number 520 Corridor Account—State	
27	Appropriation.	((\$4,838,000))
28		<u>\$4,841,000</u>
29	Tacoma Narrows Toll Bridge Account—State	
30	Appropriation.	\$1,585,000
31	Alaskan Way Viaduct Replacement Project Account—	
32	State Appropriation.	\$8,752,000
33	Interstate 405 and State Route Number 167 Express	
34	Toll Lanes Account—State Appropriation.	\$2,624,000
35	TOTAL APPROPRIATION.	((\$609,832,000))
36		<u>\$646,260,000</u>

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

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

7 (2) (a) \$115,000 of the state route number 520 corridor account—
8 state appropriation is provided solely for the department to enter
9 into a dispute resolution process with local jurisdictions to produce
10 interagency agreements to address the ongoing facility and landscape
11 maintenance of the three state route number 520 eastside lids and
12 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
13 92nd Avenue NE.

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

16 (3) ~~((The appropriations in this section provide sufficient
17 funding for the department assuming vacancy savings that may change
18 over time. Funding for staffing will be monitored and adjusted in the
19 2024 supplemental transportation appropriations act to restore
20 funding as authorized staffing levels are achieved.~~

21 ~~(4))~~ (a) ~~(((\$7,000,000))~~ \$9,000,000 of the motor vehicle account—
22 state appropriation is provided solely for the department to address
23 the risks to safety and public health associated with homeless
24 encampments on department owned rights-of-way. The department must
25 coordinate and work with local government officials and social
26 service organizations who provide services and direct people to
27 housing alternatives that are not in highway rights-of-way to help
28 prevent future encampments from forming on highway rights-of-way and
29 may reimburse the organizations doing this outreach assistance who
30 transition people into treatment or housing or for debris clean up on
31 highway rights-of-way. A minimum of \$2,000,000 of this appropriation
32 must be used to deliver more frequent removal of litter on the
33 highway rights-of-way that is generated by unsheltered people and may
34 be used to hire crews specializing in collecting and disposing of
35 garbage, clearing debris or hazardous material, and implementing
36 safety improvements where hazards exist to the traveling public and
37 department employees. The department may use these funds to either
38 reimburse local law enforcement costs or the Washington state patrol
39 if they are providing enhanced safety to department staff during

1 debris cleanup or during efforts to prevent future encampments from
2 forming on highway rights-of-way.

3 (b) Beginning November 1, 2023, and semiannually thereafter, the
4 Washington state patrol and the department of transportation must
5 jointly submit a report to the governor and the transportation
6 committees of the legislature on the status of these efforts,
7 including:

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

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

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

17 ~~((+5))~~ (4) \$1,000,000 of the motor vehicle account—state
18 appropriation is provided solely for a partnership program between
19 the department and the city of Spokane, to be administered in
20 conjunction with subsection ~~((+4))~~ (3) of this section. The program
21 must address the safety and public health problems created by
22 homeless encampments on the department's property along state
23 highways within the city limits. \$555,000 of the motor vehicle
24 account—state appropriation is for dedicated department maintenance
25 staff and associated clean-up costs. The department and the city of
26 Spokane shall enter into a reimbursable agreement to cover up to
27 \$445,000 of the city's expenses for clean-up crews and landfill
28 costs.

29 ~~((+6))~~ (5) \$1,025,000 of the motor vehicle account—state
30 appropriation is provided solely for the department to implement
31 safety improvements and debris clean up on department-owned rights-
32 of-way in the city of Seattle at levels above that being implemented
33 as of January 1, 2019, to be administered in conjunction with
34 subsection ~~((+4))~~ (3) of this section. The department must maintain
35 a crew dedicated solely to collecting and disposing of garbage,
36 clearing debris or hazardous material, and implementing safety
37 improvements where hazards exist to the traveling public, department
38 employees, or people encamped upon department-owned rights-of-way.
39 The department may request assistance from the Washington state

1 patrol as necessary in order for both agencies to provide enhanced
2 safety-related activities regarding the emergency hazards along state
3 highway rights-of-way in the Seattle area.

4 ~~((+7))~~ (6) \$1,015,000 of the motor vehicle account—state
5 appropriation is provided solely for a partnership program between
6 the department and the city of Tacoma, to be administered in
7 conjunction with subsection ~~((+4))~~ (3) of this section. The program
8 must address the safety and public health problems created by
9 homeless encampments on the department's property along state
10 highways within the city limits. \$570,000 of the motor vehicle
11 account—state appropriation is for dedicated department maintenance
12 staff and associated clean-up costs. The department and the city of
13 Tacoma shall enter into a reimbursable agreement to cover up to
14 \$445,000 of the city's expenses for clean-up crews and landfill
15 costs.

16 ~~((+8))~~ (7) \$1,500,000 of the motor vehicle account—state
17 appropriation is provided solely for the department to contract with
18 the city of Fife to address the risks to safety and public health
19 associated with homeless encampments on department-owned rights-of-
20 way along the SR 167/SR 509 Puget Sound Gateway project corridor in
21 and adjacent to the city limits pursuant to section 216(10), chapter
22 186, Laws of 2022. However, the amount provided in this subsection
23 must be placed in unallotted status and may not be spent prior to
24 November 1, 2023. If, after November 1, 2023, the department, in
25 consultation with the office of financial management, determines that
26 the department fully spent the \$2,000,000 appropriated in section
27 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal
28 biennium for this purpose, the amount provided in this subsection
29 must remain in unallotted status and unspent. If the department did
30 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,
31 the department may only spend from the appropriation in this
32 subsection an amount not in excess of the amount unspent from the
33 \$2,000,000 within the 2021-2023 fiscal biennium, with any remaining
34 amount to remain in unallotted status and unspent. In no event may
35 the department spend more than \$2,000,000 within the 2021-2023 and
36 2023-2025 fiscal biennia for this purpose.

37 (8) \$5,400,000 of the motor vehicle account—state appropriation
38 is provided solely for replacement of traffic signs and increased
39 visibility of road pavement markings. The department shall prioritize

1 traffic sign replacements and road pavement markings on high-
2 collision corridors in rural areas. Investments must replace traffic
3 signs that do not meet the department's standards or that are faded,
4 lacking in reflectivity, cracked, illegible, or damaged. Investments
5 must also increase the visibility of road pavement markings during
6 periods of low light conditions and during precipitation with
7 pavement marking products that contain all-weather optical
8 reflectivity capability. To the extent practicable, the department
9 shall install lane striping products with the necessary equipment to
10 minimize damage from snowplow blades. The request for proposals and
11 subsequent competitive procurement for the signs shall be performed
12 following state specifications and standards.

13 (9) \$1,000,000 of the motor vehicle account—state appropriation
14 is provided solely for implementation of chapter . . . (Substitute
15 House Bill No. 1989), Laws of 2024 (graffiti abatement and reduction
16 pilot). If chapter . . . (Substitute House Bill No. 1989), Laws of
17 2024 is not enacted by June 30, 2024, the amount provided in this
18 subsection lapses.

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

21 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
22 **PROGRAM Q—OPERATING**

23	Highway Safety Fund—State Appropriation.	\$3,529,000
24	Motor Vehicle Account—State Appropriation.	(\$85,466,000)
25		<u>\$87,623,000</u>
26	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
27	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
28	Move Ahead WA Account—State Appropriation.	\$3,090,000
29	Multimodal Transportation Account—State	
30	Appropriation.	\$5,000,000
31	State Route Number 520 Corridor Account—State	
32	Appropriation.	\$247,000
33	Tacoma Narrows Toll Bridge Account—State	
34	Appropriation.	\$44,000
35	Alaskan Way Viaduct Replacement Project Account—	
36	State Appropriation.	\$1,122,000
37	Interstate 405 and State Route Number 167 Express	
38	Toll Lanes Account—State Appropriation.	\$37,000

1 TOTAL APPROPRIATION. (~~(\$100,879,000)~~)
2 \$103,036,000

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

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

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

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

1 marked as such on all sides of the vehicle are considered emergency
2 vehicles and must be authorized to use the reserved portion of the
3 highway.

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

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

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

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

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

38 ~~((7))~~ (6) \$3,529,000 of the highway safety account—state
39 appropriation is provided solely for implementation of chapter 17,
40 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 an automated highway
22 speed safety camera pilot program to test two to three automated
23 traffic safety cameras on state highways. The goals of the automated
24 highway speed safety camera pilot program are to test 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.

28 (a) The department must work with the Washington state patrol and
29 the traffic safety commission to develop the pilot program to
30 include, but not be limited to, the following program elements:

31 (i) Selection of technology;

32 (ii) Placement of cameras in high speed, collision, or fatality
33 locations;

34 (iii) Establishment of public notification and warning signs
35 prior to entering into an area with a speed safety camera;

36 (iv) Outreach and public engagement about the program and site
37 selection process; and

38 (v) Development and implementation of a process to collect and
39 report relevant pilot program data, including rates of speed prior

1 to, during, and after the use of pilot program cameras, and public
2 response to pilot program cameras.

3 (b) Automated traffic safety cameras may only take pictures of
4 the vehicle and the vehicle license plates.

5 (c) Ticketing of violators using vehicle speed information
6 captured by automated traffic safety cameras authorized under the
7 pilot program is prohibited during the pilot program.

8 (d) As part of the pilot program, the department may inform
9 registered vehicle owners of a vehicle's rate of speed exceeding the
10 posted speed limit and the amount of the fine the law would have
11 allowed to be imposed by providing notification by mail.

12 (e) The department is required to provide a program progress
13 report to the governor and transportation committees of the
14 legislature by September 30, 2024, to include a summary of public
15 input on the use of safety cameras, including objections, evaluation
16 of technologies used, and changes in speeding behavior.

17 (f) Photographs, microphotographs, electronic images, and other
18 personally identifying data captured and collected for the purposes
19 of the pilot program are for the exclusive use of the Washington
20 state patrol and department of transportation in carrying out the
21 pilot program, are not open to the public, and may not be used in
22 court in a pending action or proceeding.

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

25 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
26 **SUPPORT—PROGRAM S**

27	Motor Vehicle Account—State Appropriation.	((\$62,639,000))
28		<u>\$63,537,000</u>
29	Motor Vehicle Account—Federal Appropriation.	\$780,000
30	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
31	Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
32	Puget Sound Ferry Operations Account—State	
33	Appropriation.	\$510,000
34	Multimodal Transportation Account—State	
35	Appropriation.	((\$22,323,000))
36		<u>\$22,723,000</u>
37	State Route Number 520 Corridor Account—State	
38	Appropriation.	\$220,000

1	Tacoma Narrows Toll Bridge Account—State	
2	Appropriation.	\$136,000
3	Alaskan Way Viaduct Replacement Project Account—	
4	State Appropriation.	\$127,000
5	Interstate 405 and State Route Number 167 Express	
6	Toll Lanes Account—State Appropriation.	\$114,000
7	TOTAL APPROPRIATION.	(\$92,749,000)
8		<u>\$94,047,000</u>

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

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

15 (i) The preapprenticeship support services (PASS) and career
16 opportunity maritime preapprenticeship support services (COMPASS)
17 programs, which aim to increase diversity in the highway construction
18 and maritime workforces and prepare individuals interested in
19 entering the highway construction and maritime workforces. In
20 addition to the services allowed under RCW 47.01.435, the PASS and
21 COMPASS programs may provide housing assistance for youth aging out
22 of the foster care and juvenile rehabilitation systems to support
23 their participation in a transportation-related preapprenticeship
24 program and support services to obtain necessary maritime documents
25 and coast guard certification; and

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

28 (b) The department shall report annually to the transportation
29 committees of the legislature on efforts to increase diversity in the
30 transportation construction workforce.

31 (2) \$1,512,000 of the motor vehicle account—state appropriation
32 and \$488,000 of the Puget Sound ferry operations account—state
33 appropriation are provided solely for the department to develop,
34 track, and monitor the progress of community workforce agreements,
35 and to assist with the development and implementation of internal
36 diversity, equity, and inclusion efforts and serve as subject matter
37 experts on federal and state civil rights provisions. The department
38 shall engage with relevant stakeholders, and provide a progress
39 report on the implementation of efforts under this subsection to the

1 transportation committees of the legislature and the governor by
2 December 1, 2024.

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

10 (4) \$21,195,000 of the motor vehicle account—state appropriation
11 and \$21,194,000 of the multimodal transportation account—state
12 appropriation are provided solely for the department to upgrade the
13 transportation reporting and accounting information system to the
14 current cloud version of the software, and is subject to the
15 conditions, limitations, and review requirements of section 701 (~~of~~
16 ~~this act~~), chapter 472, Laws of 2023.

17 (~~(6)~~) (5) \$56,000 of the motor vehicle account—state
18 appropriation is provided solely for the implementation of chapter
19 230, Laws of 2023 (clean energy siting). (~~If chapter 230, Laws of~~
20 ~~2023 is not enacted by June 30, 2023, the amount provided in this~~
21 ~~subsection lapses.~~)

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

24 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
25 **AND RESEARCH—PROGRAM T**

26	Carbon Emissions Reduction Account—State	
27	Appropriation.	((\$3,000,000))
28		<u>\$4,000,000</u>
29	Motor Vehicle Account—State Appropriation.	((\$32,089,000))
30		<u>\$31,877,000</u>
31	Motor Vehicle Account—Federal Appropriation.	((\$31,412,000))
32		<u>\$31,527,000</u>
33	Motor Vehicle Account—Private/Local Appropriation.	\$400,000
34	Move Ahead WA Flexible Account—State Appropriation.	\$11,922,000
35	Multimodal Transportation Account—State	
36	Appropriation.	\$2,414,000
37	Multimodal Transportation Account—Federal	
38	Appropriation.	\$2,809,000

1	Multimodal Transportation Account—Private/Local	
2	Appropriation.	\$100,000
3	TOTAL APPROPRIATION.	((\$84,146,000))
4		<u>\$85,049,000</u>

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

7 (1) \$750,000 of the multimodal transportation account—state
8 appropriation is provided solely for the department to partner with
9 the department of commerce and regional transportation planning
10 organizations in implementing vehicle miles traveled targets and
11 supporting actions. As part of target setting, important factors that
12 must be considered include land use patterns, safety, and vulnerable
13 populations. The department shall provide an interim report by June
14 30, 2024, and a final report by June 30, 2025.

15 ((~~3~~)) (2) \$150,000 of the motor vehicle account—state
16 appropriation is provided solely for the department to continue
17 implementation of a performance-based project evaluation model. The
18 department must issue a report by September 1, 2024.

19 ((~~4~~)) (3)(a) \$180,000 of the multimodal transportation account—
20 state appropriation is provided solely for Thurston regional planning
21 council (TRPC) to conduct a study examining options for multimodal
22 high capacity transportation (HCT) to serve travelers on the
23 Interstate 5 corridor between central Thurston county (Olympia area)
24 and Pierce county.

25 (b) The study will include an assessment of travelsheds and
26 ridership potential and identify and provide an evaluation of options
27 to enhance connectivity and accessibility for the greater south Puget
28 Sound region with an emphasis on linking to planned or existing
29 commuter or regional light rail. The study must account for previous
30 and ongoing efforts by transit agencies and the department. The study
31 will emphasize collaboration with a diverse community of interests,
32 including but not limited to transit, business, public agencies,
33 tribes, and providers and users of transportation who because of age,
34 income, or ability may face barriers and challenges.

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

37 ((~~5~~)) (4) \$400,000 of the multimodal transportation account—
38 state appropriation is provided solely for the city of Seattle's
39 office of planning and community development to support an equitable

1 development initiative to reconnect the South Park neighborhood,
2 currently divided by state route number 99.

3 (a) The support work must include:

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

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

11 (b) The support work must be conducted in coordination and
12 partnership with neighborhood residents, neighborhood industrial and
13 commercial representatives, the state department of transportation,
14 and other entities and neighborhoods potentially impacted by changes
15 to the operation of state route number 99.

16 (c) The city must provide a report on the plan that includes
17 recommendations to the Seattle city council, state department of
18 transportation, and the transportation committees of the legislature
19 by (~~December 1, 2024~~) June 30, 2025.

20 (~~(+6)~~) (5) \$2,557,000 of the motor vehicle account—state
21 appropriation is provided solely for the department to upgrade the
22 department's linear referencing system (LRS) and highway performance
23 monitoring system (HPMS), and is subject to the conditions,
24 limitations, and review requirements in section 701 (~~(of this act)~~),
25 chapter 472, Laws of 2023.

26 (~~(+7)~~) (6) \$306,000 of the multimodal transportation account—
27 state appropriation is provided solely for the department to appoint
28 or designate a liaison to serve as a point of contact and resource
29 for the department, local governments, and project proponents
30 regarding land use decisions and processing development permit
31 applications. The liaison must, as a priority, facilitate and
32 expedite any department decisions required for project approval.

33 (~~(+8) \$627,000~~) (7) \$742,000 of the motor vehicle account—
34 federal appropriation is provided solely for remaining work on the
35 "Forward Drive" road usage charge research project overseen by the
36 transportation commission using the remaining amounts of the federal
37 grant award. The remaining work of this project includes:

38 (a) Analysis of road usage charge simulation and participant
39 surveys;

1 (b) Follow up on road usage charge experiences related to payment
2 installments, mileage exemptions, and vehicle-based mileage
3 reporting;

4 (c) Completion of technology research; and

5 (d) Development of the final "Forward Drive" research program
6 report.

