

CERTIFICATION OF ENROLLMENT

ENGROSSED SENATE BILL 5096

Chapter 313, Laws of 2017

(partial veto)

65th Legislature
2017 Regular Session

TRANSPORTATION BUDGET

EFFECTIVE DATE: 5/16/2017 -- Except for section 706, which becomes effective July 1, 2017.

Passed by the Senate April 21, 2017
Yeas 48 Nays 0

CYRUS HABIB

President of the Senate

Passed by the House April 20, 2017
Yeas 82 Nays 14

FRANK CHOPP

Speaker of the House of Representatives

Approved May 16, 2017 11:08 AM with the exception of Sections 209(9), 215(6), 306(17), 702, 705, and 1303 which are vetoed.

JAY INSLEE

Governor of the State of Washington

CERTIFICATE

I, Hunter G. Goodman, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SENATE BILL 5096** as passed by Senate and the House of Representatives on the dates hereon set forth.

HUNTER G. GOODMAN

Secretary

FILED

May 16, 2017

**Secretary of State
State of Washington**

ENGROSSED SENATE BILL 5096

AS AMENDED BY THE CONFERENCE COMMITTEE

Passed Legislature - 2017 Regular Session

State of Washington **65th Legislature** **2017 Regular Session**

By Senators King and Hobbs; by request of Office of Financial Management

Read first time 01/12/17. Referred to Committee on Transportation.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 43.19.642, 46.20.745, 46.61.5054, 46.68.030, 46.68.060,
3 46.68.280, 46.68.290, 46.68.325, 47.29.170, 47.56.403, 47.56.876,
4 47.60.530, and 81.53.281; amending 2016 c 14 ss 102-104, 201-223,
5 301-311, 401-404, and 406-408 (uncodified); adding a new section to
6 2016 c 14 (uncodified); creating new sections; making appropriations
7 and authorizing expenditures for capital improvements; providing an
8 effective date; providing a contingent effective date; and declaring
9 an emergency.

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

11 **2017-2019 FISCAL BIENNIUM**

12 NEW SECTION. **Sec. 1.** (1) The transportation budget of the state
13 is hereby adopted and, subject to the provisions set forth, the
14 several amounts specified, or as much thereof as may be necessary to
15 accomplish the purposes designated, are hereby appropriated from the
16 several accounts and funds named to the designated state agencies and
17 offices for employee compensation and other expenses, for capital
18 projects, and for other specified purposes, including the payment of
19 any final judgments arising out of such activities, for the period
20 ending June 30, 2019.

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

3 (a) "Fiscal year 2018" or "FY 2018" means the fiscal year ending
4 June 30, 2018.

5 (b) "Fiscal year 2019" or "FY 2019" means the fiscal year ending
6 June 30, 2019.

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

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

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

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

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

21 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

24 Motor Vehicle Account—State Appropriation \$496,000

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

27 Grade Crossing Protective Account—State Appropriation . . . \$1,604,000

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

29 Motor Vehicle Account—State Appropriation \$1,580,000

30 Puget Sound Ferry Operations Account—State Appropriation . . \$116,000

31 TOTAL APPROPRIATION. \$1,696,000

32 The appropriations in this section are subject to the following
33 conditions and limitations: \$300,000 of the motor vehicle account—
34 state appropriation is provided solely for the office of financial
35 management to work with the department of transportation on

1 integrating the transportation reporting and accounting information
2 system or its successor system with the One Washington project. The
3 office of financial management and the department of transportation
4 must provide a joint status report to the transportation committees
5 of the legislature on at least a calendar quarter basis. The report
6 must include, but is not limited to: The status of the department's
7 ability to integrate the transportation reporting and accounting
8 information system or its successor system with the One Washington
9 project; the status of the One Washington project; and a description
10 of significant changes to planned timelines or deliverables.

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

13 Motor Vehicle Account—State Appropriation \$986,000

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

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

18 Motor Vehicle Account—State Appropriation \$1,254,000

19 The appropriation in this section is subject to the following
20 conditions and limitations: Within the amount provided in this
21 section, the department shall conduct a pilot program to consist of
22 the following activities:

23 (1) The department shall produce a fuel tax sticker for display
24 on each motor fuel pump from which fuel is sold at retail that
25 displays and provides notice of the federal and state fuel tax rates.
26 The sticker must display the rate of each tax, in cents per gallon,
27 for each type of fuel.

28 (2) The department shall provide notice of federal and state fuel
29 tax rates, in the form of a fuel tax sticker, with any other notice
30 displayed or required by department rule to be displayed on motor
31 fuel pumps.

32 (3) The department shall distribute fuel tax stickers to all
33 individuals who conduct fuel pump inspections, including department
34 employees and local government employees. Government employees who
35 conduct fuel pump inspections shall display a fuel tax sticker on
36 each motor fuel pump or shall verify that such a sticker is being

1 displayed at the time of inspection as required under this
2 subsection. Fuel tax stickers must:

3 (a) Be displayed on each face of the motor fuel pump on which the
4 price of the fuel sold from the pump is displayed; and

5 (b) Be displayed in a clear, conspicuous, and prominent manner.