7 (~~(9)~~) (8)(a) \$11,922,000 of the move ahead WA flexible account—
8 (~~federal~~) state appropriation is provided solely for an Interstate
9 5 planning and environmental linkage study and a statewide Interstate
10 5 master plan, building upon existing work under way in the corridor.
11 It is the intent of the legislature to provide a total of \$40,000,000
12 for this work by 2029.

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

15 (i) Seismic resiliency planning to refine the level of effort and
16 develop informed cost estimates for the seismic vulnerability
17 analysis;

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

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

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

29 (c) Of the amounts provided in this subsection, \$300,000 is
30 provided solely for the department to conduct a Seattle Interstate 5
31 ramp reconfiguration study. The study must be conducted in
32 coordination and partnership with the city of Seattle's department of
33 transportation, informed by the input of Interstate 5 lid
34 stakeholders, and coordinated with work under (a) and (b) of this
35 subsection. The department must provide a study report, including
36 recommendations, to the city of Seattle's department of
37 transportation and the transportation committees of the legislature
38 by December 1, 2024. The study must include an analysis of:

39 (i) Options and opportunities to reconfigure, relocate, or remove
40 Interstate 5 ramps within and between Chinatown-International

1 District and the University District for the purpose of improving
2 through-traffic operations, enhancing multimodal transportation
3 safety, and enabling more efficient air rights development;

4 (ii) Potential mitigation needs and cost estimates of ramp
5 changes and demolitions;

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

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

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

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

17 (d) The department shall work with the emergency management
18 division of the military department to identify strategic
19 transportation corridors, opportunities to improve resilience and
20 reinforce the corridors against natural disasters, and opportunities
21 to secure federal funding for investments in the resilience of the
22 transportation network. The department shall provide a report to the
23 transportation committees of the legislature by December 1, 2023, on:

24 (i) Strategic transportation corridors and opportunities to
25 improve their resilience;

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

27 (iii) Recommendations for actions to maximize federal funding for
28 the state of Washington.

29 ~~((10))~~ (9) The department shall continue to coordinate planning
30 work focused on the transportation system in western Washington
31 across modes with the goal of maximizing system performance toward
32 the policy goals in RCW 47.04.280 in the most cost-effective manner.
33 This coordination must include, but is not limited to: The Interstate
34 5 highway corridor, existing rail infrastructure and future high-
35 speed rail alignment, and commercial aviation capacity. The
36 department must report to the joint transportation committee through
37 existing reporting mechanisms on the status of these planning efforts
38 including, but not limited to, a long-term strategy for addressing
39 resilience of the transportation system in western Washington through
40 consideration of changing demand, modal integration, and preservation

1 needs. The coordinated work must include an analysis of different
2 alternatives to promote system resilience, including performance and
3 cost of each scenario.

4 ~~((13))~~ (10) \$3,000,000 of the carbon emissions reduction
5 account—state appropriation is provided solely for the department, in
6 coordination with the department's HEAL act team and environmental
7 services office, to develop and implement a community outreach,
8 education, and technical assistance program for overburdened
9 communities and their community partners in order to develop
10 community-centered carbon reduction strategies to make meaningful
11 impacts in a community, and to provide assistance in gaining access
12 to available funding to implement these strategies, where applicable.
13 The department may provide appropriate compensation to members of
14 overburdened communities who provide solicited community
15 participation and input needed by the department to implement and
16 administer the program established in this subsection. By June 1,
17 2024, and by June 1, 2025, the department must submit a report to the
18 transportation committees of the legislature and to the governor that
19 provides an update on the department's community outreach, education,
20 and technical assistance program development and implementation
21 efforts.

22 (11) \$1,000,000 of the carbon emissions reduction account—state
23 appropriation is provided solely for the department to contract with
24 a world cup organizing committee based in Seattle to undertake low
25 carbon transportation planning efforts that will help prepare for the
26 increase in visitors due to the 2026 FIFA world cup soccer matches in
27 Seattle and other venues in the state. The planning, to be developed
28 in coordination with the department and local mobility agencies, must
29 identify critical infrastructure and operational improvements that
30 will support active transportation and reliability of transit, making
31 it easier for the public to choose options other than single-
32 occupancy vehicles. A progress report, including best practices for
33 future events, must be delivered to the department, governor, and
34 transportation committees of the legislature by June 30, 2025. The
35 amount provided in this subsection must initially be placed in
36 unallotted status and may not be spent prior to January 1, 2025. If
37 Initiative Measure No. 2117 is approved in the 2024 general election,
38 this amount shall lapse.

1 judgments and settlements dealing with the Washington state ferry
2 system to the director of the office of financial management and the
3 transportation committees of the legislature. The report must include
4 information on: (a) The number of claims and settlements by type; (b)
5 the average claim and settlement by type; (c) defense costs
6 associated with those claims and settlements; and (d) information on
7 the impacts of moving legal costs associated with the Washington
8 state ferry system into the statewide self-insurance pool.

9 (3) On August 1, 2023, and semiannually thereafter, the
10 department, in conjunction with the attorney general and the
11 department of enterprise services, shall provide a report with
12 judgments and settlements dealing with the nonferry operations of the
13 department to the director of the office of financial management and
14 the transportation committees of the legislature. The report must
15 include information on: (a) The number of claims and settlements by
16 type; (b) the average claim and settlement by type; and (c) defense
17 costs associated with those claims and settlements.

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

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

25 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**
26 Carbon Emissions Reduction Account—State
27 Appropriation. \$500,000
28 Climate Transit Programs Account—State Appropriation ((~~\$406,287,000~~))
29 \$451,545,000
30 State Vehicle Parking Account—State Appropriation. \$784,000
31 Regional Mobility Grant Program Account—State
32 Appropriation. ((~~\$115,060,000~~))
33 \$120,177,000
34 Rural Mobility Grant Program Account—State
35 Appropriation. ((~~\$32,774,000~~))
36 \$33,077,000
37 Multimodal Transportation Account—State
38 Appropriation. ((~~\$118,255,000~~))

1		<u>\$125,827,000</u>
2	Multimodal Transportation Account—Federal	
3	Appropriation.	\$4,374,000
4	Multimodal Transportation Account—Private/Local	
5	Appropriation.	\$100,000
6	TOTAL APPROPRIATION.	((\$678,134,000))
7		<u>\$736,384,000</u>

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

10 (1) ((~~\$64,354,000~~)) \$64,906,000 of the multimodal transportation
11 account—state appropriation and ((~~\$78,100,000~~)) \$79,155,000 of the
12 climate transit programs account—state appropriation are provided
13 solely for a grant program for special needs transportation provided
14 by transit agencies and nonprofit providers of transportation. Of
15 this amount:

16 (a) \$14,420,000 of the multimodal transportation account—state
17 appropriation and \$17,963,000 of the climate transit programs account
18 —state appropriation are provided solely for grants to nonprofit
19 providers of special needs transportation. Grants for nonprofit
20 providers must be based on need, including the availability of other
21 providers of service in the area, efforts to coordinate trips among
22 providers and riders, and the cost effectiveness of trips provided.

23 (b) \$48,278,000 of the multimodal transportation account—state
24 appropriation and \$60,137,000 of the climate transit programs account
25 —state appropriation are provided solely for grants to transit
26 agencies to transport persons with special transportation needs. To
27 receive a grant, the transit agency must, to the greatest extent
28 practicable, have a maintenance of effort for special needs
29 transportation that is no less than the previous year's maintenance
30 of effort for special needs transportation. Grants for transit
31 agencies must be prorated based on the amount expended for demand
32 response service and route deviated service in calendar year 2021 as
33 reported in the "2021 Summary of Public Transportation" published by
34 the department of transportation. No transit agency may receive more
35 than 30 percent of these distributions. Fuel type may not be a factor
36 in the grant selection process.

37 (c) ((~~\$1,656,000~~)) \$2,208,000 of the multimodal transportation
38 account—state appropriation ((~~is~~)) and \$1,055,000 of the climate
39 transit programs account—state appropriation are provided solely for

1 the reappropriation of amounts provided for this purpose in the
2 2021-2023 fiscal biennium.

3 (2) (~~(\$32,774,000)~~) \$33,077,000 of the rural mobility grant
4 program account—state appropriation is provided solely for grants to
5 aid small cities in rural areas as prescribed in RCW 47.66.100. Fuel
6 type may not be a factor in the grant selection process.

7 (3) (~~(\$11,382,000)~~) \$11,598,000 of the multimodal transportation
8 account—state appropriation is provided solely for a public transit
9 rideshare grant program for: (a) Public transit agencies to add or
10 replace rideshare vehicles; and (b) incentives and outreach to
11 increase rideshare use. The grant program for public transit agencies
12 may cover capital costs only, and costs for operating vanpools at
13 public transit agencies are not eligible for funding under this grant
14 program. Awards from the grant program must not be used to supplant
15 transit funds currently funding ride share programs, or to hire
16 additional employees. Fuel type may not be a factor in the grant
17 selection process. Of the amounts provided in this subsection,
18 (~~(\$1,092,000)~~) \$1,308,000 is for the reappropriation of amounts
19 provided for this purpose in the 2021-2023 fiscal biennium.

20 (4) (~~(\$37,382,000)~~) \$48,597,000 of the regional mobility grant
21 program account—state appropriation is reappropriated and provided
22 solely for the regional mobility grant projects identified in LEAP
23 Transportation Document ((2023-2)) 2024-2 ALL PROJECTS as developed
24 (~~(April 21, 2023)~~) February 18, 2024, Program - Public Transportation
25 Program (V).

26 (5) (a) (~~(\$77,679,000)~~) \$71,581,000 of the regional mobility grant
27 program account—state appropriation is provided solely for the
28 regional mobility grant projects identified in LEAP Transportation
29 Document ((2023-2)) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
30 ~~2023)~~) February 18, 2024, Program - Public Transportation Program
31 (V). The department shall review all projects receiving grant awards
32 under this program at least semiannually to determine whether the
33 projects are making satisfactory progress. Any project that has been
34 awarded funds, but does not report activity on the project within one
35 year of the grant award, must be reviewed by the department to
36 determine whether the grant should be terminated. The department
37 shall promptly close out grants when projects have been completed,
38 and any remaining funds must be used only to fund projects identified
39 in the LEAP transportation document referenced in this subsection.

1 The department shall provide annual status reports on December 15,
2 2023, and December 15, 2024, to the office of financial management
3 and the transportation committees of the legislature regarding the
4 projects receiving the grants. It is the intent of the legislature to
5 appropriate funds through the regional mobility grant program only
6 for projects that will be completed on schedule. A grantee may not
7 receive more than 25 percent of the amount appropriated in this
8 subsection unless all other funding is awarded. Additionally, when
9 allocating funding for the 2023-2025 fiscal biennium, no more than 30
10 percent of the total grant program may directly benefit or support
11 one grantee unless all other funding is awarded. Fuel type may not be
12 a factor in the grant selection process.

13 (b) In order to be eligible to receive a grant under (a) of this
14 subsection during the 2023-2025 fiscal biennium, a transit agency
15 must establish a process for private transportation providers to
16 apply for the use of park and ride facilities. For purposes of this
17 subsection, (i) "private transportation provider" means: An auto
18 transportation company regulated under chapter 81.68 RCW; a passenger
19 charter carrier 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; a private nonprofit
22 transportation provider regulated under chapter 81.66 RCW; or a
23 private employer transportation service provider; and (ii) "private
24 employer transportation service" means regularly scheduled, fixed-
25 route transportation service that is offered by an employer for the
26 benefit of its employees.

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

33 (d) During the 2023-2025 fiscal biennium, the department shall
34 consider applications submitted by regional transportation planning
35 organizations and metropolitan planning organizations for the
36 regional mobility grant program funding in the 2025-2027 fiscal
37 biennium.

38 (6) \$6,195,000 of the multimodal transportation account—state
39 appropriation, \$3,300,000 of the climate transit programs account—
40 state appropriation, and \$784,000 of the state vehicle parking

1 account—state appropriation are provided solely for CTR grants and
2 activities. Fuel type may not be a factor in the grant selection
3 process. Of this amount, \$495,000 of the multimodal transportation
4 account—state appropriation is reappropriated and provided solely for
5 continuation of previously approved projects under the first mile/
6 last mile connections grant program.

7 (7) (~~(\$11,914,000)~~) \$16,319,000 of the multimodal transportation
8 account—state appropriation is provided solely for connecting
9 Washington transit projects identified in LEAP Transportation
10 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
11 ~~2023)~~) February 18, 2024. It is the intent of the legislature that
12 entities identified to receive funding in the LEAP transportation
13 document referenced in this subsection receive the amounts specified
14 in the time frame specified in that LEAP document. If an entity has
15 already completed a project in the LEAP transportation document
16 referenced in this subsection before the time frame identified, the
17 entity may substitute another transit project or projects that cost a
18 similar or lesser amount.

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

21 (9) \$12,000,000 of the multimodal transportation account—state
22 appropriation and \$39,400,000 of the climate transit programs account
23 —state appropriation are provided solely for the green transportation
24 capital projects identified in LEAP Transportation Document
25 (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21, 2023)~~)
26 February 18, 2024, Program - Public Transportation Program (V). Of
27 the amount of climate transit program account funds appropriated in
28 this subsection, up to one percent may be used for program
29 administration and staffing.

30 (10) \$7,442,000 of the climate transit programs account—state
31 appropriation are provided solely for additional green transportation
32 capital projects identified in LEAP Transportation Document 2024-2
33 ALL PROJECTS as developed February 18, 2024, Program - Public
34 Transportation Program (V). Of the amounts provided, \$1,000,000 is
35 for the Jefferson Transit - Electric Bus Replacement Project
36 (GT23250A), \$1,023,000 is for the Pacific Transit - Electrification
37 of the Paratransit fleet Project (GT23250C), \$3,795,000 is for the C-
38 TRAN - Hydrogen Fueling Station Infrastructure Project (GT23250D),
39 and \$1,623,000 is for the Island Transit - Fleet Expansion Project

1 (GT23250E). The amounts provided in this subsection must initially be
2 placed in unallotted status and may not be spent prior to January 1,
3 2025. If Initiative Measure No. 2117 is approved in the 2024 general
4 election, these amounts shall lapse.

5 (11) ((\$4,407,000)) \$5,950,000 of the multimodal transportation
6 account—state appropriation ((is)) and \$2,951,000 of the climate
7 transit programs account—state appropriation are reappropriated and
8 provided solely for the green transportation capital grant projects
9 identified in LEAP Transportation Document ((2023-2)) 2024-2 ALL
10 PROJECTS as developed ((April 21, 2023)) February 18, 2024, Program -
11 Public Transportation Program (V).

12 ((11) \$10,000,000) (12) \$18,300,000 of the climate transit
13 programs account—state appropriation is provided solely for newly
14 selected green transportation grants. Of the amount appropriated in
15 this subsection, up to one percent may be used for program
16 administration and staffing. The amount provided in this subsection
17 must initially be placed in unallotted status and may not be spent
18 prior to January 1, 2025. If Initiative Measure No. 2117 is approved
19 in the 2024 general election, this amount shall lapse.

20 (13) \$10,267,000 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 Transportation Document ((2023-2)) 2024-2
38 ALL PROJECTS as developed ((April 21, 2023)) February 18, 2024. Of

1 this amount, \$529,000 is for the Sauk-Suiattle Commuter project
2 (L1000318).

3 ~~((12) \$188,900,000))~~ (14) (a) \$188,941,000 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 (b) \$41,000 of the climate transit programs account—state
10 appropriation is provided solely for the reappropriation of amounts
11 provided for this purpose in the 2021-2023 fiscal biennium.

12 ~~((13))~~ (15) \$38,000,000 of the climate transit programs account
13 —state appropriation is provided solely for the bus and bus facility
14 grant program for replacement, rehabilitation, and purchase of
15 transit rolling stock, or construction, modification, or
16 rehabilitation of transit facilities.

17 ~~((14))~~ (16) \$7,758,000 of the climate transit programs account—
18 state appropriation is provided solely for additional bus and bus
19 facility projects. Of the amounts provided, \$1,467,000 is for Kitsap
20 Transit for inductive charging units for transit centers, \$1,891,000
21 is for Twin Transit for zero-emission vehicle acquisition, \$4,400,000
22 is for C-TRAN for highway 99 BRT hydrogen fuel cell buses. The
23 amounts provided in this subsection must initially be placed in
24 unallotted status and may not be spent prior to January 1, 2025. If
25 Initiative Measure No. 2117 is approved in the 2024 general election,
26 these amounts shall lapse.

27 (17) \$2,000,000 of the climate transit programs account—state
28 appropriation is provided solely for newly selected transit
29 coordination grants. The department shall prioritize grant proposals
30 that promote the formation of joint partnerships between transit
31 agencies or merge service delivery across entities.

32 ~~((15) \$46,587,000))~~ (18) \$44,000 of the climate transit programs
33 account—state appropriation is provided solely for the
34 reappropriation of amounts originally provided for transit
35 coordination grants in the 2021-2023 fiscal biennium.

36 (19) \$53,087,000 of the climate transit programs account—state
37 appropriation is provided solely for move ahead Washington transit
38 projects as listed in LEAP Transportation Document ~~((2023-2))~~ 2024-2

1 ALL PROJECTS as developed (~~(April 21, 2023))~~ February 18, 2024, Move
2 Ahead WA - Transit Projects.

3 (a) For projects funded as part of this subsection, if the
4 department expects to have substantial reappropriations for the
5 2023-2025 fiscal biennium, the department may, on a pilot basis,
6 apply funding from a project with an appropriation that is unable to
7 be used within the 2023-2025 fiscal biennium to advance one or more
8 of the projects listed, prioritizing projects first by tier then by
9 project readiness.

10 (b) In instances when projects listed in the LEAP transportation
11 document referenced in this subsection (~~((15))~~) (19) are no longer
12 viable or have been completed, the department may recommend in its
13 next budget submittal alternative project proposals from the local
14 jurisdictions if the project is similar in type and scope and
15 consistent with limitations on certain funds provided. In the event
16 that the listed project has been completed, the local jurisdictions
17 may, rather than submitting an alternative project, be reimbursed in
18 the year in which it was scheduled for documented costs incurred
19 implementing the listed project, not in excess of the amount awarded
20 from the funding program.

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

27 (~~((16))~~) (20) \$580,000 of the multimodal transportation account—
28 state appropriation is provided solely for the department to provide
29 a statewide vanpool benefit for all state employees. For department
30 employees working in remote job sites, such as mountain passes, the
31 department must ensure employees are able to access job sites via a
32 subsidized vanpool or provide a modal alternative for the "last mile"
33 to ensure employees can access the job site without additional
34 charge.

35 (~~((17))~~) (21) \$200,000 of the multimodal transportation account—
36 state appropriation is provided solely for the department to update
37 the 2019 feasibility study to add a fifth travel Washington intercity
38 bus line in the Yakima Valley. The department must provide a summary
39 report of the updated feasibility and cost estimates to the
40 transportation committees of the legislature by December 1, 2024.

1 (~~(19)~~) (22) \$555,000 of the multimodal transportation account—
2 state appropriation and \$500,000 of the carbon emissions reduction
3 account—state appropriation are provided solely for an interagency
4 transfer to the Washington State University extension energy program
5 to administer a technical assistance and education program for public
6 agencies on the use of alternative fuel vehicles. The Washington
7 State University extension energy program shall prepare a report
8 regarding the utilization of the program and submit this report to
9 the transportation committees of the legislature by November 15,
10 2023.

11 (~~(20)~~) (23)(a) (~~(\$400,000)~~) \$500,000 of the multimodal
12 transportation account—state appropriation is provided solely for
13 King county metro to develop a pilot program to place teams,
14 including human services personnel, along routes that are enduring
15 significant public safety issues and various disruptive behavior in
16 south King county. The team would be available to deescalate
17 disruptions, provide immediate access to transit resources, and refer
18 customers to community resources to break cycles of inappropriate
19 behavior. The teams must consist of individuals trained in
20 deescalation and outreach. Team functions and duties should be
21 cocreated with community stakeholders.

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

27 (c) King county metro must provide at least a 50 percent match to
28 develop the pilot program funded by this subsection.

29 (~~(21)~~) (24) \$500,000 of the multimodal transportation account—
30 state appropriation is provided solely for planning to move Grays
31 Harbor transit operation and administration facilities from the
32 current location.

33 (25) \$900,000 of the climate transit programs account—state
34 appropriation is provided solely for the department to implement
35 certain recommendations from the 2023 frequent transit service study.
36 The department shall define levels and types of demand-response
37 service and measure access to these services within Washington for
38 the purpose of gaining a fuller picture of transit access. The
39 department must collect ongoing transportation data and develop

1 systems to allow for analysis of disparities in access to existing
 2 fixed route transit. The data collection should prioritize collecting
 3 information on accessibility and inclusion of people with
 4 disabilities, vulnerable populations in overburdened communities, and
 5 other underserved communities. The department shall submit the report
 6 to the transportation committees of the legislature and the office of
 7 financial management by June 30, 2025, on data collection efforts.
 8 The amount provided in this subsection must initially be placed in
 9 unallotted status and may not be spent prior to January 1, 2025. If
 10 Initiative Measure No. 2117 is approved in the 2024 general election,
 11 this amount shall lapse.

12 (26) \$100,000 of the multimodal account—state appropriation is
 13 provided solely for a pilot program to provide funds to nonprofit
 14 organizations to offer rideshare vouchers to people with low-income
 15 and people with disabilities who rely on paratransit to get to and
 16 from work or medical appointments. The department must work with a
 17 group who provides dialysis services in King county and with a group
 18 who provides employment services and supports to adults with
 19 disabilities in the four most populous counties in Washington. The
 20 department must submit a report to the office of financial management
 21 and the transportation committees of the legislature by June 1, 2025.
 22 The report must incorporate feedback from participants to the extent
 23 possible and evaluate the effectiveness of the program as an
 24 alternative to current public transportation programs.

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

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

28	Puget Sound Ferry Operations Account—State	
29	Appropriation.	(((\$575,986,000))
30		<u>\$571,589,000</u>
31	Puget Sound Ferry Operations Account—Federal	
32	Appropriation.	(((\$163,791,000))
33		<u>\$198,650,000</u>
34	Puget Sound Ferry Operations Account—Private/Local	
35	Appropriation.	\$121,000
36	TOTAL APPROPRIATION.	(((\$739,898,000))
37		<u>\$770,360,000</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)~~) \$97,060,000 of the Puget Sound ferry
14 operations account—federal appropriation and (~~(\$50,067,000)~~)
15 \$51,450,000 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)~~) \$26,887,000 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 to expand recruitment
18 efforts, including to communities currently underrepresented within
19 Washington state ferries, and add a workforce ombuds;

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

21 (g) 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—~~
5 ~~state appropriation is provided solely for the restoration of service~~
6 ~~to 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—
10 state appropriation is provided solely for the implementation of
11 chapter 188, Laws of 2023 (state ferry workforce development issues).
12 If chapter 188, Laws of 2023 is not enacted by June 30, 2023, the
13 amount provided in this subsection lapses.

14 ~~((11) \$1,000,000))~~ (10) \$5,000,000 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))~~ (11) \$100,000 of the Puget Sound ferry operations
19 account—state appropriation is provided solely to assess temporary
20 service restoration options for the Sidney, British Columbia route
21 until Washington state ferries can resume its service. Washington
22 state 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))~~ (12) \$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) \$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))~~ (14) \$1,064,000 of the Puget Sound ferry operations
35 account—state appropriation is provided solely for traffic control at
36 ferry terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo,
37 and Bainbridge Island, during peak ferry travel times, with a
38 particular focus on Sundays and holiday weekends.

1 ~~((16))~~ (15) \$93,000 of the Puget Sound ferry operations account
2 —state appropriation is provided solely for the Washington state
3 ferries to secure housing for workforce training sessions and to pay
4 in advance for the costs of transportation worker identification
5 credentials, merchant mariner credentials, and medical examinations
6 for incoming ferry system employees and trainees.

7 ~~((17))~~ (16) \$10,417,000 of the Puget Sound ferry operations
8 account—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))~~ (17) (a) \$855,000 of the Puget Sound ferry operations
18 account—state appropriation is provided solely for Washington state
19 ferries to provide to Seattle Central Community College for a pilot
20 with the Seattle Maritime Academy for the 2023-2025 fiscal biennium.
21 Funding may not be expended until Washington state ferries certifies
22 to the office of financial management that a memorandum of agreement
23 with Seattle Central Community College has been executed, and the
24 office 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))~~ (18) \$420,000 of the Puget Sound ferry operations
11 account 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))~~ (19) By December 31st of each year, as part of the
22 annual ferries division performance report, the department must
23 report on the status of efforts to increase the staff available for
24 maintaining the customary level of ferry service, including staff for
25 deck, engine, and terminals. The report must include data for a 12-
26 month period up to the most recent data available, by staff group,
27 showing the number of employees at the beginning of the 12-month
28 period, the number of new employees hired, the number of employees
29 separating from service, and the number of employees at the end of
30 the 12-month period. The department report on additional performance
31 measures must include:

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

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

36 (20) \$3,170,000 of the Puget Sound ferry operations account—state
37 appropriation is provided solely for the King county marine division
38 to increase weekday, midday water taxis trip frequency on the Seattle
39 to Vashon passenger-only ferry route.

1 (21) \$500,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the department to evaluate
3 options for the state to return to providing state passenger-only
4 ferry service to support existing ferry service routes.

5 (a) The study must focus on the routes recommended for further
6 study by the 2020 study of passenger-only ferry service by the Puget
7 Sound regional council as well as San Juan county interisland
8 passenger-only ferry service. The department must contract with a
9 third-party entity with experience in passenger-only ferry service.

10 (b) The evaluation must study options for the state to return to
11 providing state passenger-only ferry service to support existing
12 ferry service routes. The study must include estimated ridership,
13 operating costs including labor, vessel procurement options with
14 prioritization given to clean fueled ferries such as electric
15 ferries, funding options including state subsidies of passenger-only
16 ferry districts, and schedule and timing to implement passenger-only
17 ferry options in evaluated routes.

18 (c) A progress report is due to the governor and transportation
19 committees of the legislature by October 30, 2024. A final report is
20 due to the governor and transportation committees of the legislature
21 by June 1, 2025.

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

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

25 Carbon Emissions Reduction Account—State

26 Appropriation. \$2,250,000

27 Multimodal Transportation Account—State

28 Appropriation. ((\$90,565,000))

29 \$85,798,000

30 Multimodal Transportation Account—Federal

31 Appropriation. \$1,335,000

32 Multimodal Transportation Account—Private/Local

33 Appropriation. \$46,000

34 TOTAL APPROPRIATION. ((\$92,861,000))

35 \$89,429,000

36 The appropriations in this section are subject to the following
37 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) — \$5,950,000))~~ (4) (a) \$1,000,000 of the multimodal
35 transportation account—state appropriation is provided solely for
36 ~~((implementation of truck parking improvements recommended by the
37 freight mobility strategic investment board in consultation with the
38 department under section 206(4) of this act. The office of financial
39 management must place this amount in unallotted status))~~ design work

1 on the I-5 Fort Lewis weigh station and SR 906 phase 3 truck parking
2 improvements.

3 (b) The legislature intends to provide \$4,950,000 in the
4 2025-2027 fiscal biennium for additional truck parking improvements.
5 As part of the department's 2025-2027 budget submittal, the
6 department and the freight mobility strategic investment board, after
7 consulting with appropriate entities, must provide a list of specific
8 truck parking solutions within the \$4,950,000 amount. The list may
9 also include additional funding recommendations beyond this amount
10 for more immediate expansion of truck parking capacity, as well as
11 for long-term expansion of truck parking capacity.

12 **Sec. 224.** 2023 c 472 s 224 (uncodified) is amended to read as
13 follows:

14 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
15 **OPERATING**

16 Motor Vehicle Account—State Appropriation.	((\$13,569,000))
	<u>\$14,286,000</u>
18 Motor Vehicle Account—Federal Appropriation.	\$2,567,000
19 Multiuse Roadway Safety Account—State Appropriation. . . .	\$1,230,000
20 Multimodal Transportation Account—State	
21 Appropriation.	((\$1,450,000))
	<u>\$1,950,000</u>
23 TOTAL APPROPRIATION.	((\$18,816,000))
	<u>\$20,033,000</u>

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

27 (1) \$500,000 of the motor vehicle account—state appropriation is
28 provided solely for development, administration, program management,
29 and evaluation of the federal fund exchange pilot program.

30 (2) \$1,063,000 of the motor vehicle account—state appropriation
31 is provided solely for the department, from amounts set aside out of
32 statewide fuel taxes distributed to counties according to RCW
33 46.68.120(3), to contract with the Washington state association of
34 counties to:

35 (a) Contract with the department of fish and wildlife to
36 identify, inventory, and prioritize county-owned fish passage
37 barriers;

1 (b) Continue streamlining and updating the county road
2 administration board's data dashboard, to provide a more detailed,
3 more transparent, and user-friendly platform for data management,
4 reporting, and research by the public and other interested parties;

5 (c) Commission a study to develop guidance for county public
6 works departments conducting environmental justice assessments in
7 their communities and recommend best practices for community
8 engagement plans to address environmental health disparities for
9 identified overburdened communities;

10 (d) Contract for a study to identify best practices within public
11 works for the recruitment and retention of employees, including:
12 Recommendations for improving outreach and recruitment to
13 underrepresented populations, methods to partner with local community
14 colleges and universities, methods to expand apprenticeship and
15 internship programs, strategies to increase training and development
16 opportunities, and recommendations for career advancement programs
17 and better work-life balance outcomes;

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

19 (f) By December 15, 2024, report to the office of financial
20 management and the appropriate committees of the legislature the
21 deliverables from and the amounts expended on the purposes enumerated
22 in this subsection.

23 ~~((+5))~~ (4)(a) \$200,000 of the multimodal transportation account—
24 state appropriation is provided solely for the department to develop
25 the preliminary phase of an action plan for the establishment of
26 cycle highways in locations that connect population centers and
27 support mode shift.

28 (b) The action plan may complement and incorporate existing
29 resources, including the state trails database maintained by the
30 recreation and conservation office, local and regional plans, and the
31 state active transportation plan.

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

33 (i) Recommended design; geometric and operational criteria and
34 typologies appropriate to urban, suburban, and rural settings;
35 settings that include shared use; and incremental approaches to
36 achieve desired facility types;

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

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

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

8 (v) Identification of legal, regulatory, financial,
9 collaboration, and practical barriers to development and community
10 acceptance and support of such facilities; and

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

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

17 ~~((+6))~~ (5) \$140,000 of the motor vehicle account—state
18 appropriation is provided solely for the Pierce county ferry to
19 eliminate fares for passengers 18 years of age and younger.

20 ~~((+7))~~ (6) \$750,000 of the multimodal transportation account—
21 state appropriation is provided solely for a grant program to support
22 local initiatives that expand or establish civilian intervention
23 programs for nonmoving violations, focusing on nonpunitive
24 interventions such as helmet voucher programs, fee offset programs,
25 fix-it tickets, and repair vouchers that provide solutions for
26 vehicle equipment failures for low-income road users.

27 (a) Grants must be awarded to local jurisdictions based on
28 locally developed proposals to establish or expand existing programs,
29 including programs with community led organizations. Eligible
30 jurisdictions under the grant program include cities, counties,
31 tribal government entities, tribal organizations, law enforcement
32 agencies, or nonprofit organizations.

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

36 ~~((+8))~~ (7) \$146,000 of the motor vehicle account—state
37 appropriation is provided solely for the implementation of chapter
38 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is

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

3 (8) \$500,000 of the multimodal transportation account—state
4 appropriation is provided solely for the city of Seattle's department
5 of transportation to create a digital conflict area awareness
6 management program to provide machine-readable information for
7 transportation operators, such as operators of autonomous vehicle
8 fleets, to be aware of conflict areas, such as emergency response
9 zones, work zones, schools, pick-up/drop-off locations, and other
10 areas where vulnerable road users may be present.

11 (a) Program work must include:

12 (i) The city of Seattle engaging with first responders and
13 transportation management officials and other relevant stakeholders
14 to determine program implementation needs and processes;

15 (ii) A feasibility study on implementation of the program's
16 mobility and curb data specifications to include, but not be limited
17 to, information on necessary partners and data platforms, and the
18 ability to integrate real-time 911 dispatch, emergency vehicles, and
19 work zones and other areas to reduce conflicts for transportation
20 operators operating autonomous vehicle fleets on public roads and in
21 the right-of-way.

22 (b) Support work for the program must be conducted in
23 coordination and partnership with city of Seattle departments, the
24 nonprofit steward of the program's mobility and curb data
25 specifications, the Washington state department of transportation,
26 and other entities potentially impacted by the implementation of the
27 program. To the extent feasible, the city of Seattle is required to
28 prepare an implementation pilot of the digital conflict area
29 awareness management program to make a standardized data feed
30 available publicly for transportation operator use.

31 (c) The department must require a report from the city of Seattle
32 with any findings and recommendations of the digital conflict area
33 awareness management program and any implementation needs and process
34 mapping for use by other jurisdictions, which must be provided to the
35 transportation committees of the legislature by June 30, 2025.

(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)
	<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)
	<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 Motor Vehicle Account—State Appropriation.	(\$29,173,000)
	<u>\$33,910,000</u>
32 Move Ahead WA Account—State Appropriation.	\$12,011,000
33 Multimodal Transportation Account—State	
34 Appropriation.	\$1,200,000
35 <u>Connecting Washington Account—State Appropriation.</u>	<u>\$3,000</u>
36 TOTAL APPROPRIATION.	(\$42,384,000)
	<u>\$47,124,000</u>

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

3 (1) \$4,025,000 of the motor vehicle account—state appropriation
4 is provided solely for payments of a financing contract issued
5 pursuant to chapter 39.94 RCW for the department facility located at
6 15700 Dayton Ave N in Shoreline. All payments from the department of
7 ecology pursuant to the agreement with the department to pay a share
8 of the financing contract for this facility must be deposited into
9 the motor vehicle account.

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

32 (b) By October 15, 2024, covering the first 15 months of the
33 2023-2025 fiscal biennium, the department must provide a report based
34 on the prioritization of facility preservation needs and repair
35 projects developed pursuant to (a) of this subsection to the office
36 of financial management and the transportation committees of the
37 legislature. The report must include: (i) A by facility ranking based
38 on the criteria implemented; (ii) detailed information on the actions
39 taken in the previous period to address the identified issues and

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

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

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

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

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

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

39 (4) \$15,457,000 of the motor vehicle account—state appropriation
40 is provided solely for making improvements to the department facility

1 located at 11018 NE 51st Cir in Vancouver to meet the Washington
2 state clean buildings performance standard.