6 (4) The department shall provide fuel tax stickers by mail to
7 fuel pump owners who request them for the face of each motor fuel
8 pump for which a sticker is requested.

9 (5) The department shall produce updated fuel tax stickers on an
10 annual basis when one or more fuel tax rates have changed. Fuel tax
11 stickers must be replaced at the time of motor fuel pump inspection
12 if the sticker has been updated with any new fuel tax rates.

13 NEW SECTION. **Sec. 106. FOR THE LEGISLATIVE EVALUATION AND**
14 **ACCOUNTABILITY PROGRAM COMMITTEE**

15 Motor Vehicle Account—State Appropriation \$597,000

16 NEW SECTION. **Sec. 107. FOR THE DEPARTMENT OF FISH AND WILDLIFE**

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

18 The appropriation in this section is subject to the following
19 conditions and limitations: \$250,000 of the motor vehicle account—
20 state appropriation is provided solely for the department, from
21 amounts set aside out of statewide fuel taxes distributed to cities
22 according to RCW 46.68.110(2), to contract with the Washington state
23 association of cities to identify city-owned fish passage barriers
24 that share the same stream system as state-owned fish passage
25 barriers. The study must identify, map, and provide a preliminary
26 assessment of city-owned barriers that need correction. The study
27 must provide recommendations on: (a) How to prioritize city-owned
28 barriers within the same stream system of state-owned barriers in the
29 current six-year construction plan to maximize state investment; and
30 (b) how future state six-year construction plans should incorporate
31 city-owned barriers. A report must be provided to the office of
32 financial management and the transportation committees of the
33 legislature by July 1, 2018.

34 NEW SECTION. **Sec. 108. FOR THE BOARD OF PILOTAGE COMMISSIONERS**

35 Multimodal Transportation Account—State Appropriation . . . \$1,100,000

1 The appropriation in this section is subject to the following
2 conditions and limitations: \$1,100,000 of the multimodal
3 transportation account—state appropriation is provided solely for
4 self-insurance liability premium expenditures; however, this
5 appropriation is contingent upon the board:

6 (1) Annually depositing the first one hundred fifty thousand
7 dollars collected through Puget Sound pilotage district pilotage
8 tariffs into the pilotage account solely for the expenditure of self-
9 insurance premiums;

10 (2) Maintaining the Puget Sound pilotage district pilotage tariff
11 at the rate in existence on January 1, 2017; and

12 (3) Assessing a self-insurance premium surcharge of sixteen
13 dollars per pilotage assignment on vessels requiring pilotage in the
14 Puget Sound pilotage district.

15 **TRANSPORTATION AGENCIES—OPERATING**

16 **NEW SECTION. Sec. 201. FOR THE WASHINGTON TRAFFIC SAFETY**
17 **COMMISSION**

18 Highway Safety Account—State Appropriation	\$4,266,000
19 Highway Safety Account—Federal Appropriation	\$22,048,000
20 Highway Safety Account—Private/Local Appropriation	\$118,000
21 School Zone Safety Account—State Appropriation	\$850,000
22 TOTAL APPROPRIATION.	\$27,282,000

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

25 (1) \$100,000 of the highway safety account—state appropriation is
26 provided solely for the implementation of chapter . . . (Substitute
27 Senate Bill No. 5402), Laws of 2017 (bicyclist safety advisory
28 council). If chapter . . . (Substitute Senate Bill No. 5402), Laws of
29 2017 is not enacted by June 30, 2017, the amount provided in this
30 subsection lapses.

31 (2) \$1,000,000 of the highway safety account—state appropriation
32 is provided solely for the implementation of chapter . . . (Senate
33 Bill No. 5037), Laws of 2017 (DUI fourth offense). If chapter . . .
34 (Senate Bill No. 5037), Laws of 2017 is not enacted by June 30, 2017,
35 the amount in this subsection lapses. The funding is provided for
36 grants to organizations that seek to reduce driving under the
37 influence of drugs and alcohol and for administering the program.

1 \$108,806 of the amount provided in this subsection is for the
2 commission to cover the costs associated with administering the grant
3 program. The funding provided in this subsection is contingent on the
4 availability of funds raised by the blood alcohol content test fee
5 sufficient to cover the costs of administering the program, as
6 provided in section 705 of this act.

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

8	Rural Arterial Trust Account—State Appropriation	\$1,022,000
9	Motor Vehicle Account—State Appropriation	\$2,504,000
10	County Arterial Preservation Account—State	
11	Appropriation	\$1,541,000
12	TOTAL APPROPRIATION.	\$5,067,000

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

14	Transportation Improvement Account—State	
15	Appropriation	\$4,089,000

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

17	Motor Vehicle Account—State Appropriation	\$1,589,000
18	Multimodal Transportation Account—State	
19	Appropriation.	\$700,000
20	TOTAL APPROPRIATION.	\$2,289,000

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

23 (1)(a) \$200,000 of the multimodal transportation account—state
24 appropriation is for a consultant study of marine pilotage in
25 Washington state, with a goal of recommending best practices for: An
26 analytically-driven pilotage tariff and fee setting process;
27 determination of the total number of pilots and pilot workload; pilot
28 recruitment, training, review, and selection, with a focus on
29 increasing pilot diversity; and selection of governance structures
30 for the oversight and management of pilotage activities. The study
31 must include the following:

32 (i)(A) An examination of current practices of the board of
33 pilotage related to: Pilotage tariff and fee setting, including a
34 review of the development and composition of fees, their relationship
35 to tariffs and pilotage district expenditures, and an analysis of
36 pilot benefits; the setting of the total number of pilots and pilot

1 workload distribution; pilot candidate recruitment and training;
2 pilot review and selection processes; and reporting to comply with
3 statutory requirements;

4 (B) An examination of the current oversight, administrative
5 practices, and governance of the board of pilotage commissioners and
6 the two pilotage districts, including board composition analysis, the
7 possible role of the legislative appropriations process, and options
8 for insurance liability coverage for the board of pilotage
9 commissioners;

10 (ii) A comparison of current practices identified under this
11 subsection (1)(a) to best practices in marine pilotage elsewhere in
12 the United States, including both state licensed pilotage and federal
13 pilotage systems with independent contractor, public employee, or
14 private employee pilots; and a comparison to marine pilotage
15 activities outside of the United States, to the extent these marine
16 pilotage activities can inform the evaluation process and identify
17 additional best practices that could be implemented in Washington
18 state;

19 (iii) A comparison of the results of the examination of current
20 practices to best practices in the United States in areas other than
21 marine pilotage for which similar activities are conducted;

22 (iv) An evaluation of the extent to which the best practices
23 examined can be implemented and would be effective in Washington
24 state; and

25 (v) A recommendation for the best practices that should be
26 adopted by Washington state for each of the areas examined.

27 (b) The joint transportation committee must issue a report of its
28 findings and recommendations to the house of representatives and
29 senate transportation committees by January 8, 2018.

30 (2) \$160,000 of the motor vehicle account—state appropriation is
31 for the joint transportation committee to contract with the
32 University of Minnesota to independently analyze and assess traffic
33 data for the express toll lanes and general purpose lanes of the
34 Interstate 405 tolled corridor, including in terms of the performance
35 measures described in RCW 47.56.880, and to develop and recommend
36 near-term and longer-term strategies for the improvement of traffic
37 performance in this corridor. A report summarizing the results of the
38 traffic data assessment and providing recommended strategies is due
39 to the transportation committees of the legislature by January 8,
40 2018.

1 (3)(a) \$500,000 of the multimodal transportation account—state
2 appropriation is for a consultant study of air cargo movement at
3 Washington airports. The study must:

4 (i) Describe the state's air cargo system, and identify the
5 facilities that comprise the system;

6 (ii) Evaluate the current and projected future capacity of the
7 air cargo system;

8 (iii) Identify underutilized capacity;

9 (iv) Identify and describe what market forces may determine
10 demand for cargo service at different facilities and what role the
11 shippers and cargo service providers play in determining how cargo is
12 moved in the state;

13 (v) Develop a definition of congestion in the state's air cargo
14 system, including metrics by which to measure congestion and the cost
15 of congestion to shippers; and

16 (vi) Evaluate what would be needed to more effectively use
17 existing capacity at airports across the state. As part of this
18 evaluation, the study must:

19 (A) Evaluate air, land, and surface transportation constraints,
20 including intermodal constraints, to accommodate current demand and
21 future growth;

22 (B) Evaluate impediments to addressing those constraints;

23 (C) Evaluate options to address those constraints; and

24 (D) Evaluate the impacts to air cargo-related industries that
25 would result from shifting cargo service to Washington airports that
26 currently have available capacity.

27 (b) The study must also identify the state's interest in reducing
28 air cargo congestion and evaluate ways to address this interest on a
29 statewide basis.

30 (c) The study must provide recommendations regarding:

31 (i) Options to reduce air cargo congestion and more efficiently
32 use available capacity at Washington airports;

33 (ii) Options to address the state's interest in reducing air
34 cargo congestion on a statewide basis;

35 (iii) Strategies to accomplish the recommendations under this
36 subsection (3)(c); and

37 (iv) Statutory changes needed to implement the recommendations
38 under this subsection (3)(c).

39 (d) The department of transportation shall provide technical
40 support for the study, including providing guidance regarding

1 information that may already be available due to the department's
2 ongoing work on the Washington aviation system plan.

3 (e) The joint transportation committee shall issue a report of
4 its findings and recommendations to the house of representatives and
5 senate transportation committees by December 14, 2018.

6 (4) \$100,000 of the motor vehicle account—state appropriation is
7 for the joint transportation committee to conduct an assessment of
8 the current roles and responsibilities of the transportation
9 commission. The purpose of the assessment is to review the current
10 membership, functions, powers, and duties of the transportation
11 commission beyond those granted to the transportation commission as
12 the tolling authority under RCW 47.56.850, for the adoption of ferry
13 fares and pricing policies under RCW 47.60.315, or for work related
14 to the road usage charge pilot project as directed by the
15 legislature. When conducting the assessment, the joint transportation
16 committee must consult with the transportation commission and the
17 office of financial management.