3 (5) \$4,100,000 of the motor vehicle account—state appropriation
4 is provided solely for preliminary engineering and design associated
5 with the demolition and replacement of the department's vehicle
6 repair and parts building at 6431 Corson Avenue South in Seattle. The
7 information developed must include square footage, components of the
8 facility, and cost comparisons with similar maintenance facilities.
9 Should the department request construction costs for this facility
10 in its agency budget submittal for the 2025-2027 fiscal biennium,
11 these costs must be explained in detail using the form C-100 required
12 for state agency capital building projects in the capital budget.

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

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

16	Alaskan Way Viaduct Replacement Project Account—	
17	State Appropriation.	\$23,794,000
18	Climate Active Transportation Account—State	
19	Appropriation.	\$2,000,000
20	<u>Model Toxics Control Stormwater Account—State</u>	
21	<u>Appropriation.</u>	<u>\$15,000,000</u>
22	Move Ahead WA Account—Private/Local Appropriation.	\$137,500,000
23	Transportation 2003 Account (Nickel Account)—State	
24	Appropriation.	((\$317,000))
25		<u>\$634,000</u>
26	Transportation Partnership Account—State	
27	Appropriation.	((\$32,643,000))
28		<u>\$46,899,000</u>
29	Motor Vehicle Account—State Appropriation.	((\$80,524,000))
30		<u>\$98,984,000</u>
31	Motor Vehicle Account—Federal Appropriation.	((\$445,933,000))
32		<u>\$479,598,000</u>
33	Coronavirus State Fiscal Recovery Fund—Federal	
34	Appropriation.	((\$300,000,000))
35		<u>\$337,144,000</u>
36	Motor Vehicle Account—Private/Local Appropriation.	((\$52,530,000))
37		<u>\$74,115,000</u>
38	Connecting Washington Account—State Appropriation. ((\$2,143,116,000))	

1		<u>\$1,945,763,000</u>
2	Special Category C Account—State Appropriation.	((\$133,749,000))
3		<u>\$143,917,000</u>
4	Multimodal Transportation Account—State	
5	Appropriation.	((\$5,915,000))
6		<u>\$11,511,000</u>
7	State Route Number 520 Corridor Account—State	
8	Appropriation.	((\$400,000))
9		<u>\$1,250,000</u>
10	Interstate 405 and State Route Number 167 Express	
11	Toll Lanes Account—State Appropriation.	((\$304,480,000))
12		<u>\$319,464,000</u>
13	Move Ahead WA Account—State Appropriation.	((\$590,313,000))
14		<u>\$704,331,000</u>
15	Move Ahead WA Account—Federal Appropriation.	((\$340,300,000))
16		<u>\$363,155,000</u>
17	TOTAL APPROPRIATION.	((\$4,593,514,000))
18		<u>\$4,705,059,000</u>

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

21 (1) Except as provided otherwise in this section, the entire
22 connecting Washington account—state appropriation, the entire move
23 ahead WA account—federal appropriation, the entire move ahead WA
24 account—state appropriation, and the entire transportation
25 partnership account—state appropriation are provided solely for the
26 projects and activities as listed by fund, project, and amount in
27 LEAP Transportation Document ((~~2023-1~~)) 2024-1 as developed ((~~April~~
28 ~~21, 2023~~)) February 18, 2024, Program - Highway Improvements Program
29 (I) ((~~. However,~~)) with the following conditions and limitations:

30 (a) Limited transfers of specific line-item project
31 appropriations may occur between projects for those amounts listed
32 subject to the conditions and limitations in section 601 ((~~of this~~
33 act)), chapter 472, Laws of 2023.

34 (b) The department must structure requests for qualifications and
35 requests for proposals in a manner that provides a high degree of
36 certainty that bids come in as expected according to engineer
37 estimates made through the cost estimate valuation process. The
38 department may request bid offers with alternates for components of a
39 larger project so that the department may present to the legislature

1 modified options for projects to minimize project delays and stay
2 within appropriated funding resources.

3 (c) If bid proposals exceed engineer estimates by more than five
4 percent, the department shall report this information to the
5 transportation committees of the legislature within two weeks of
6 receiving the bid proposals.

7 (d) It is the intent of the legislature to provide \$32,500,000 in
8 the 2025-2027 fiscal biennium and \$21,507,000 in the 2027-2029 fiscal
9 biennium for the I-5 Nisqually delta project (L4000008).

10 (2) Except as provided otherwise in this section, the entire
11 motor vehicle account—state appropriation and motor vehicle account—
12 federal appropriation are provided solely for the projects and
13 activities listed in LEAP Transportation Document ((~~2023-2~~) 2024-2
14 ALL PROJECTS as developed ((~~April 21, 2023~~) February 18, 2024,
15 Program - Highway Improvements Program (I). Any federal funds gained
16 through efficiencies, adjustments to the federal funds forecast, or
17 the federal funds redistribution process must then be applied to
18 highway and bridge preservation activities.

19 (3) Within the motor vehicle account—state appropriation and
20 motor vehicle account—federal appropriation, the department may
21 transfer appropriation authority between programs I and P, except for
22 appropriation authority that is otherwise restricted in this act, as
23 follows:

24 (a) Ten days prior to any transfer, the department must submit
25 its request to the office of financial management and the
26 transportation committees of the legislature and consider any
27 concerns raised.

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

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

34 (4) The connecting Washington account—state appropriation
35 includes up to ((~~\$1,737,009,000~~) \$1,392,823,000 in proceeds from the
36 sale of bonds authorized in RCW 47.10.889.

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

1 (6) The transportation partnership account—state appropriation
2 includes up to (~~(\$32,643,000)~~) \$46,899,000 in proceeds from the sale
3 of bonds authorized in RCW 47.10.873.

4 (7) The appropriations in this section include savings due to
5 anticipated project underruns; however, it is unknown which projects
6 will provide savings. The legislature intends to provide sufficient
7 flexibility for the department to manage to this savings target. To
8 provide this flexibility, the office of financial management may
9 authorize, through an allotment modification, reductions in the
10 amounts that are provided solely for a particular purpose within this
11 section subject to the following conditions and limitations:

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

16 (b) Allotment modifications authorized under this subsection may
17 not result in increased funding for any project beyond the amount
18 provided for that project in the 2023-2025 fiscal biennium in LEAP
19 Transportation Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed
20 (~~(April 21, 2023)~~) February 18, 2024;

21 (c) Allotment modifications authorized under this subsection
22 apply only to amounts appropriated in this section from the following
23 accounts: Connecting Washington account—state, and move ahead WA
24 account—state; and

25 (d) The office of financial management must provide notice of
26 allotment modifications authorized under this subsection within 10
27 working days to the transportation committees of the legislature. By
28 December 1, 2023, and December 1, 2024, the department must submit a
29 report to the transportation committees of the legislature regarding
30 the actions taken to date under this subsection.

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

37 (9) The legislature continues to prioritize the replacement of
38 the state's aging infrastructure and recognizes the importance of
39 reusing and recycling construction aggregate and recycled concrete

1 materials in our transportation system. To accomplish Washington
2 state's sustainability goals in transportation and in accordance with
3 RCW 70A.205.700, the legislature reaffirms its determination that
4 recycled concrete aggregate and other transportation building
5 materials are natural resource construction materials that are too
6 valuable to be wasted and landfilled, and are a commodity as defined
7 in WAC 173-350-100.

8 (10) By June 30, 2025, to the extent practicable, the department
9 shall decommission the facilities for the Lacey project engineering
10 office and the Tumwater project engineering office at the end of
11 their lease terms and consolidate the Lacey project engineering
12 office and the Tumwater project engineering office into the
13 department's Olympic regional headquarters.

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

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

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

20 (12) (a) (~~(\$300,000,000)~~) \$337,144,000 of the coronavirus state
21 fiscal recovery fund—federal appropriation, (~~(\$312,653,000)~~)
22 \$110,439,000 of the motor vehicle account—federal appropriation,
23 (~~(\$427,459,000)~~) \$45,112,000 of the move ahead WA account—federal
24 appropriation, \$576,827,000 of the move ahead WA account—state
25 appropriation, \$187,790,000 of the connecting Washington account—
26 state appropriation, \$2,960,000 of the motor vehicle account—local/
27 private appropriation, and (~~(\$1,293,000)~~) \$8,329,000 of the motor
28 vehicle account—state appropriation are provided solely for the Fish
29 Passage Barrier Removal project (OBI4001) with the intent of fully
30 complying with the federal *U.S. v. Washington* court injunction by
31 2030.

32 (b) The fish passage barrier removal program, in consultation
33 with the office of innovative partnerships, shall explore
34 opportunities to employ innovative delivery methods to ensure
35 compliance with the court injunction including, but not limited to,
36 public-private partnerships and batched contracts. It is the intent
37 of the legislature that appropriations for this purpose may be used
38 to jointly leverage state and local funds for match requirements in
39 applying for competitive federal aid grants provided in the

1 infrastructure investment and jobs act for removals of fish passage
2 barriers under the national culvert removal, replacement, and
3 restoration program. State funds used for the purpose described in
4 this subsection must not compromise full compliance with the court
5 injunction by 2030.

6 (c) The department shall coordinate with the Brian Abbott fish
7 passage barrier removal board to use a watershed approach by
8 replacing both state and local culverts guided by the principle of
9 providing the greatest fish habitat gain at the earliest time. The
10 department shall deliver high habitat value fish passage barrier
11 corrections that it has identified, guided by the following factors:
12 Opportunity to bundle projects, tribal priorities, ability to
13 leverage investments by others, presence of other barriers, project
14 readiness, culvert conditions, other transportation projects in the
15 area, and transportation impacts. The department and Brian Abbott
16 fish barrier removal board must provide updates on the implementation
17 of the statewide culvert remediation plan to the legislature by
18 November 1, 2023, and June 1, 2024.

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

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

26 (13) (a) (~~(\$6,000,000)~~) \$5,944,000 of the move ahead WA account—
27 state appropriation (~~(is)~~) and \$15,000,000 of the model toxics
28 stormwater account—state appropriation are provided solely for the
29 Stormwater Retrofits and Improvements project (L4000040). It is the
30 intent of the legislature, over the 16-year move ahead WA investment
31 program, to provide \$500,000,000 for this program.

32 (b) (~~(The appropriation in this subsection)~~) Of the amounts
33 provided in this subsection, \$5,944,000 is provided solely for the
34 Urban Stormwater Partnership - I-5 Ship-Canal Bridge Pilot (Seattle)
35 project.

36 (c) The funding provided for stormwater retrofits and
37 improvements must enhance stormwater runoff treatment from existing
38 roads and infrastructure with an emphasis on green infrastructure
39 retrofits. Projects must be prioritized based on benefits to salmon
40 recovery and ecosystem health, reducing toxic pollution, addressing

1 health disparities, and cost-effectiveness. The department of
2 transportation must submit progress reports on its efforts to reduce
3 the toxicity of stormwater runoff from existing infrastructure,
4 recommendations for addressing barriers to innovative solutions, and
5 anticipated demand for funding each fiscal biennium.

6 (14) (a) (~~(\$35,465,000)~~) \$25,067,000 of the connecting Washington
7 account—state appropriation is provided solely for the SR 3 Freight
8 Corridor (T30400R) project. The legislature intends to provide a
9 total of \$78,910,000 for this project, including an increase of
10 \$12,000,000 in future biennia to safeguard against inflation and
11 supply/labor interruptions and ensure that:

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

14 (ii) Multimodal safety improvements at the southern terminus
15 remain in the project to provide connections to North Mason school
16 district and provide safe routes to schools (~~;~~ ~~and~~

17 ~~(iii) Intersections on the freight corridor are constructed at~~
18 ~~Romance Hill and Log Yard road).~~

19 (b) With respect to right-of-way acquisition and the construction
20 of the SR 3 Freight Corridor project (T30400R), tribal consultation
21 with the Suquamish tribe shall begin at the earliest stage of
22 planning, including without limitation on all funding decisions and
23 funding programs, to provide a government-to-government mechanism for
24 the tribe to evaluate, identify, and expressly notify governmental
25 entities of any potential impacts to tribal cultural resources,
26 archaeological sites, sacred sites, fisheries, or other rights and
27 interests in tribal lands and lands within which the tribe possesses
28 rights reserved or protected by federal treaty, statute, or executive
29 order. The consultation is independent of, and in addition to, any
30 public participation process required under state law, or by a state
31 agency, including the requirements of Executive Order 21-02 related
32 to archaeological and cultural resources, and regardless of whether
33 the agency receives a request for consultation from the Suquamish
34 tribe. Regularly scheduled tribal consultation meetings with the
35 Suquamish tribe shall continue throughout the duration of any funding
36 or program decisions and proposed project approval.

37 (15) \$6,000,000 of the move ahead WA account—state appropriation
38 and \$10,000,000 of the move ahead WA account—federal appropriation
39 are provided solely for the SR 3/Gorst Area - Widening project

1 (L4000017). Tribal consultation with the Suquamish tribe must begin
2 at the earliest stage of planning, including, without limitation, all
3 funding decisions and funding programs, to provide a government-to-
4 government mechanism for the tribe to evaluate, identify, and
5 expressly notify governmental entities of any potential impacts to
6 tribal cultural resources, archaeological sites, sacred sites,
7 fisheries, or other rights and interests in tribal lands and lands
8 within which the tribe possesses rights reserved or protected by
9 federal treaty, statute, or executive order. The consultation is
10 independent of, and in addition to, any public participation process
11 required under state law, or by a state agency, including the
12 requirements of Executive Order 21-02 related to archaeological and
13 cultural resources, and regardless of whether the agency receives a
14 request for consultation from the Suquamish tribe. Regularly
15 scheduled tribal consultation meetings with the Suquamish tribe must
16 continue throughout the duration of any funding program and proposed
17 project approval.

18 (16) (a) \$84,500,000 of the move ahead WA account—federal
19 appropriation, \$137,500,000 of the move ahead WA account—private/
20 local appropriation, and \$53,000,000 of the move ahead WA account—
21 state appropriation are provided solely for the I-5 Columbia river
22 bridge project (L4000054). The legislature finds that the replacement
23 of the I-5 Columbia river bridge is a project of national
24 significance and is critical for the movement of freight. One span is
25 now 105 years old, at risk for collapse in the event of a major
26 earthquake, and no longer satisfies the needs of commerce and travel.
27 Replacing the aging interstate bridge with a modern, seismically
28 resilient, multimodal structure that provides improved mobility for
29 people, goods, and services is a high priority. Therefore, the
30 legislature intends to support the replacement of the I-5 Columbia
31 river bridge with an investment of \$1,000,000,000 over the 16-year
32 move ahead WA investment program.

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

37 (c) The department shall provide regular updates on the status of
38 ongoing coordination with the state of Oregon on any bistrate
39 agreements regarding sharing of revenues, use of revenues, and fiscal

1 responsibilities of each state. Prior to finalizing any such
2 agreement, the department shall provide a draft of the agreement to
3 the transportation committees of the legislature for review and
4 input. Additionally, the department shall advise on the status of any
5 bistate agreements to the joint transportation committee beginning in
6 September 2023 and quarterly thereafter until any agreements are
7 finalized.

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

15 (18) \$2,642,000 of the move ahead WA account—state appropriation
16 is provided solely for the US 101/Simdars Bypass project (L4000013).

17 (19) (~~(\$570,842,000)~~) \$338,512,000 of the connecting Washington
18 account—state appropriation, (~~(\$155,000)~~) \$3,109,000 of the
19 multimodal transportation account—state appropriation,
20 (~~(\$26,537,000)~~) \$27,201,000 of the motor vehicle account—private/
21 local appropriation, (~~(\$200,800,000)~~) \$178,543,000 of the move ahead
22 WA account—federal appropriation, (~~(\$68,191,000)~~) \$36,370,000 of the
23 move ahead WA account—state appropriation, and (~~(\$6,980,000)~~)
24 \$211,131,000 of the motor vehicle account—federal appropriation are
25 provided solely for the SR 167/SR 509 Puget Sound Gateway project
26 (M00600R).

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

29 (b) In making budget allocations to the Puget Sound Gateway
30 project, the department shall implement the project's construction as
31 a single corridor investment. The department shall continue to
32 collaborate with the affected stakeholders as it implements the
33 corridor construction and implementation plan for state route number
34 167 and state route number 509. Specific funding allocations must be
35 based on where and when specific project segments are ready for
36 construction to move forward and investments can be best optimized
37 for timely project completion. Emphasis must be placed on avoiding
38 gaps in fund expenditures for either project.

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

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

7 (ii) Segment 2 of the state route number 167 completion project
8 shared-use path to provide connections to the interchange of state
9 route number 167 at 54th to the intersection of state route number
10 509 and Taylor Way in Tacoma.

11 (20) (~~((a) — \$394,963,000))~~ \$260,138,000 of the connecting
12 Washington account—state appropriation, (~~(\$400,000))~~ \$1,250,000 of
13 the state route number 520 corridor account—state appropriation, and
14 (~~(\$4,496,000))~~ \$5,592,000 of the motor vehicle account—private/local
15 appropriation are provided solely for the SR 520 Seattle Corridor
16 Improvements - West End project (M00400R) and are subject to the
17 following conditions and limitations:

18 (a) The department shall reject any bid offers on the Portage Bay
19 Bridge and Roanoke lid project that exceed engineer estimates by more
20 than 10 percent. If all bid offers are rejected, the department shall
21 repackage the request for qualifications and the request for
22 proposals for the north bridge portion of this project only. The
23 legislature recommends that the north bridge project be delivered
24 using the progressive design-build delivery method. It is the intent
25 of the legislature to complete the southern bridge and Roanoke lid
26 portion of the project at a future time.