18 (a) The assessment must consist of a review of the following:

19 (i) The primary enabling statutes of the transportation
20 commission contained in RCW 47.01.051 through 47.01.075;

21 (ii) The transportation commission's functions relating to
22 ferries under chapters 47.60 and 47.64 RCW beyond those granted by
23 the legislature for adoption of fares and pricing policies;

24 (iii) The existing budget of the transportation commission to
25 ensure it is appropriate for the roles and responsibilities it is
26 directed to do by the governor and the legislature;

27 (iv) The transportation commission's current roles and
28 responsibilities relating to transportation planning, transportation
29 policy development, and other functions; and

30 (v) Other issues related to the transportation commission as
31 determined by the joint transportation committee.

32 (b) A report of the assessment findings and recommendations is
33 due to the transportation committees of the legislature by December
34 31, 2017.

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

36	Motor Vehicle Account—State Appropriation	\$2,074,000
37	Multimodal Transportation Account—State Appropriation . . .	\$462,000
38	TOTAL APPROPRIATION.	\$2,536,000

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

3 (1)(a) The commission shall coordinate with the department of
4 transportation to jointly pursue any federal or other funds that are
5 or might become available to fund a road usage charge pilot project.
6 Where feasible, grant application content prepared by the commission
7 must reflect the direction provided by the road usage charge steering
8 committee on the preferred road usage charge pilot project approach.
9 One or more grant applications may be developed as part of the road
10 usage charge pilot project implementation plan development work, but
11 the pilot project implementation plan must nevertheless include any
12 details necessary for a full launch of the pilot project not required
13 to be included in any grant application.

14 (b) The commission shall reconvene the road usage charge steering
15 committee, with the same membership authorized in chapter 222, Laws
16 of 2014, as well as the addition of a representative from the Puget
17 Sound regional council, and, upon finalization of the federal grant
18 award for stage 1 of the road usage charge pilot project, shall
19 report at least once every three months to the steering committee
20 with updates on project progress, key project milestones, and
21 developments related to securing additional federal funding for
22 future road usage charge pilot work. Each report must include a phone
23 or in-person meeting with the steering committee, with a maximum of
24 two in-person meetings to be held in 2017. A year-end report on the
25 status of the project must be provided to the governor's office and
26 the transportation committees of the house of representatives and the
27 senate by December 1, 2017. If the year-end report is not the final
28 report for stage 1 of the pilot project, a final report that includes
29 an evaluation of stage 1 of the pilot project must be provided to the
30 governor's office and the transportation committees of the house of
31 representatives and the senate following completion of stage 1 of the
32 pilot project. Any legislative vacancies on the steering committee
33 must be appointed by the speaker of the house of representatives for
34 a house of representatives member vacancy, and by the majority leader
35 and minority leader of the senate for a senate member vacancy.

36 (2) The legislature finds that there is a need for long-term toll
37 payer relief from increasing toll rates on the Tacoma Narrows bridge.
38 Therefore, the commission must convene a work group to review,
39 update, add to as necessary, and comment on various scenarios for

1 toll payer relief outlined in the 2014 joint transportation committee
2 report on internal refinance opportunities for the Tacoma Narrows
3 bridge. The work group must include participation from the Tacoma
4 Narrows bridge citizen's advisory group, at least one member from
5 each of the legislative delegations from the districts immediately
6 abutting the Tacoma Narrows bridge, the local chambers of commerce,
7 and affected local communities. Legislative members of the work group
8 must be reimbursed for travel expenses by the commission. The work
9 group must submit a report with its preferred and prioritized policy
10 solutions to the transportation committees of the legislature by
11 December 1, 2017.

12 **NEW SECTION. Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
13 **INVESTMENT BOARD**

14 Motor Vehicle Account—State Appropriation \$818,000

15 The appropriation in this section is subject to the following
16 conditions and limitations: \$60,000 of the motor vehicle account—
17 state appropriation is provided solely for the board, from amounts
18 set aside out of statewide fuel taxes distributed to cities according
19 to RCW 46.68.110(2), to manage and update the road-rail conflicts
20 database produced as a result of the joint transportation committee's
21 "Study of Road-rail Conflicts in Cities (2016)." The board shall
22 update the database using data from the most recent versions of the
23 Washington state freight and goods transportation system update,
24 marine cargo forecast, and other relevant sources. The database must
25 continue to identify prominent road-rail conflicts that will help to
26 inform strategic state investment for freight mobility statewide. The
27 board shall form a committee including, but not limited to,
28 representatives from local governments, the department of
29 transportation, the utilities and transportation commission, and
30 relevant stakeholders to identify and recommend a statewide list of
31 projects using a corridor-based approach. The board shall provide the
32 list to the transportation committees of the legislature and the
33 office of financial management by September 1, 2018.

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

35 State Patrol Highway Account—State Appropriation \$480,926,000
36 State Patrol Highway Account—Federal Appropriation \$14,025,000
37 State Patrol Highway Account—Private/Local

1	Appropriation	\$3,863,000
2	Highway Safety Account—State Appropriation	\$1,067,000
3	Ignition Interlock Device Revolving Account—State	
4	Appropriation	\$510,000
5	Multimodal Transportation Account—State Appropriation	\$276,000
6	TOTAL APPROPRIATION.	\$500,667,000

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

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

18 (2) \$510,000 of the ignition interlock device revolving account—
19 state appropriation is provided solely for the ignition interlock
20 program at the Washington state patrol to provide funding for two
21 staff to work and provide support for the program in working with
22 manufacturers, service centers, technicians, and participants in the
23 program.

24 (3) \$1,000,000 of the state patrol highway account—state
25 appropriation is provided solely for ongoing support, system updates,
26 maintenance, and an independent assessment of the P25 digital land
27 mobile radio system. Of the amount provided in this subsection,
28 \$400,000 must be used for the independent assessment of the P25
29 digital land mobile radio system. The independent assessment must
30 identify implementation issues and coverage gaps and recommend
31 strategies to address these issues and gaps. The assessment must be
32 submitted to the governor and the transportation committees of the
33 legislature by September 1, 2018. To the extent practicable, the
34 Washington state patrol shall begin implementing recommendations
35 before the completion of the independent assessment.

36 (4) The Washington state patrol and the department of
37 transportation shall jointly submit a prioritized list of weigh
38 station projects to the office of financial management by October 1,
39 2017. Projects submitted must include estimated costs for preliminary

1 engineering, rights-of-way, and construction and must also consider
2 the timing of any available funding for weigh station projects.

3 (5) The Washington state patrol and the office of financial
4 management must be consulted by the department of transportation
5 during the design phase of any improvement or preservation project
6 that could impact Washington state patrol weigh station operations.
7 During the design phase of any such project, the department of
8 transportation must estimate the cost of designing around the
9 affected weigh station's current operations, as well as the cost of
10 moving the affected weigh station.

11 (6) \$510,000 of the state patrol highway account—state
12 appropriation is provided solely for the operation of the license
13 investigation unit to enforce vehicle registration laws in
14 southwestern Washington. The Washington state patrol, in consultation
15 with the department of revenue, shall maintain a running estimate of
16 sales and use taxes remitted to the state pursuant to activity
17 conducted by the license investigation unit. At the end of the
18 calendar quarter in which it is estimated that more than \$625,000 in
19 taxes have been remitted to the state since the effective date of
20 this section, the Washington state patrol shall notify the state
21 treasurer and the state treasurer shall transfer funds pursuant to
22 section 408(25) of this act.

23 (7) \$600,000 of the state patrol highway account—state
24 appropriation is provided solely for the implementation of
25 chapter . . . (Senate Bill No. 5274), Laws of 2017 (WSPRS salary
26 definition). If chapter . . . (Senate Bill No. 5274), Laws of 2017 is
27 not enacted by June 30, 2017, the amount in this subsection lapses.

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

29 Marine Fuel Tax Refund Account—State Appropriation	\$34,000
30 Motorcycle Safety Education Account—State	
31 Appropriation	\$4,523,000
32 State Wildlife Account—State Appropriation	\$1,030,000
33 Highway Safety Account—State Appropriation	\$202,973,000
34 Highway Safety Account—Federal Appropriation	\$3,215,000
35 Motor Vehicle Account—State Appropriation	\$90,659,000
36 Motor Vehicle Account—Federal Appropriation	\$329,000
37 Motor Vehicle Account—Private/Local Appropriation	\$2,048,000
38 Ignition Interlock Device Revolving Account—State	

1	Appropriation	\$5,250,000
2	Department of Licensing Services Account—State	
3	Appropriation	\$6,611,000
4	License Plate Technology Account—State	
5	Appropriation	\$3,000,000
6	TOTAL APPROPRIATION.	\$319,672,000

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

9 (1) \$205,000 of the highway safety account—state appropriation is
10 provided solely for the implementation of chapter . . . (Engrossed
11 House Bill No. 2201), Laws of 2017 (MVET collection). If
12 chapter . . . (Engrossed House Bill No. 2201), Laws of 2017 is not
13 enacted by June 30, 2017, the amount provided in this subsection
14 lapses.

15 (2) \$20,810,000 of the highway safety account—state appropriation
16 and \$3,000,000 of the license plate technology account—state
17 appropriation are provided solely for business and technology
18 modernization. The department and the state chief information officer
19 or his or her designee must provide a joint project status report to
20 the transportation committees of the legislature on at least a
21 calendar quarter basis. The report must include, but is not limited
22 to: Detailed information about the planned and actual scope,
23 schedule, and budget; status of key vendor and other project
24 deliverables; and a description of significant changes to planned
25 deliverables or system functions over the life of the project.
26 Project staff will periodically brief the committees or the
27 committees' staff on system security and data protection measures.

28 (3) The department when modernizing its computer systems must
29 place personal and company data elements in separate data fields to
30 allow the department to select discrete data elements when providing
31 information or data to persons or entities outside the department.
32 This requirement must be included as part of the systems design in
33 the department's business and technology modernization. Pursuant to
34 the restrictions in federal and state law, a person's photo, social
35 security number, or medical information must not be made available
36 through public disclosure or data being provided under RCW 46.12.630
37 or 46.12.635.