27 (b) Upon completion of the Montlake Phase of the West End project
28 (current anticipated contract completion of (~~(2023))~~ 2024), the
29 department shall sell or transfer that portion of the property not
30 (~~(used for permanent))~~ needed for transportation (~~(improvements))~~
31 purposes and shall initiate a process to convey (~~(that))~~ or transfer
32 such portion of the surplus property to a subsequent owner.

33 (c) Of the amounts provided in this subsection, (~~(\$400,000))~~
34 \$500,000 of the state route number 520 corridor account—state
35 appropriation is provided solely for noise mitigation activities. It
36 is the intent of the legislature to provide an additional \$600,000
37 for noise mitigation activities.

38 (d) Of the amounts provided in this subsection, \$750,000 of the
39 state route number 520 corridor account—state appropriation is

1 provided solely for the department to implement the following as a
2 result of a public process related to signage:

3 (i) Remove and replace an existing sign bridge on Montlake
4 boulevard;

5 (ii) Repaint an existing sign bridge on the newly constructed
6 Montlake lid; and

7 (iii) Install appropriate signage on southbound Montlake
8 boulevard north of the westbound SR 520 on-ramp.

9 (21) \$450,000 of the motor vehicle account—state appropriation is
10 provided solely for the SR 900 Safety Improvements project
11 (L2021118). The department must: (a) Work in collaboration with King
12 county and the Skyway coalition to align community assets,
13 transportation infrastructure needs, and initial design for safety
14 improvements along state route number 900; and (b) work with the
15 Skyway coalition to lead community planning engagement and active
16 transportation activities.

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

38 (23) (~~(\$5,000,000 of the motor vehicle account state~~
39 ~~appropriation, \$5,000,000)~~) \$552,000 of the connecting Washington

1 account—state appropriation(~~(7)~~) and (~~(\$5,000,000)~~) \$9,802,000 of the
2 move ahead WA account—state appropriation are provided solely for the
3 SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/
4 Engineering) project (NPARADI), specifically for design of,
5 preliminary engineering, and right-of-way acquisition for the
6 interchange and widening as a single project. The department must
7 consider reserving portions of state route number 522, including
8 designated lanes or ramps, for the exclusive or preferential use of
9 public transportation vehicles, privately owned buses, motorcycles,
10 private motor vehicles carrying not less than a specified number of
11 passengers, or private transportation provider vehicles pursuant to
12 RCW 47.52.025.

13 (24) \$2,356,000 of the connecting Washington account—state
14 appropriation is for the SR 164 east Auburn access project
15 (L1000120). The department must work with the Muckleshoot tribe to
16 deliver the project.

17 (25) \$14,012,000 of the connecting Washington account—state
18 appropriation and \$2,213,000 of the motor vehicle account—state
19 appropriation are provided solely for the SR 224/Red Mountain
20 Vicinity Improvement Project (L1000291). The department shall provide
21 funding to the city of West Richland to complete the project within
22 the project scope identified by the legislature and within the total
23 amount of funding provided by the legislature. The department shall
24 not amend the project scope of work to add pavement preservation on
25 state route number 224 from West Richland city limits to Antinori
26 road.

27 (26) For the I-5/156th NE Interchange in Marysville (L2000139),
28 it is the expectation of the legislature that the department shall
29 delegate work to the city of Marysville to prepare the access
30 revision report for the project.

31 (27) \$250,000 of the motor vehicle account—state appropriation is
32 provided solely for preliminary engineering of the SR 14/Camas Slough
33 Bridge (L1000352) project. Funds may be used for predesign
34 environmental assessment work, community engagement, design, and
35 project cost estimation.

36 (28) \$45,000,000 of the move ahead WA account—federal
37 appropriation, \$10,000,000 of the move ahead WA account—state
38 appropriation, and \$6,650,000 of the special category C account—state
39 appropriation are provided solely for the SR 18 Widening - Issaquah/

1 Hobart Rd to Raging River - Phase I project (L1000371) for
2 improvements from the Tiger Mountain summit to the east down to Deep
3 Creek, from milepost 23 to milepost 25, and roundabouts at the
4 Issaquah Hobart Road interchange ramp intersections.

5 (29) \$1,000,000 of the multimodal transportation account—state
6 appropriation is provided solely for matching funds for the
7 department to apply to the federal highway administration's wildlife
8 crossings pilot program, in the 2024 grant application cycle, for
9 wildlife crossing underpasses on U.S. 97 between Tonasket and
10 Riverside.

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

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

14 Move Ahead WA Account—State Appropriation.	(((\$13,291,000))
15	<u>\$45,064,000</u>
16 Recreational Vehicle Account—State Appropriation.	(((\$793,000))
17	<u>\$769,000</u>
18 Transportation 2003 Account (Nickel Account)—State	
19 Appropriation.	(((\$48,759,000))
20	<u>\$70,411,000</u>
21 Motor Vehicle Account—State Appropriation.	(((\$135,073,000))
22	<u>\$97,993,000</u>
23 Motor Vehicle Account—Federal Appropriation.	(((\$534,350,000))
24	<u>\$560,102,000</u>
25 Motor Vehicle Account—Private/Local Appropriation.	(((\$12,000,000))
26	<u>\$17,010,000</u>
27 Connecting Washington Account—State Appropriation.	(((\$37,078,000))
28	<u>\$107,825,000</u>
29 State Route Number 520 Corridor Account—State	
30 Appropriation.	(((\$5,481,000))
31	<u>\$7,434,000</u>
32 Tacoma Narrows Toll Bridge Account—State	
33 Appropriation.	(((\$10,892,000))
34	<u>\$12,202,000</u>
35 Alaskan Way Viaduct Replacement Project Account—	
36 State Appropriation.	(((\$12,000))
37	<u>\$1,662,000</u>
38 Interstate 405 and State Route Number 167 Express	

1	Toll Lanes Account—State Appropriation.	((\$27,026,000))
2		<u>\$15,183,000</u>
3	Transportation Partnership Account—State	
4	Appropriation.	((\$10,000,000))
5		<u>\$12,036,000</u>
6	TOTAL APPROPRIATION.	((\$834,755,000))
7		<u>\$947,691,000</u>

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

10 (1) Except as provided otherwise in this section, the entire
11 connecting Washington account—state appropriation, the entire move
12 ahead WA account—federal appropriation, the entire move ahead WA
13 account—state appropriation, and the entire transportation
14 partnership account—state appropriation are provided solely for the
15 projects and activities as listed by fund, project, and amount in
16 LEAP Transportation Document ((~~2023-1~~) 2024-1 as developed ((~~April~~
17 ~~21, 2023~~)) February 18, 2024, Program - Highway Preservation Program
18 (P). However, limited transfers of specific line-item project
19 appropriations may occur between projects for those amounts listed
20 subject to the conditions and limitations in section 601 ((~~of this~~
21 ~~act~~)), chapter 472, Laws of 2023.

22 (2) Except as provided otherwise in this section, the entire
23 motor vehicle account—state appropriation and motor vehicle account—
24 federal appropriation are provided solely for the projects and
25 activities listed in LEAP Transportation Document ((~~2023-2~~) 2024-2
26 ALL PROJECTS as developed ((~~April 21, 2023~~)) February 18, 2024,
27 Program - Highway Preservation Program (P). Any federal funds gained
28 through efficiencies, adjustments to the federal funds forecast, or
29 the federal funds redistribution process must then be applied to
30 highway and bridge preservation activities.

31 (3) Within the motor vehicle account—state appropriation and
32 motor vehicle account—federal appropriation, the department may
33 transfer appropriation authority between programs I and P, except for
34 appropriation authority that is otherwise restricted in this act, as
35 follows:

36 (a) Ten days prior to any transfer, the department must submit
37 its request to the office of financial management and the
38 transportation committees of the legislature and consider any
39 concerns raised.

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

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

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

10 (5) \$22,000,000 of the motor vehicle account—state appropriation
11 is provided solely for extraordinary costs incurred from litigation
12 awards, settlements, or dispute mitigation activities not eligible
13 for funding from the self-insurance fund (L2000290). The amount
14 provided in this subsection must be held in unallotted status until
15 the department submits a request to the office of financial
16 management that includes documentation detailing litigation-related
17 expenses. The office of financial management may release the funds
18 only when it determines that all other funds designated for
19 litigation awards, settlements, and dispute mitigation activities
20 have been exhausted.

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

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

34 (8) The appropriations in this section include funding for
35 starting planning, engineering, and construction of the Elwha River
36 bridge replacement. To the greatest extent practicable, the
37 department shall maintain public access on the existing route.

38 (9) (~~(\$25,000,000)~~) \$7,500,000 of the motor vehicle account—
39 federal appropriation is provided solely for a federal fund exchange

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

20 (10) \$21,000 of motor vehicle account—state appropriation is
 21 provided solely for the implementation of chapter 54, Laws of 2023
 22 (bridge jumping signs). (~~If chapter 54, Laws of 2023 is not enacted~~
 23 ~~by June 30, 2023, the amount provided in this subsection lapses.~~)

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

26 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
 27 **PROGRAM Q—CAPITAL**

28	Motor Vehicle Account—State Appropriation.	(\$9,738,000)
29		<u>\$10,606,000</u>
30	Motor Vehicle Account—Federal Appropriation.	(\$5,100,000)
31		<u>\$12,226,000</u>
32	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
33	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$611,000</u>
34	TOTAL APPROPRIATION.	(\$15,338,000)
35		<u>\$23,943,000</u>

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

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

9 (2) \$3,080,000 of the motor vehicle account—state appropriation
 10 is provided solely to construct pedestrian signals at nine locations
 11 on state route number 7 from 124th Street South to 189th Street South
 12 (0000YYY).

13 (3) \$1,463,000 of the motor vehicle account—state appropriation
 14 is provided solely for the replacement of 22 existing traffic cameras
 15 and installation of 10 new traffic cameras, including five pole
 16 installation sites, on the Interstate 90 corridor between mileposts
 17 34 and 82 (L2021144). The department shall consult with news media
 18 organizations to explore options to allow such organizations access
 19 to traffic camera feeds.

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

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

24 Carbon Emissions Reduction Account—State	
25 Appropriation.	((\$74,027,000))
26	<u>\$101,921,000</u>
27 Move Ahead WA Account—State Appropriation.	((\$17,114,000))
28	<u>\$49,828,000</u>
29 Puget Sound Capital Construction Account—State	
30 Appropriation.	((\$341,969,000))
31	<u>\$389,305,000</u>
32 Puget Sound Capital Construction Account—Federal	
33 Appropriation.	((\$33,698,000))
34	<u>\$87,049,000</u>
35 Puget Sound Capital Construction Account—	
36 Private/Local Appropriation.	((\$1,081,000))
37	<u>\$2,150,000</u>
38 <u>Transportation 2003 Account (Nickel Account)—State</u>	

1	<u>Appropriation.</u>	<u>\$472,000</u>
2	Transportation Partnership Account—State	
3	Appropriation.	((\$7,442,000))
4		<u>\$9,705,000</u>
5	Connecting Washington Account—State Appropriation.	((\$10,809,000))
6		<u>\$21,883,000</u>
7	Capital Vessel Replacement Account—State	
8	Appropriation.	((\$46,818,000))
9		<u>\$21,688,000</u>
10	TOTAL APPROPRIATION.	((\$532,958,000))
11		<u>\$684,001,000</u>

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

14 (1) Except as provided otherwise in this section, the entire
15 appropriations in this section are provided solely for the projects
16 and activities as listed in LEAP Transportation Document ((2023-2))
17 2024-2 ALL PROJECTS as developed ((~~April 21, 2023~~)) February 18,
18 2024, Program - Washington State Ferries Capital Program (W).

19 (2) ((~~\$5,000,000~~)) \$24,260,000 of the Puget Sound capital
20 construction account—state appropriation is provided solely for
21 emergency capital repair costs (999910K). Funds may only be spent
22 after approval by the office of financial management.

23 (3) ((~~\$46,818,000~~)) \$21,688,000 of the capital vessel replacement
24 account—state appropriation ((~~is~~)) and \$11,554,000 of the carbon
25 emissions reduction account—state appropriation are provided solely
26 for the acquisition of a 144-car hybrid-electric vessel (L2000329).
27 The amounts provided in this subsection are contingent upon the
28 enactment of chapter 429, Laws of 2023. \$11,554,000 of the amounts
29 provided in this subsection from the carbon emissions reduction
30 account—state appropriation must initially be placed in unallotted
31 status and may not be spent prior to January 1, 2025. If Initiative
32 Measure No. 2117 is approved in the 2024 general election, these
33 amounts shall lapse.

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

1 ~~constructing all future new vessels based on the same design. The~~
2 ~~review may also compare and contrast the benefits and costs of a 144-~~
3 ~~vehicle capacity vessel with a 124-vehicle capacity vessel.~~

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

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

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

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

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

36 (9) \$1,500,000 of the Puget Sound capital construction account—
37 state appropriation is provided solely for the future hybrid electric
38 ferry predesign study (L2021131) to explore whether a new vessel
39 class is needed to replace the aging Issaquah class ferries for

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

5 (10) \$7,184,000 of the Puget Sound capital construction account—
6 state appropriation and \$17,100,000 of the Move Ahead WA account
7 appropriation are provided solely for vessel preservation projects
8 (L2021072). It is the intent of the legislature to fully fund vessel
9 preservation at the levels appropriated in the 2023-2025 biennial
10 transportation appropriations act. The department is directed to plan
11 vessel preservation work according to the original schedule and
12 request additional funds in the 2025 supplemental transportation
13 appropriations act to achieve original 2023-2025 expectations, to the
14 extent practicable.

15 (11) \$18,526,000 of the move ahead Washington account—state
16 appropriation and \$6,175,000 of the carbon emissions reduction
17 account—state appropriation are provided solely for the construction
18 of four new hybrid-electric Olympic class vessels (L2021073).
19 \$6,175,000 of the amounts provided in this subsection from the carbon
20 emissions reduction account—state appropriation must initially be
21 placed in unallotted status and may not be spent prior to January 1,
22 2025. If Initiative Measure No. 2117 is approved in the 2024 general
23 election, these amounts shall lapse.

24 (12) \$84,192,000 of the carbon emissions reduction account—state
25 appropriation is provided solely for the vessel and terminal
26 electrification project (L4000072). The amount provided in this
27 subsection must initially be placed in unallotted status and may not
28 be spent prior to January 1, 2025. If Initiative Measure No. 2117 is
29 approved in the 2024 general election, this amount shall lapse.

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

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

33 Carbon Emissions Reduction Account—State

34 Appropriation. ((\$104,300,000))
35 \$79,800,000

36 Essential Rail Assistance Account—State

37 Appropriation. ((\$676,000))
38 \$1,412,000

1	<u>Motor Vehicle Fund—State Appropriation.</u>	<u>\$697,000</u>
2	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$1,500,000</u>
3	Move Ahead WA Flexible Account—State Appropriation.	((\$35,000,000))
4		<u>\$33,500,000</u>
5	<u>Multimodal Transportation Account—Private/Local</u>	
6	<u> Appropriation.</u>	<u>\$12,000</u>
7	Transportation Infrastructure Account—State	
8	Appropriation.	((\$10,369,000))
9		<u>\$9,539,000</u>
10	Multimodal Transportation Account—State	
11	Appropriation.	((\$63,334,000))
12		<u>\$103,403,000</u>
13	Multimodal Transportation Account—Federal	
14	Appropriation.	((\$18,882,000))
15		<u>\$25,903,000</u>
16	TOTAL APPROPRIATION.	((\$232,561,000))
17		<u>\$255,766,000</u>

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

20 (1) Except as provided otherwise in this section, the entire
21 appropriations in this section are provided solely for the projects
22 and activities as listed by project and amount in LEAP Transportation
23 Document ((~~2023-2~~)) 2024-2 ALL PROJECTS as developed ((~~April 21,~~
24 ~~2023~~)) February 18, 2024, Program - Rail Program (Y).

25 (2) (a) ((~~\$2,030,000~~)) \$2,680,000 of the transportation
26 infrastructure account—state appropriation is provided solely for new
27 low-interest loans approved by the department through the freight
28 rail investment bank (FRIB) program. The department shall issue FRIB
29 program loans with a repayment period of no more than 15 years, and
30 charge only so much interest as is necessary to recoup the
31 department's costs to administer the loans. The department shall
32 report annually to the transportation committees of the legislature
33 and the office of financial management on all FRIB loans issued.

34 (b) ((~~\$7,970,000 of the transportation infrastructure account—~~
35 ~~state appropriation is provided solely for new FRIB program loans~~
36 ~~recommended by the department for 2024 supplemental transportation~~
37 ~~appropriations. The department shall submit a prioritized list for~~
38 ~~any loans recommended to the office of financial management and the~~
39 ~~transportation committees of the legislature by November 15, 2023.~~

1 ~~(e))~~) The department may change the terms of existing loans in
2 the essential rail assistance account for repayment of loans,
3 including the repayment schedule and rate of interest, for a period
4 of up to 15 years for any recipient with a total loan value in the
5 program of over 10 percent as of June 30, 2023.