38 (4) \$4,471,000 of the highway safety account—state appropriation
39 is provided solely for costs necessary to accommodate increased

1 demand for enhanced drivers' licenses and enhanced identicards. The
2 office of financial management shall place the entire amount provided
3 in this subsection in unallotted status. The office of financial
4 management may release portions of the funds when it determines that
5 average wait times have increased by more than two minutes based on
6 wait time and volume data provided by the department compared to
7 average wait times and volume during the month of December 2016. The
8 department and the office of financial management shall evaluate the
9 use of these funds on a monthly basis and periodically report to the
10 transportation committees of the legislature on average wait times
11 and volume data for enhanced drivers' licenses and enhanced
12 identicards.

13 (5) The department shall continue to encourage the use of online
14 vehicle registration renewal reminders and minimize the number of
15 letters mailed by the department. To further this goal, the
16 department shall develop a pilot program to replace first-class mail,
17 letter-form renewal reminders with postcard renewal reminders. The
18 goal of the pilot program is to realize substantial savings on
19 printing and postage costs. The pilot program must include customers
20 who performed their last renewal online and still receive a paper
21 renewal notice. The appropriations in this section reflect savings in
22 postage and printing costs of at least \$250,000 in the 2017-2019
23 fiscal biennium.

24 (6) \$350,000 of the highway safety account—state appropriation is
25 provided solely for communication and outreach activities necessary
26 to inform the public of federally acceptable identification options
27 including, but not limited to, enhanced drivers' licenses and
28 enhanced identicards. The department shall develop and implement an
29 outreach plan that includes informational material that can be
30 effectively communicated to all communities and populations in
31 Washington.

32 (7) \$19,000 of the highway safety account—state appropriation is
33 provided solely for the implementation of chapter . . . (Substitute
34 Senate Bill No. 5289), Laws of 2017 (distracted driving). If
35 chapter . . . (Substitute Senate Bill No. 5289), Laws of 2017 is not
36 enacted by June 30, 2017, the amount provided in this subsection
37 lapses.

38 (8) \$57,000 of the motor vehicle account—state appropriation is
39 provided solely for the implementation of chapter . . . (House Bill

1 No. 1400), Laws of 2017 (aviation license plate). If chapter . . .
2 (House Bill No. 1400), Laws of 2017 is not enacted by June 30, 2017,
3 the amount provided in this subsection lapses.

4 (9) \$572,000 of the highway safety account—state appropriation is
5 provided solely for the implementation of chapter . . . (Engrossed
6 Substitute House Bill No. 1481), Laws of 2017 (driver education
7 uniformity). If chapter . . . (Engrossed Substitute House Bill No.
8 1481), Laws of 2017 is not enacted by June 30, 2017, the amount
9 provided in this subsection lapses.

10 (10) \$39,000 of the motor vehicle account—state appropriation is
11 provided solely for the implementation of chapter . . . (Substitute
12 House Bill No. 1568), Laws of 2017 (Fred Hutch license plate). If
13 chapter . . . (Substitute House Bill No. 1568), Laws of 2017 is not
14 enacted by June 30, 2017, the amount provided in this subsection
15 lapses.

16 (11) \$104,000 of the ignition interlock device revolving account—
17 state appropriation is provided solely for the implementation of
18 chapter . . . (Engrossed Second Substitute House Bill No. 1614), Laws
19 of 2017 (impaired driving). If chapter . . . (Engrossed Second
20 Substitute House Bill No. 1614), Laws of 2017 is not enacted by June
21 30, 2017, the amount provided in this subsection lapses.

22 (12) \$500,000 of the highway safety account—state appropriation
23 is provided solely for the implementation of chapter . . . (Engrossed
24 Substitute House Bill No. 1808), Laws of 2017 (foster youth/driving).
25 If chapter . . . (Engrossed Substitute House Bill No. 1808), Laws of
26 2017 is not enacted by June 30, 2017, the amount provided in this
27 subsection lapses.

28 (13) \$61,000 of the highway safety account—state appropriation is
29 provided solely for the implementation of chapter . . . (Engrossed
30 Senate Bill No. 5008), Laws of 2017 (REAL ID compliance). If
31 chapter . . . (Engrossed Senate Bill No. 5008), Laws of 2017 is not
32 enacted by June 30, 2017, the amount in this subsection lapses.

33 (14)(a) Within existing funds, the department, in consultation
34 with the department of ecology, shall convene a work group comprised
35 of registered tow truck operators, hulk haulers, representatives from
36 county solid waste facilities, and the recycling community to develop
37 a sustainable plan for the collection and disposal of abandoned
38 recreational vehicles.

1 (b) The work group shall report on the current problems relating
2 to abandoned recreational vehicles and develop policy options for
3 procedures relating to the transportation, recycling, and disposal of
4 abandoned recreational vehicles, as well as other potentially related
5 issues. As a result of its discussions, the work group shall also
6 produce draft legislation. The final report and draft legislation are
7 due to the standing transportation committees of the legislature on
8 December 1, 2017.

9 (15) \$30,000 of the highway safety account—state appropriation is
10 provided solely for the implementation of chapter . . . (Senate Bill
11 No. 5382), Laws of 2017 (reduced-cost identicards). If chapter . . .
12 (Senate Bill No. 5382), Laws of 2017 is not enacted by June 30, 2017,
13 the amount in this subsection lapses.