6 (3) \$5,000,000 of the transportation infrastructure account—state
7 appropriation is provided solely for a low-interest loan for the Port
8 of Longview Rail Corridor Expansion project (L1000347) to accommodate
9 current and future port cargo-handling needs. The low-interest loan
10 must comply with the requirements of RCW 47.76.460(2).

11 ~~(4) ((\$7,566,836))~~ \$7,567,000 of the multimodal transportation
12 account—state appropriation is provided solely for new statewide
13 emergent freight rail assistance projects identified in the LEAP
14 transportation document referenced in subsection (1) of this section.

15 ~~((4))~~ (5) \$369,000 of the transportation infrastructure account
16 —state appropriation and \$1,100,000 of the multimodal transportation
17 account—state appropriation are provided solely for final
18 reimbursement to Highline Grain, LLC for approved work completed on
19 Palouse River and Coulee City (PCC) railroad track in Spokane county
20 between the BNSF Railway Interchange at Cheney and Geiger Junction
21 and must be administered in a manner consistent with freight rail
22 assistance program projects.

23 ~~((5))~~ (6) The department shall issue a call for projects for
24 the freight rail assistance program, and shall evaluate the
25 applications in a manner consistent with past practices as specified
26 in section 309, chapter 367, Laws of 2011. By November 15, 2024, the
27 department shall submit a prioritized list of recommended projects to
28 the office of financial management and the transportation committees
29 of the legislature.

30 ~~((6) \$50,000,000 of the carbon emissions reduction account—state~~
31 ~~appropriation is provided solely for state match contributions to~~
32 ~~support the department's application for federal grant opportunities~~
33 ~~for a new ultra high-speed ground transportation corridor. These~~
34 ~~funds are to remain in unallotted status and are available only upon~~
35 ~~award of federal funds. The department must provide periodic grant~~
36 ~~application updates to the transportation committees of the~~
37 ~~legislature, as well as anticipated state match estimates for~~
38 ~~successful grants.))~~

1 (7) \$33,500,000 of the move ahead WA flexible account—state
2 appropriation is provided solely for rehabilitation of the Palouse
3 River and Coulee City Railroad (L4000079). Up to \$433,000 of the
4 amount in this subsection may be used for management and oversight of
5 operation and maintenance activities.

6 (8) (~~(\$15,000,000)~~) \$19,990,000 of the multimodal transportation
7 account—federal appropriation is provided solely for the
8 rehabilitation of the Salmon Bay drawbridge (752010A) to ensure the
9 efficient movement of freight and passenger trains.

10 (9) \$6,300,000 of the carbon emissions reduction account—state
11 appropriation is provided solely to fund a zero emission drayage
12 truck demonstration project (L1000324) at Northwest Seaport Alliance
13 facilities.

14 (10) (~~(\$14,000,000)~~) \$28,000,000 of the carbon emissions
15 reduction account—state appropriation is provided solely to fund a
16 zero emission shore power infrastructure demonstration project at
17 Northwest Seaport Alliance facilities (L1000325). Local funds
18 sufficient to fully fund this project must be contributed to the
19 project, and any agreements required for the project must be secured.
20 \$14,000,000 of the amounts provided in this subsection from the
21 carbon emissions reduction account—state appropriation must initially
22 be placed in unallotted status and may not be spent prior to January
23 1, 2025. If Initiative Measure No. 2117 is approved in the 2024
24 general election, these amounts shall lapse.

25 (11) \$5,000,000 of the carbon emissions reduction account—state
26 appropriation is provided solely to fund the replacement of two
27 Tacoma rail diesel-electric switcher locomotives with zero emission
28 battery-electric switcher locomotives and to install on-site charging
29 equipment at a Tacoma rail facility (L1000327). Local funds
30 sufficient to fully fund this project must be contributed to the
31 project, and any agreements required for the project must be secured.

32 (12) \$150,000 of the multimodal transportation account—state
33 appropriation is provided solely for the application of durable
34 markings along state route number 906 to create up to 20 parking
35 spaces for larger vehicles, including trucks.

36 (13) \$26,500,000 of the carbon emissions reduction account—state
37 appropriation is provided solely for port electrification competitive
38 grants (L2021182). (~~To be eligible to receive state funds under this~~
39 ~~section, a port must first~~) All public ports are eligible to receive

1 funds under this subsection. A port seeking to use funds under this
2 subsection to install shore power must adopt a policy that requires
3 vessels that dock at the port facility to use shore power if such
4 vessel is capable of using such power and when such power is
5 available at the port facility.

6 (14) \$2,000,000 of the carbon emissions reduction account—state
7 appropriation is provided solely for port electrification at the port
8 of Bremerton (L1000337), which may include the purchase and
9 installation of zero emission port shore power systems and other zero
10 emission infrastructure, equipment, and technology.

11 (15) (~~(\$500,000)~~) \$2,000,000 of the carbon emissions reduction
12 account—state appropriation is provided solely for port
13 electrification at the port of Anacortes (L1000338), which may
14 include the purchase and installation of zero emission port shore
15 power systems and other zero emission infrastructure, equipment, and
16 technology. \$1,500,000 of the amounts provided in this subsection
17 from the carbon emissions reduction account—state appropriation must
18 initially be placed in unallotted status and may not be spent prior
19 to January 1, 2025. If Initiative Measure No. 2117 is approved in the
20 2024 general election, these amounts shall lapse.

21 (16) \$2,000,000 of the multimodal transportation account—state
22 appropriation is provided solely for the Port of Quincy Rail
23 Infrastructure Expansion project (L1000348), an expansion of rail
24 infrastructure within the Port of Quincy's current rail terminal and
25 to nearby industrial zoned properties in the port district.

26 (17) \$10,000,000 of the carbon emissions reduction account—state
27 appropriation is provided solely for the Puyallup Tribe Port Shore
28 Power and Crane Electrification Project (L1000346). The amount
29 provided in this subsection must initially be placed in unallotted
30 status and may not be spent prior to January 1, 2025. If Initiative
31 Measure No. 2117 is approved in the 2024 general election, this
32 amount shall lapse.

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

35 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
36 **CAPITAL**
37 Carbon Emissions Reduction Account—State
38 Appropriation. ((\$21,000,000))

1		<u>\$37,982,000</u>
2	Climate Active Transportation Account—State	
3	Appropriation.	((\$157,463,000))
4		<u>\$192,904,000</u>
5	Freight Mobility Investment Account—State	
6	Appropriation.	((\$21,098,000))
7		<u>\$21,847,000</u>
8	Freight Mobility Multimodal Account—State	
9	Appropriation.	((\$22,728,000))
10		<u>\$27,216,000</u>
11	Highway Infrastructure Account—State Appropriation.	((\$793,000))
12		<u>\$1,060,000</u>
13	Highway Infrastructure Account—Federal Appropriation	
14	((\$1,600,000))
15		<u>\$1,500,000</u>
16	Move Ahead WA Account—State Appropriation.	((\$106,707,000))
17		<u>\$115,200,000</u>
18	((Move Ahead WA Account—Federal Appropriation.	\$10,000,000))
19	Move Ahead WA Flexible Account—State Appropriation.	((\$29,000,000))
20		<u>\$34,500,000</u>
21	((Transportation Partnership Account—State	
22	 Appropriation.	\$500,000))
23	Motor Vehicle Account—State Appropriation.	((\$36,785,000))
24		<u>\$29,105,000</u>
25	Motor Vehicle Account—Federal Appropriation.	((\$103,553,000))
26		<u>\$164,698,000</u>
27	Connecting Washington Account—State Appropriation.	((\$99,032,000))
28		<u>\$128,441,000</u>
29	Multimodal Transportation Account—State	
30	Appropriation.	((\$73,818,000))
31		<u>\$132,141,000</u>
32	TOTAL APPROPRIATION.	((\$684,077,000))
33		<u>\$886,594,000</u>

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

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

1 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
2 ~~2023)~~) February 18, 2024, Program - Local Programs Program (Z).

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

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

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

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

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

30 (4) (~~(\$6,875,000)~~) \$11,992,000 of the multimodal transportation
31 account—state appropriation is provided solely for connecting
32 Washington bicycle and pedestrian projects listed in the LEAP
33 transportation document referenced in subsection (1) of this section.

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

1 consultation with the freight mobility strategic investment board and
2 other stakeholders.

3 (6) (~~(\$23,750,000)~~) \$7,125,000 of the motor vehicle account—state
4 appropriation is provided solely for a federal fund exchange pilot
5 program. The pilot program will 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 entirety of the appropriation in this subsection must be held in
9 unallotted status until: Surface transportation block grant
10 population funding has been offered to the state, the department
11 determines that a federalized project or projects funded in section
12 305 or 306 (~~(of this act)~~), chapter 472, Laws of 2023 is eligible to
13 spend the surface transportation block grant population funding, and
14 state funds appropriated in section 305 or 306, chapter 472, Laws of
15 2023 for the eligible state project or projects in an amount equal to
16 100 percent of the offered surface transportation block grant
17 population funding have been placed in unallotted status. ((A)) An
18 annual report on the effectiveness of the exchange program, the total
19 estimated cost of program administration, and recommendations for
20 continuing the pilot program is due to the governor and
21 transportation committees of the legislature by December (~~(1, 2024)~~)
22 1st of each year.

23 (7) (~~(\$128,400,000)~~) \$126,893,000 of the move ahead WA account—
24 state appropriation and (~~(\$19,500,000)~~) \$25,000,000 of the move ahead
25 WA flexible account—state appropriation are provided solely for new
26 move ahead WA road and highway projects listed in LEAP Transportation
27 Document (~~(2023-2)~~) 2024-2 ALL PROJECTS as developed (~~(April 21,~~
28 ~~2023)~~) February 18, 2024, Program - Local Programs Program (Z).

29 (a) For projects funded in this subsection, the department
30 expects to have substantial reappropriations for the 2023-2025 fiscal
31 biennium, the department may, on a pilot basis, apply funding from a
32 project with an appropriation that is unable to be used in the
33 2023-2025 fiscal biennium to advance one or more of the projects
34 listed in LEAP Transportation Document (~~(2023-2)~~) 2024-2 ALL PROJECTS
35 as developed (~~(April 21, 2023)~~) February 18, 2024, Program - Local
36 Programs Program (Z), prioritizing projects first by project
37 readiness.

38 (i) In instances when projects listed in the LEAP transportation
39 documents referenced in (a) of this subsection are no longer viable

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

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

16 (b) Of the amounts provided in this subsection, (~~(\$21,000,000)~~)
17 \$25,493,000 of the move ahead WA account—state appropriation is
18 provided solely for three roundabouts to be constructed on state
19 route number 507 in partnership with local authorities (L1000330).
20 The roundabout at Vail is with Thurston county, the roundabout at
21 Bald Hills is with the city of Yelm, and the roundabout at state
22 route number 702 is with Pierce county. The department is to work
23 cooperatively with each local jurisdiction to construct these
24 facilities within department rights-of-way. The department must
25 provide all project predesign and design information developed to
26 date to the local jurisdictions and have a project implementation
27 agreement in place with each local jurisdiction within 180 calendar
28 days of the effective date of this act. The implementation agreement
29 may provide full control for the local authority to construct the
30 project. Once the roundabouts are completed, the operations and
31 maintenance of the roundabouts are the responsibility of the
32 department. Of the amounts provided in this section, \$7,000,000 is
33 provided for the roundabout at Vail road and state route number 507.

34 (8) (~~(\$39,185,000)~~) \$48,135,000 of the climate active
35 transportation account—state appropriation, \$6,900,000 of the
36 multimodal transportation account—state appropriation, and \$3,000,000
37 of the move ahead WA flexible account—state appropriation are
38 provided solely for move ahead WA pedestrian and bike projects listed
39 in LEAP Transportation Document ((2023-2)) 2024-2 ALL PROJECTS as

1 developed (~~April 21, 2023~~) February 18, 2024, Program - Local
2 Programs Program (Z). For projects funded in this subsection, if the
3 department expects to have substantial reappropriations for the
4 2023-2025 fiscal biennium, the department may, on a pilot basis,
5 apply funding from a project with an appropriation that is unable to
6 be used in the 2023-2025 fiscal biennium to advance one or more of
7 the projects listed in LEAP Transportation Document (~~(2023-2)~~) 2024-2
8 ALL PROJECTS as developed (~~April 21, 2023~~) February 18, 2024,
9 Program - Local Programs Program (Z), prioritizing projects first by
10 tier then by project readiness. \$8,950,000 of the amounts provided in
11 this subsection from the climate active transportation account—state
12 appropriation must initially be placed in unallotted status and may
13 not be spent prior to January 1, 2025. If Initiative Measure No. 2117
14 is approved in the 2024 general election, these amounts shall lapse.

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

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

32 (9) \$16,800,000 of the climate active transportation account—
33 state appropriation is provided solely for the statewide school-based
34 bicycle education grant program (L1000309). The department may
35 partner with a statewide nonprofit to deliver programs.

36 (10) (~~(\$25,000,000)~~) \$30,000,000 of the climate active
37 transportation account—state appropriation is provided solely for the
38 Sandy Williams connecting communities pilot program (L1000308) to
39 deliver projects to reconnect communities that have been bifurcated

1 by state highways. Priority must be given to historically
2 marginalized or overburdened communities. The department may consult
3 with the Cooper Jones active transportation safety council to
4 identify geographic locations where there are high incidences of
5 serious injuries and fatalities of active transportation users among
6 vulnerable populations. \$5,000,000 of the amounts provided in this
7 subsection from the climate active transportation account—state
8 appropriation must initially be placed in unallotted status and may
9 not be spent prior to January 1, 2025. If Initiative Measure No. 2117
10 is approved in the 2024 general election, these amounts shall lapse.

11 (11) (~~(\$14,000,000)~~) \$26,000,000 of the carbon emissions
12 reduction account—state appropriation is provided solely for the
13 Guemes Ferry Boat Replacement project (L4000124). \$12,000,000 of the
14 amounts provided in this subsection from the carbon emissions
15 reduction account—state appropriation must initially be placed in
16 unallotted status and may not be spent prior to January 1, 2025. If
17 Initiative Measure No. 2117 is approved in the 2024 general election,
18 these amounts shall lapse.

19 (12) \$6,500,000 of the move ahead WA flexible account—state
20 appropriation is provided solely for development of an applied
21 sustainable aviation evaluation center (L2021135). Snohomish county,
22 in partnership with Washington State University, shall plan and
23 establish facilities to evaluate, qualify or certify, and research
24 technologies that can minimize the impact of aviation on human health
25 and the environment. Funds may be used for, but are not limited to,
26 planning, construction, and land acquisition for sustainable aviation
27 fuel (SAF) qualification testing (ASTM D4054), research on the impact
28 of SAF on the environment and human health, and SAF storage for the
29 purpose of advancing sustainable aviation. At a minimum, three
30 sustainable aviation platforms must be considered:

- 31 (a) Sustainable aviation fuel (SAF);
- 32 (b) Hydrogen; and
- 33 (c) Battery electric energy storage mechanisms.

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

38 (14) \$200,000 of the multimodal transportation account—state
39 appropriation is provided solely for the Seattle office of planning

1 and community development to update and add to the 2020 I-5 Lid
2 Feasibility Study with additional test cases with ramp changes and
3 removals in downtown Seattle and alternative assumptions with regards
4 to parking, expansion of Freeway Park, affordable housing, and
5 commercial real estate (L2021140). The Seattle office of planning and
6 community development shall conduct ongoing community engagement with
7 underrepresented constituencies to support the technical work of this
8 study and raise public awareness of opportunities of I-5 lids. Focus
9 should be given to low-income households living and working in the
10 I-5 lid study areas in central Seattle.

11 (15) \$1,000,000 of the multimodal transportation account—state
12 appropriation is provided solely for the department to award grants
13 to local jurisdictions to implement network-wide traffic conflict
14 screening programs using video analytics in controlled intersections
15 with a disproportionate number of traffic violations and injuries to
16 active transportation users (L2021149). Grants must be awarded
17 proportionally across the state and include controlled intersections
18 in both urban and rural environments and along state highways and
19 county roads. Grant recipients must report back to the department all
20 traffic violation and active transportation facility data acquired
21 during the grant period and provide the department with appropriate
22 next steps for the state and the local jurisdiction to improve
23 traffic safety for active transportation users in such intersections.
24 The department must report such findings and recommendations to the
25 transportation committees of the legislature by December 1, 2024.

26 (16) (a) (i) \$5,000,000 of the carbon emissions reduction account—
27 state appropriation is provided solely for the department to
28 establish a program for providing rebates to qualifying persons who
29 purchase e-bikes and qualifying equipment and services from a
30 qualifying retailer. Of this amount, \$3,000,000 is for rebate amounts
31 as described under (a) (iii) (A) of this subsection, and \$2,000,000 is
32 for rebate amounts as described under (a) (iii) (B) of this subsection.

33 (ii) To qualify for and use the rebate under this subsection, a
34 person must be a resident of Washington state and purchase an e-bike
35 and qualifying equipment and services, if any, from a qualifying
36 retailer in this state. Qualifying equipment and services must be
37 purchased as part of the same transaction as the e-bike.

38 (iii) (A) For persons who are at least 16 years of age and reside
39 in households with incomes at or below 80 percent of the county area

1 median income, the amount of the rebate is up to \$1,200 on the sale
2 of an e-bike and any qualifying equipment and services.