14 (16) \$112,000 of the motor vehicle account—state appropriation is
15 provided solely for the implementation of chapter . . . (Engrossed
16 Substitute Senate Bill No. 5338), Laws of 2017 (registration
17 enforcement). If chapter . . . (Engrossed Substitute Senate Bill No.
18 5338), Laws of 2017 is not enacted by June 30, 2017, the amount in
19 this subsection lapses.

20 (17) \$30,000 of the highway safety account—state appropriation is
21 provided solely for the implementation of chapter . . . (Substitute
22 Senate Bill No. 5343), Laws of 2017 (tow truck notices). If
23 chapter . . . (Substitute Senate Bill No. 5343), Laws of 2017 is not
24 enacted by June 30, 2017, the amount in this subsection lapses.

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

27	High Occupancy Toll Lanes Operations Account—State	
28	Appropriation	\$4,033,000
29	Motor Vehicle Account—State Appropriation	\$513,000
30	State Route Number 520 Corridor Account—State	
31	Appropriation	\$52,671,000
32	State Route Number 520 Civil Penalties Account—State	
33	Appropriation	\$4,328,000
34	Tacoma Narrows Toll Bridge Account—State	
35	Appropriation	\$32,134,000
36	Interstate 405 Express Toll Lanes Operations	
37	Account—State Appropriation	\$22,194,000
38	Alaskan Way Viaduct Replacement Project Account—State	

1 Appropriation. \$6,506,000
2 TOTAL APPROPRIATION. \$122,379,000

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

5 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
6 appropriation and \$9,048,000 of the state route number 520 corridor
7 account—state appropriation are provided solely for the purposes of
8 addressing unforeseen operations and maintenance costs on the Tacoma
9 Narrows bridge and the state route number 520 bridge, respectively.
10 The office of financial management shall place the amounts provided
11 in this subsection, which represent a portion of the required minimum
12 fund balance under the policy of the state treasurer, in unallotted
13 status. The office may release the funds only when it determines that
14 all other funds designated for operations and maintenance purposes
15 have been exhausted.

16 (2) \$3,100,000 of the Interstate 405 express toll lanes
17 operations account—state appropriation, \$1,498,000 of the state route
18 number 520 corridor account—state appropriation, and \$1,802,000 of
19 the high occupancy toll lanes operations account—state appropriation
20 are provided solely for the operation and maintenance of roadside
21 toll collection systems.

22 (3) \$4,328,000 of the state route number 520 civil penalties
23 account—state appropriation, \$2,192,000 of the Tacoma Narrows toll
24 bridge account—state appropriation, and \$1,191,000 of the Interstate
25 405 express toll lanes operations account—state appropriation are
26 provided solely for expenditures related to the toll adjudication
27 process.

28 (4) The department shall make detailed quarterly expenditure
29 reports available to the Washington state transportation commission
30 and to the public on the department's web site using current
31 resources. The reports must include a summary of toll revenue by
32 facility on all operating toll facilities and high occupancy toll
33 lane systems, and an itemized depiction of the use of that revenue.

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

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

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

17 (c) Total express toll lane and total general purpose lane
18 traffic volumes, as well as per lane traffic volumes for each type of
19 lane (i) compared to total express toll lane and total general
20 purpose lane traffic volumes, as well as per lane traffic volumes for
21 each type of lane, on this segment of Interstate 405 prior to
22 implementation of the express toll lanes and (ii) compared to total
23 express toll lane and total general purpose lane traffic volumes, as
24 well as per lane traffic volumes for each type of lane, from month to
25 month since implementation of the express toll lanes; and

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

29 (6) \$666,000 of the high occupancy toll lanes operations account—
30 state appropriation, \$11,527,000 of the state route number 520
31 corridor account—state appropriation, \$4,955,000 of the Tacoma
32 Narrows toll bridge account—state appropriation, \$4,286,000 of the
33 Interstate 405 express toll lanes operations account—state
34 appropriation, and \$6,506,000 of the Alaskan Way viaduct replacement
35 project account—state appropriation are provided solely for the
36 department to implement a new tolling customer service toll
37 collection system, and are subject to the conditions, limitations,
38 and review provided in section 701 of this act.

1 (a) The office of financial management shall place \$2,000,000 of
2 the amounts provided in this subsection in unallotted status, to be
3 distributed between the facilities using the account proportions in
4 this subsection. If the vendors selected as the successful bidders
5 for the new tolling customer service toll collection system or the
6 operator of the new system are different than the vendor as of
7 January 1, 2017, the office of financial management may release
8 portions of this amount as transition costs.

9 (b) The funds provided in this subsection from the Alaskan Way
10 viaduct replacement project account—state appropriation are provided
11 through a transfer from the motor vehicle account—state in section
12 408(26) of this act. These funds are a loan to the Alaskan Way
13 viaduct replacement project account—state, and the legislature
14 assumes that these funds will be reimbursed to the motor vehicle
15 account—state at a later date when the portion of state route number
16 99 that is the deep bore tunnel is operational.