3 (B) For all other persons who are at least 16 years of age, the
4 amount of the rebate is up to \$300 on the sale of an e-bike and any
5 qualifying equipment and services.

6 (C) No more than one rebate may be awarded per household.

7 (iv) (A) The department must establish application procedures for
8 e-bike retailers to participate in the rebate program, and
9 application and award procedures for applicants to participate in the
10 program. If an applicant qualifies for a rebate amount and there is
11 sufficient funds to award the applicant with the appropriate rebate
12 amount, the department must provide the qualifying individual the
13 rebate amount in a format that can be redeemed at the time of
14 purchase at a qualifying retailer.

15 (B) An applicant must provide contact information, including a
16 physical address, email address, and phone number, and demographic
17 information, including the applicant's age, gender, race, and
18 ethnicity, to the department on a form provided by the department at
19 the time of applying for the rebate. The department may share or
20 provide access to such information with the University of Washington
21 to provide the University of Washington an opportunity to ask program
22 applicants and recipients to fill out a survey collecting information
23 only to the extent to inform its report described under (d) of this
24 subsection.

25 (v) A qualifying retailer must register with the department
26 before participating in the rebate program. A qualifying retailer
27 must:

28 (A) Verify the identity of the qualifying individual at the time
29 of purchase; and

30 (B) Calculate and apply the rebate at the time of purchase.

31 (vi) The department must reimburse a qualifying retailer that
32 accepts a rebate from a qualifying individual no later than 30 days
33 after the rebate is redeemed.

34 (vii) For purposes of this subsection (16) (a):

35 (A) "E-bike" means an electric assisted bicycle as defined in RCW
36 46.04.169, but does not include mountain bikes.

37 (B) "Qualifying equipment and services" means a bicycle helmet,
38 safety vest, bicycle light, or bicycle lock, and any maintenance or
39 other services agreed upon by the qualifying retailer and qualifying
40 individual at the time of purchase.

1 (C) "Qualifying retailer" means a retail business establishment
2 with one or more physical retail locations in this state that
3 provides on-site e-bike sales, service, and repair and has registered
4 with the department to participate in the rebate program established
5 under this subsection.

6 (b) For fiscal year 2025, \$2,000,000 of the carbon emissions
7 reduction account—state appropriation is provided solely for the
8 department to establish an e-bike lending library and ownership grant
9 program. The department may accept grant applications from other
10 state entities, local governments, and tribes that administer or plan
11 to administer an e-bike lending library or ownership program for
12 their employees for commute trip reduction purposes. The department
13 may also accept grant applications from nonprofit organizations or
14 tribal governments that serve persons who are low-income or reside in
15 overburdened communities and that administer or plan to administer an
16 e-bike lending library or ownership program for qualifying persons.
17 Grant recipients must report program information and participation
18 data to the University of Washington to inform its report described
19 under (d) of this subsection.

20 (c) It is the intent of the legislature that funding provided in
21 (a) and (b) of this subsection continue to be appropriated in the
22 2025-2027 and 2027-2029 fiscal biennia.

23 (d) Of the amounts provided in this subsection (16), \$90,000 is
24 for the department to contract with the University of Washington's
25 sustainable transportation lab to publish a general policy brief that
26 provides innovative e-bike rebate and lending library or ownership
27 grant program models and recommendations, a report on survey results
28 based on data and demographic information collected under the e-bike
29 rebate program established in (a) of this subsection, and a report on
30 program information and data collected under the e-bike lending
31 library and ownership grant program established in (b) of this
32 subsection. An initial brief and report must be submitted to the
33 transportation committees of the legislature by July 1, 2024, with
34 the final policy brief and report due to the transportation
35 committees of the legislature by July 1, 2025.

36 (e) The department may not collect more than five percent of
37 appropriated amounts to administer the programs under (a) and (b) of
38 this subsection.

39 (17) (~~(\$21,098,000)~~) \$21,847,000 of the freight mobility
40 investment account—state appropriation and (~~(\$22,728,000)~~)

1 \$27,216,000 of the freight mobility multimodal account—state
2 appropriation are provided solely for freight mobility strategic
3 investment board projects listed in the LEAP transportation document
4 referenced in subsection (1) of this section.

5 (18) \$4,150,000 of the motor vehicle account—state appropriation
6 is provided solely for matching funds for federal funds to
7 reconstruct Grant county and Adams county bridges as part of the
8 Odessa groundwater replacement program (L1000322).

9 (19) \$9,240,000 of the connecting Washington account—state
10 appropriation is provided solely for the Aberdeen US 12 Highway-Rail
11 Separation project (L1000331).

12 (~~(\$750,000 of the motor vehicle account—state appropriation~~
13 ~~is provided solely for the Grady Way overpass at Rainier Avenue South~~
14 ~~I-405 BRT Access study (L1000333).)~~) \$4,000,000 of the carbon
15 emissions reduction account—state appropriation is provided solely
16 for Kitsap transit design work and shore power infrastructure to gain
17 coast guard approval to begin construction of electric hydrofoil
18 passenger-only ferry (G2000115). The amount provided in this
19 subsection must initially be placed in unallotted status and may not
20 be spent prior to January 1, 2025. If Initiative Measure No. 2117 is
21 approved in the 2024 general election, this amount shall lapse.

22 (21) 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 modification, reductions in the
28 amounts that are provided solely for a particular purpose within this
29 section subject to the following conditions and limitations:

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

34 (b) Allotment modifications authorized under this subsection may
35 not result in increased funding for any project beyond the amount
36 provided for that project in the 2023-2025 fiscal biennium in LEAP
37 Transportation Document ((2023-2)) 2024-2 ALL PROJECTS as developed
38 ((~~April 21, 2023~~)) February 18, 2024;

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

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

11 (22) \$5,199,000 of the connecting Washington account—state
12 appropriation is for the SR 285/North Wenatchee Area - Intersection
13 Improvements project (228531B). The city of Wenatchee shall deliver
14 the state route number 285/northwest access intersection
15 improvements.

16 (23) \$5,000,000 of the multimodal transportation account—state
17 appropriation is provided solely for emergent issues related to
18 safety for pedestrians and bicyclists.

19 (24) \$1,086,000 of the multimodal transportation account—state
20 appropriation is provided solely for the Kirkland 132nd Ave NE and
21 Slater Avenue Crossing (G2000048).

22 (25) \$8,813,000 of the connecting Washington account—state
23 appropriation is provided solely for the SR 516/Jenkins Creek to
24 185th Avenue widening project (L2220059).

25 (26) \$5,912,000 of the climate active transportation account—
26 state appropriation is provided solely for the view ridge safe routes
27 to schools project (L1000342). The amount provided in this subsection
28 must initially be placed in unallotted status and may not be spent
29 prior to January 1, 2025. If Initiative Measure No. 2117 is approved
30 in the 2024 general election, this amount shall lapse.

31 (27) \$500,000 of the climate active transportation account—state
32 appropriation is provided solely for preliminary engineering of
33 pedestrian and other improvements to the Warren Avenue bridge
34 (L2000339). The amount provided in this subsection must initially be
35 placed in unallotted status and may not be spent prior to January 1,
36 2025. If Initiative Measure No. 2117 is approved in the 2024 general
37 election, this amount shall lapse.

38 (28) \$3,100,000 of the climate active transportation account—
39 state appropriation is provided solely for the 84th Ave NE pedestrian

1 and bicycle project in Kenmore (L1000366). The amount provided in
2 this subsection must initially be placed in unallotted status and may
3 not be spent prior to January 1, 2025. If Initiative Measure No. 2117
4 is approved in the 2024 general election, this amount shall lapse.

5 (29) \$3,000,000 of the multimodal transportation account—state
6 appropriation is provided solely for the Orting pedestrian bridge
7 (L1000294).

8 (30) \$5,472,000 of the multimodal transportation account—state
9 appropriation is provided solely for the B street sidewalk project in
10 Spanaway (L1000367).

11 (31) \$4,800,000 of the multimodal transportation account—state
12 appropriation is provided solely for Bethel school district sidewalk
13 projects (L1000370).

14 (32) \$2,151,000 of the multimodal transportation account—state
15 appropriation is provided solely for the island view to vista field
16 pedestrian-bicycle bridge project in Kennewick (L1000357).

17 (33) \$1,800,000 of the multimodal transportation account—state
18 appropriation is provided solely for the sunset highway bike path
19 project in Spokane (L1000353).

20 (34) \$1,400,000 of the multimodal transportation account—state
21 appropriation is provided solely for the crosswalk and pedestrian
22 crossing lights project at North Tapps middle school (L1000364).

23 (35) \$1,000,000 of the climate active transportation account—
24 state appropriation is provided solely for the SR 547 pedestrian and
25 bicycle safety trail project in Kendall (L4000144). The amount
26 provided in this subsection must initially be placed in unallotted
27 status and may not be spent prior to January 1, 2025. If Initiative
28 Measure No. 2117 is approved in the 2024 general election, this
29 amount shall lapse.

30 (36) \$982,000 of the carbon emissions reduction account—state
31 appropriation is provided solely for the city of Tacoma to provide
32 equipment, including an electric patrol boat, to support the
33 communities for a healthy bay to continue to actively engage in
34 ground and on-water research to identify solutions for addressing
35 environmental challenges (L1000368). The amount provided in this
36 subsection must initially be placed in unallotted status and may not
37 be spent prior to January 1, 2025. If Initiative Measure No. 2117 is
38 approved in the 2024 general election, this amount shall lapse.

1 (37) \$800,000 of the multimodal transportation account—state
2 appropriation is provided solely for the Lasher Street improvement
3 project in Stevenson.

4 (38) \$691,000 of the multimodal transportation account—state
5 appropriation is provided solely for the 88th avenue sidewalk project
6 (L1000359).

7 (39) \$515,000 of the multimodal transportation account—state
8 appropriation is provided solely for the rivergrove pedestrian bridge
9 over SR 410 in Sumner (L1000363).

10 (40) \$500,000 of the multimodal transportation account—state
11 appropriation is provided solely for the 23rd avenue sidewalk project
12 in Puyallup (L1000362).

13 (41) \$500,000 of the multimodal transportation account—state
14 appropriation is provided solely for Sultan community transportation
15 feasibility study (L1000365).

16 (42) \$419,000 of the multimodal transportation account—state
17 appropriation is provided solely for the Snowdon elementary safe
18 routes to school project (L1000354).

19 (43) \$260,000 of the multimodal transportation account—state
20 appropriation is provided solely for the Republic pedestrian pathway
21 project (L1000355).

22 (44) \$175,000 of the multimodal transportation account—state
23 appropriation is provided solely for the Madison street safe routes
24 to school project in South Bend (L1000361).

25 (45) \$163,000 of the multimodal transportation account—state
26 appropriation is provided solely for the golden tiger multi-use trail
27 in Ferry county (L1000356).

28 (46) \$40,000 of the multimodal transportation account—state
29 appropriation is provided solely for the Tolt middle school access
30 project in Carnation (L1000358).

31 (47) \$1,680,000 of the motor vehicle account—state appropriation
32 is provided solely for the SR-16/Wollochet Dr Safety Improvements
33 project (L2021145).

34 (48) \$250,000 of the multimodal transportation account—state
35 appropriation is provided solely for a corridor study for state route
36 410 in Buckley.

(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>\$222,000</u>
11	Connecting Washington Account—State Appropriation.	((\$11,951,000))
12		<u>\$4,830,000</u>
13	Special Category C Account—State Appropriation.	\$922,000
14	Highway Bond Retirement Account—State	
15	Appropriation.	((\$1,470,291,000))
16		<u>\$1,416,550,000</u>
17	Ferry Bond Retirement Account—State Appropriation.	\$4,616,000
18	Transportation Improvement Board Bond Retirement	
19	Account—State Appropriation.	((\$10,895,000))
20		<u>\$10,305,000</u>
21	Nondebt-Limit Reimbursable Bond Retirement Account—	
22	State Appropriation.	((\$28,606,000))
23		<u>\$28,262,000</u>
24	Toll Facility Bond Retirement Account—State	
25	Appropriation.	\$76,372,000
26	TOTAL APPROPRIATION.	((\$1,604,754,000))
27		<u>\$1,542,079,000</u>

28 Sec. 402. 2023 c 472 s 402 (uncodified) is amended to read as
29 follows:

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

33	Transportation Partnership Account—State	
34	Appropriation.	((\$220,000))
35		<u>\$47,000</u>
36	(Transportation Improvement Account—State	
37	Appropriation.	\$20,000)

1 Connecting Washington Account—State Appropriation. . . . (~~(\$2,391,000)~~)
 2 \$1,077,000
 3 Special Category C Account—State Appropriation. \$183,000
 4 TOTAL APPROPRIATION. (~~(\$2,814,000)~~)
 5 \$1,307,000

6 **Sec. 403.** 2023 c 472 s 403 (uncodified) is amended to read as
 7 follows:

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

9 Motor Vehicle Account—State Appropriation: For motor
 10 vehicle fuel tax statutory distributions to
 11 cities and counties. (~~(\$465,354,000)~~)
 12 \$461,954,000
 13 Multimodal Transportation Account—State
 14 Appropriation: For distribution to cities and
 15 counties. \$26,786,000
 16 Motor Vehicle Account—State Appropriation: For
 17 distribution to cities and counties. \$23,438,000
 18 TOTAL APPROPRIATION. (~~(\$515,578,000)~~)
 19 \$512,178,000

20 **Sec. 404.** 2023 c 472 s 404 (uncodified) is amended to read as
 21 follows:

22 **FOR THE STATE TREASURER—TRANSFERS**

23 Motor Vehicle Account—State Appropriation: For motor
 24 vehicle fuel tax refunds and statutory
 25 transfers. (~~(\$1,969,182,000)~~)
 26 \$1,955,782,000

27 **Sec. 405.** 2023 c 472 s 405 (uncodified) is amended to read as
 28 follows:

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

30 Motor Vehicle Account—State Appropriation: For motor
 31 vehicle fuel tax refunds and transfers. (~~(\$246,480,000)~~)
 32 \$253,180,000

33 **Sec. 406.** 2023 c 472 s 406 (uncodified) is amended to read as
 34 follows:

35 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

1 (1) ~~((a) Pilotage Account—State Appropriation: For~~
2 ~~transfer to the Multimodal Transportation Account—State. . . \$200,000~~
3 ~~(b) The amount transferred in this subsection represents partial~~
4 ~~repayment of prior biennium transfers to cover self-insurance~~
5 ~~liability premiums.~~

6 ~~(2))~~) Transportation Partnership Account—State
7 Appropriation: For transfer to the Motor Vehicle
8 Account—State. \$175,000,000

9 ~~((3))~~) (2) Connecting Washington Account—State
10 Appropriation: For transfer to the Move Ahead WA
11 Account—State. \$200,000,000

12 ~~((4))~~) (3) Electric Vehicle Account—State
13 Appropriation: For transfer to the Move Ahead WA
14 Flexible Account—State. \$29,200,000

15 ~~((5))~~) (4) Electric Vehicle Account—State
16 Appropriation: For transfer to the Multimodal
17 Transportation Account—State. \$23,330,000

18 ~~((6))~~) (5) Washington State Aviation Account—State
19 Appropriation: For transfer to the Aeronautics
20 Account—State. \$150,000

21 ~~((7))~~) (6)(a) Carbon Emissions Reduction Account—State
22 Appropriation: For transfer to the Climate Active
23 Transportation Account—State. \$178,885,000

24 (b)(i) Carbon Emissions Reduction Account—State
25 Appropriation: For transfer to the Climate Active
26 Transportation Account—State. \$49,048,000

27 (ii) If Initiative Measure No. 2117 is not approved at the 2024
28 general election, this subsection (6)(b) has no force and effect.

29 ~~((8))~~) (7)(a) Carbon Emissions Reduction Account—State
30 Appropriation: For transfer to the Climate Transit
31 Programs Account—State. \$408,000,000

32 (b)(i) Carbon Emissions Reduction Account—State
33 Appropriation: For transfer to the Climate Transit
34 Programs Account—State. \$41,167,000

35 (ii) If Initiative Measure No. 2117 is not approved at the 2024
36 general election, this subsection (7)(b) has no force and effect.

37 ~~((9))~~) (8) Carbon Emissions Reduction Account—State
38 Appropriation: For transfer to the Puget Sound Ferry
39 Operations Account—State. \$4,200,000

1 Grant Program Account—State. \$12,223,000

2 (31) Multimodal Transportation Account—State

3 Appropriation: For transfer to the State Patrol Highway

4 Account—State. \$59,000,000

5 (32) (a) Alaskan Way Viaduct Replacement Project

6 Account—State Appropriation: For transfer to the

7 Transportation Partnership Account—State. \$47,899,000

8 (b) \$22,899,000 of the amount transferred in this subsection

9 represents repayment of debt service incurred for the construction of

10 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).

11 (33) Tacoma Narrows Toll Bridge Account—State

12 Appropriation: For transfer to the Motor Vehicle

13 Account—State. \$543,000

14 (34) (a) General Fund Account—State Appropriation:

15 For transfer to the State Patrol Highway

16 Account—State. \$625,000

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

18 receiving notification from the Washington state patrol under section

19 207 (~~of this act~~), chapter 472, Laws of 2023.

20 (35) Puget Sound Ferry Operations Account—State

21 Appropriation: For transfer to the Puget Sound Capital

22 Construction Account—State. \$121,828,000

23 (36) Move Ahead WA Account—State Appropriation:

24 For transfer to the Puget Sound Ferry Operations

25 Account—State. \$120,000,000

26 (37) (a) Regional Mobility Grant Program

27 Account—State Appropriation: For transfer to the

28 Multimodal Transportation Account—State. \$6,098,000

29 (b) The amount transferred in this subsection represents the

30 excess fund balance of the regional mobility grant program account

31 pursuant to RCW 46.68.320(4).

32 (38) Transportation Infrastructure Account—State

33 Appropriation: For transfer to the Multimodal

34 Transportation Account—State. \$2,000,000

35 (39) Transportation Infrastructure Account—State

36 Appropriation: For transfer to the Essential

37 Rail Assistance Account—State. \$1,000,000

1 **Sec. 407.** 2023 c 472 s 407 (uncodified) is amended to read as
2 follows:

3 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
4 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**
5 **STATUTORILY PRESCRIBED REVENUE**

6	Toll Facility Bond Retirement Account—Federal	
7	Appropriation.	((\$194,241,000))
8		<u>\$157,240,000</u>
9	Toll Facility Bond Retirement Account—State	
10	Appropriation.	((\$25,372,000))
11		<u>\$26,562,000</u>
12	TOTAL APPROPRIATION.	((\$219,613,000))
13		<u>\$183,802,000</u>

14 The appropriations in this section are subject to the following
15 conditions and limitations: \$35,250,000 of the toll facility bond
16 retirement account—federal appropriation may be used to prepay
17 certain outstanding bonds if sufficient debt service savings can be
18 obtained.

(End of part)

1 **IMPLEMENTING PROVISIONS**

2 NEW SECTION. **Sec. 501.** A new section is added to 2023 c 472
3 (uncodified) to read as follows:

4 **WSDOT BUDGET SUBMITTAL**

5 (1) By September 1, 2024, the office of financial management, in
6 consultation with the department of transportation, must develop
7 criteria for preservation and improvement minor works lists for the
8 department of transportation's facilities program. The criteria
9 should incorporate, adjusted where appropriate, provisions already in
10 use in the omnibus capital appropriations act for minor works
11 including: (a) The dollar limitation for each project to be included
12 in the list; (b) the types of projects appropriate to be included in
13 the list; (c) the project length limitation appropriate to be
14 included in the list; and (d) a recommended initial allotment,
15 revision request approval, and revision notification process
16 associated with the list. The criteria must be the basis of the
17 preservation and improvement minor works list included in the agency
18 budget submittal beginning with the 2025-2027 fiscal biennium.

19 (2) By September 1, 2024, the office of financial management, in
20 consultation with the department of transportation, must develop
21 criteria for providing building-related capital requests in a
22 comparable format, adjusted where appropriate, to provisions already
23 in use in the omnibus capital appropriations act for building
24 projects, including the C-100 capital request form and other detail
25 requirements for capital budget building submissions.

(End of part)

MISCELLANEOUS 2023-2025 FISCAL BIENNIUM

NEW SECTION. Sec. 601. A new section is added to 2023 c 472 (uncodified) to read as follows:

Appropriations in this act from the natural climate solutions account, carbon emissions reduction account, climate transit programs account, and climate active transportation account are subject to the requirements of RCW 70A.65.030.

NEW SECTION. Sec. 602. A new section is added to 2023 c 472 (uncodified) to read as follows:

(1) The transportation carbon emissions reduction account is created in the state treasury. Moneys in the account may be spent only after appropriation. Expenditures from the account are intended to affect reductions in transportation sector carbon emissions through a variety of carbon reducing investments. Such investments may include, but are not limited to: Transportation alternatives to single occupancy passenger vehicles; reductions in single occupancy passenger vehicle miles traveled; reductions in per mile emissions in vehicles, including through the funding of alternative fuel infrastructure and incentive programs; and emission reduction programs for freight transportation, including motor vehicles and rail, as well as for ferries and other maritime and port activities. Expenditures from the account may be made only for transportation carbon emission reducing purposes and may not be made for highway purposes authorized under the 18th Amendment of the Washington state Constitution, other than as specified in this section, and must be made in accordance with subsection (2) of this section. It is the legislature's intent that expenditures from the account used to reduce carbon emissions be made with the goal of achieving equity for communities that historically have been omitted or adversely impacted by past transportation policies and practices.

(2) Appropriations in an omnibus transportation appropriations act from the transportation carbon emissions reduction account must be made exclusively to fund the following activities:

- (i) Active transportation;
(ii) Transit programs and projects;
(iii) Alternative fuel and electrification;
(iv) Ferries; and
(v) Rail.

1 (3) If Initiative Measure No. 2117 is approved in the 2024
2 general election, unless otherwise specified, appropriations in
3 chapter 472, Laws of 2023 (2023-2025 biennial transportation
4 appropriations act), and chapter . . ., Laws of 2024 (this act),
5 amounts which are appropriated from the carbon emissions reduction
6 account shall be paid from the transportation carbon emissions
7 reduction account as if they were appropriated from that account
8 beginning on the effective date of Initiative Measure No. 2117.

9 (4) If Initiative Measure No. 2117 is approved in the 2024
10 general election, on the effective date of Initiative Measure No.
11 2117 and prior to the repeal of the carbon emissions reduction
12 account by Initiative Measure No. 2117, the balance of the carbon
13 emissions reduction account must be transferred by the state
14 treasurer to the transportation carbon emissions reduction account
15 created in this section.

16 NEW SECTION. **Sec. 603.** Section 602 of this act takes effect on
17 the effective date of Initiative Measure No. 2117 if the initiative
18 is approved in the 2024 general election.

19 NEW SECTION. **Sec. 604.** If Initiative Measure No. 2117 is not
20 approved at the 2024 general election, section 602 of this act does
21 not take effect.

22 **Sec. 605.** 2023 c 472 s 701 (uncodified) is amended to read as
23 follows:

24 **INFORMATION TECHNOLOGY OVERSIGHT**

25 The following transportation projects are subject to the
26 conditions, limitations, and review provided in section 701(2)
27 through (12), chapter 475, Laws of 2023 (omnibus operating
28 appropriations act):

29 ~~((2))~~ (1) For the department of licensing: Website
30 accessibility and usability, and to upgrade and improve prorate and
31 fuel tax system; and

32 ~~((3))~~ (2) For the department of transportation: Linear
33 referencing system (LRS) and highway performance monitoring system
34 (HPMS) replacement, transportation reporting and accounting
35 information system (TRAINS) upgrade and PROPEL - WSDOT support of one
36 Washington, and capital systems replacement.

1 **Sec. 606.** RCW 14.40.020 and 2023 c 463 s 4 are each amended to
2 read as follows:

3 The state commercial aviation work group shall submit a progress
4 report to the governor and the transportation committees of the
5 legislature by ~~((July))~~ December 1, 2024, and annually every July 1st
6 thereafter. The first report of the work group shall include a list
7 of areas that will not have further review as the areas are in
8 conflict with the operations of a military installation.

9 **Sec. 607.** RCW 46.68.300 and 2023 c 472 s 708 and 2023 c 167 s 8
10 are each reenacted and amended to read as follows:

11 The freight mobility investment account is hereby created in the
12 state treasury. Money in the account may be spent only after
13 appropriation. Expenditures from the account ~~((may))~~ shall be used
14 only for freight mobility projects that have been ~~((approved))~~
15 recommended by the freight mobility strategic investment board in RCW
16 47.06A.020 and may include any principal and interest on bonds
17 authorized for the projects or improvements. During the ~~((2019-2021~~
18 ~~and 2021-2023 fiscal biennia))~~ 2023-2025 fiscal biennium, the
19 expenditures from the account may also be used for the administrative
20 expenses of the freight mobility strategic investment board.

21 **Sec. 608.** RCW 46.68.320 and 2010 c 247 s 702 are each amended to
22 read as follows:

23 (1) The regional mobility grant program account is hereby created
24 in the state treasury. Moneys in the account may be spent only after
25 appropriation. Expenditures from the account may be used only for the
26 grants provided under RCW 47.66.030.

27 (2) Beginning with September 2007, by the last day of September,
28 December, March, and June of each year, the state treasurer shall
29 transfer from the multimodal transportation account to the regional
30 mobility grant program account ~~((five million dollars))~~ \$5,000,000.

31 (3) Beginning with September 2015, by the last day of September,
32 December, March, and June of each year, the state treasurer shall
33 transfer from the multimodal transportation account to the regional
34 mobility grant program account ~~((six million two hundred fifty~~
35 ~~thousand dollars))~~ \$6,250,000.

36 (4) During the ~~((2009-2011))~~ 2023-2025 fiscal biennium, the
37 legislature may transfer from the regional mobility grant program
38 account to the multimodal transportation account such amounts as

1 reflect the excess fund balance of the regional mobility grant
2 program account.

3 **Sec. 609.** RCW 47.68.090 and 2017 c 48 s 2 are each amended to
4 read as follows:

5 (1) The department of transportation may make available its
6 engineering and other technical services, with or without charge, to
7 any municipality or person desiring them in connection with the
8 planning, acquisition, construction, improvement, maintenance, or
9 operation of airports or air navigation facilities.

10 (2) (a) The department may render financial assistance by grant or
11 loan, or both, to the following entities out of appropriations made
12 by the legislature for the following purposes:

13 (i) Any municipality or municipalities acting jointly in the
14 planning, acquisition, construction, improvement, maintenance, or
15 operation of an airport owned or controlled, or to be owned or
16 controlled by such municipality or municipalities;

17 (ii) Any Indian tribe recognized as such by the federal
18 government or such tribes acting jointly in the planning,
19 acquisition, construction, improvement, maintenance, or operation of
20 an airport, owned or controlled, or to be owned or controlled by such
21 tribe or tribes, and to be held available for the general use of the
22 public; or

23 (iii) Any person or persons acting jointly in the planning,
24 acquisition, construction, improvement, maintenance, or operation of
25 an airport, owned or controlled, or to be owned or controlled by such
26 person or persons, and to be held available for the general use of
27 the public.

28 (b) Such financial assistance may be furnished in connection with
29 federal or other financial aid for the same purposes: PROVIDED, That
30 no grant or loan, or both, shall be in excess of (~~seven hundred~~
31 ~~fifty thousand dollars~~) \$750,000 for any one project: PROVIDED
32 FURTHER, That no grant or loan, or both, shall be granted unless the
33 municipality or municipalities acting jointly, the tribe or tribes
34 acting jointly, or the person or persons acting jointly shall from
35 their own funds match any funds made available by the department upon
36 such ratio as the department may prescribe.

37 (c) The requirements of (b) of this subsection do not apply for
38 projects when directed to do so by the legislature during the

1 2023-2025 fiscal biennium in an omnibus transportation appropriations
2 act.

3 (d) The department must establish, by rule, criteria for
4 administering financial assistance to any entity.

5 (3) The department is authorized to act as agent of any
6 municipality or municipalities acting jointly, any tribe or tribes
7 acting jointly, or any person or persons acting jointly upon the
8 request of such municipality or municipalities, tribe or tribes, or
9 person or persons in accepting, receiving, receipting for, and
10 disbursing federal moneys, and other moneys public or private, made
11 available to finance, in whole or in part, the planning, acquisition,
12 construction, improvement, maintenance, or operation of an airport or
13 air navigation facility; and if requested by such municipality or
14 municipalities, tribe or tribes, or person or persons, may act as its
15 or their agent in contracting for and supervising such planning,
16 acquisition, construction, improvement, maintenance, or operation;
17 and all municipalities, tribes, and persons are authorized to
18 designate the department as their agent for the foregoing purposes.
19 The department, as principal on behalf of the state, and any
20 municipality on its own behalf, may enter into any contracts, with
21 each other or with the United States or with any person, which may be
22 required in connection with a grant or loan of federal moneys for
23 airport or air navigation facility purposes. All federal moneys
24 accepted under this section shall be accepted and transferred or
25 expended by the department upon such terms and conditions as are
26 prescribed by the United States. All moneys received by the
27 department pursuant to this section shall be deposited in the state
28 treasury, and, unless otherwise prescribed by the authority from
29 which such moneys were received, shall be kept in separate funds
30 designated according to the purposes for which the moneys were made
31 available, and held by the state in trust for such purposes. All such
32 moneys are hereby appropriated for the purposes for which the same
33 were made available, to be disbursed or expended in accordance with
34 the terms and conditions upon which they were made available:
35 PROVIDED, That any landing fee or charge imposed by any Indian tribe
36 or tribes for the privilege of use of an airport facility planned,
37 acquired, constructed, improved, maintained, or operated with
38 financial assistance from the department pursuant to this section
39 must apply equally to tribal and nontribal members: PROVIDED FURTHER,
40 That in the event any municipality or municipalities, Indian tribe or

1 tribes, or person or persons, or any distributor of aircraft fuel as
2 defined by RCW 82.42.010 which operates in any airport facility which
3 has received financial assistance pursuant to this section, fails to
4 collect the aircraft fuel excise tax as specified in chapter 82.42
5 RCW, all funds or value of technical assistance given or paid to such
6 municipality or municipalities, Indian tribe or tribes, or person or
7 persons under the provisions of this section shall revert to the
8 department, and shall be due and payable to the department
9 immediately.

10 **Sec. 610.** 2023 c 445 s 1 (uncodified) is amended to read as
11 follows:

12 The department of licensing shall develop a comprehensive
13 implementation plan for the expansion of the current driver training
14 education requirement to obtain a driver's license to persons between
15 the ages of 18 and 24. The target date for implementation of the new
16 driver training education expansion is July 1, 2026. The driver
17 training education expansion plan must be provided to the
18 transportation committees of the legislature by (~~October~~) December
19 1, 2024, and must include, but need not be limited to, the following:

20 (1) Consideration of courses that could satisfy the new driver
21 training education requirement, including a condensed course option
22 and a self-paced, online course option, with attention to the
23 educational value, monetary and time costs required, and possible
24 accessibility constraints for each course option considered;

25 (2) An assessment of public and private resources necessary to
26 support the new driver training education requirement to ensure
27 sufficient course availability and accessibility, including
28 opportunities for the department of licensing to provide driver
29 training education directly or to facilitate partnerships with
30 schools, community organizations, or driver training providers, to
31 close availability and accessibility gaps in rural and underserved
32 areas. The assessment must include, but need not be limited to, an
33 inventory of the current number, and an estimate of the increased
34 number required to meet the anticipated need, of the following:

35 (a) Licensed driver training schools and traffic safety education
36 programs in the state, by geographical region;

37 (b) Licensed driver training school and traffic safety education
38 instructors;

39 (c) Licensed driver trainer instructors; and

1 (d) Driver training education course spaces available per year,
2 by course option and for both classroom and behind-the-wheel
3 instruction;

4 (3) In consultation with the office of equity, evaluation of
5 access to driver training education courses and consideration of
6 opportunities to improve access to driver training education for
7 young drivers. The assessment must address, but should not be limited
8 to, potential obstacles for young drivers for whom the cost of driver
9 training education may pose a hardship, obstacles related to
10 accessibility for young drivers who reside in rural areas, and
11 obstacles for young drivers whose primary language is not English.
12 The assessment must also include strategies that can be used to
13 mitigate these potential obstacles, including possible exceptions to,
14 or substitutions for, a driver training education requirement in
15 cases where access-related obstacles cannot be overcome, such as when
16 a behind-the-wheel driver training program may not be available
17 within a reasonable distance of a person's residence;

18 (4) A plan for broad and accessible public outreach and education
19 to communicate to Washington state residents new driver training
20 education requirements, including a plan for the development of tools
21 to assist residents in accessing driver training education courses
22 that meet the new requirements;

23 (5) Collaboration with educational service districts to determine
24 the extent to which educational service districts can facilitate the
25 coordination between school districts or secondary schools of a
26 school district and driver training schools to increase access to
27 driver training education courses by students who reside within the
28 boundaries of an applicable school district;

29 (6) An examination of opportunities to address the financial need
30 of persons for whom the cost of driver training education courses
31 licensed by the department of licensing may pose a hardship, through
32 a voucher or other financial assistance program. The examination must
33 include quantified estimates of the extent to which the cost of
34 driver training education could pose a significant obstacle, as well
35 as possible approaches to help reduce or eliminate this obstacle;

36 (7) An examination, in consultation with the office of the
37 superintendent of public instruction, of opportunities to address the
38 financial need of students for whom the cost of driver training
39 education offered as part of a traffic safety education program may
40 pose a hardship, through a grant or other financial assistance

1 program. The examination must include quantified estimates of the
2 extent to which the cost of driver training education could pose a
3 significant obstacle, as well as possible approaches to help reduce
4 or eliminate this obstacle; and

5 (8) An assessment of approaches used by other states that require
6 driver training by persons age 18 and older, including examination of
7 how this has impacted traffic safety in the state and the extent to
8 which the requirement may have decreased access to driver's licenses,
9 including through examination of the rate of driver's license holders
10 by age and other demographic characteristics compared to that of
11 neighboring, or otherwise similarly situated, states.

(End of part)

1 **MISCELLANEOUS**

2 NEW SECTION. **Sec. 701.** If any provision of this act or its
3 application to any person or circumstance is held invalid, the
4 remainder of the act or the application of the provision to other
5 persons or circumstances is not affected.

6 NEW SECTION. **Sec. 702.** Except for section 602 of this act, this
7 act is necessary for the immediate preservation of the public peace,
8 health, or safety, or support of the state government and its
9 existing public institutions, and takes effect immediately.

(End of part)

(End of Bill)

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