17 (c) The department must provide a project status report to the
18 office of financial management and the transportation committees of
19 the legislature on at least a calendar quarterly basis. The report
20 must include, but is not limited to:

21 (i) Detailed information about the planned and actual scope,
22 schedule, and budget;

23 (ii) Status of key vendor and other project deliverables; and

24 (iii) A description of significant changes to planned
25 deliverables or system functions over the life of the project.

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

34 (7) The department shall make detailed quarterly reports to the
35 governor and the transportation committees of the legislature on the
36 following:

37 (a) The use of consultants in the tolling program, including the
38 name of the contractor, the scope of work, the type of contract,

1 timelines, deliverables, any new task orders, and any extensions to
2 existing consultant contracts;

3 (b) The nonvendor costs of administering toll operations,
4 including the costs of staffing the division, consultants and other
5 personal service contracts required for technical oversight and
6 management assistance, insurance, payments related to credit card
7 processing, transponder purchases and inventory management, facility
8 operations and maintenance, and other miscellaneous nonvendor costs;
9 and

10 (c) The vendor-related costs of operating tolled facilities,
11 including the costs of the customer service center, cash collections
12 on the Tacoma Narrows bridge, electronic payment processing, and toll
13 collection equipment maintenance, renewal, and replacement.

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

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

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

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

21 (iv) Workload costs related to hearings;

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

23 (vi) Revenues generated from notices of civil penalty.

24 (8) \$13,617,000 of the Interstate 405 express toll lanes
25 operations account—state appropriation is provided solely for
26 operational costs related to the express toll lane facility. The
27 office of financial management shall place \$6,808,000 of the amount
28 provided in this subsection in unallotted status. The office of
29 financial management may only release the funds to the department
30 upon the passage of a 2018 supplemental transportation budget.

31 ***(9)(a) The department shall conduct a study before the planned***
32 ***replacement of equipment regarding the potential for conversion of at***
33 ***least two of the toll booths for the Tacoma Narrows bridge to***
34 ***unstaffed toll booths that exclusively accept credit cards for toll***
35 ***payment. The study must, at a minimum, consider the following:***

36 ***(i) Operational savings associated with conversion;***

37 ***(ii) Capital costs of conversion;***

38 ***(iii) Additional operating costs associated with conversion; and***

39 ***(iv) Any other operational issues associated with conversion.***

1 (b) The department shall provide a report of its findings to the
2 transportation committees of the legislature by November 15, 2017.

*Sec. 209 was partially vetoed. See message at end of chapter.

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

5	Transportation Partnership Account—State Appropriation . . .	\$1,460,000
6	Motor Vehicle Account—State Appropriation	\$83,572,000
7	Puget Sound Ferry Operations Account—State	
8	Appropriation	\$263,000
9	Multimodal Transportation Account—State	
10	Appropriation	\$2,876,000
11	Transportation 2003 Account (Nickel Account)—State	
12	Appropriation	\$1,460,000
13	TOTAL APPROPRIATION.	\$89,631,000

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

16 (1) \$9,588,000 of the motor vehicle account—state appropriation
17 is provided solely for the development of the labor system
18 replacement project and is subject to the conditions, limitations,
19 and review provided in section 701 of this act. It is the intent of
20 the legislature that if any portion of the labor system replacement
21 project is leveraged in the future for the time, leave, and labor
22 distribution of any other agencies, the motor vehicle account will be
23 reimbursed proportionally for the development of the system since
24 amounts expended from the motor vehicle account must be used
25 exclusively for highway purposes in conformance with Article II,
26 section 40 of the state Constitution. This must be accomplished
27 through a loan arrangement with the current interest rate under the
28 terms set by the office of the state treasurer at the time the system
29 is deployed to additional agencies. If the motor vehicle account is
30 not reimbursed for future use of the system, it is further the intent
31 of the legislature that reductions will be made to central service
32 agency charges accordingly.

33 (2) \$2,296,000 of the motor vehicle account—state appropriation
34 is provided solely for the development of ferries network systems
35 support.

1 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
2 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
3 **OPERATING**

4	Motor Vehicle Account—State Appropriation	\$28,146,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation	\$34,000
7	TOTAL APPROPRIATION.	\$28,180,000

8 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
9 **AVIATION—PROGRAM F**

10	Aeronautics Account—State Appropriation	\$6,749,000
11	Aeronautics Account—Federal Appropriation	\$4,900,000
12	Aeronautics Account—Private/Local Appropriation	\$171,000
13	TOTAL APPROPRIATION.	\$11,820,000

14 The appropriations in this section are subject to the following
15 conditions and limitations: \$2,637,000 of the aeronautics account—
16 state appropriation is provided solely for the airport aid grant
17 program, which provides competitive grants to public airports for
18 pavement, safety, planning, and security.

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

21	Motor Vehicle Account—State Appropriation	\$54,512,000
22	Motor Vehicle Account—Federal Appropriation	\$500,000
23	Multimodal Transportation Account—State Appropriation	\$252,000
24	TOTAL APPROPRIATION.	\$55,264,000

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

27 (1) \$300,000 of the motor vehicle account—state appropriation is
28 provided solely for the completion of property value determinations
29 for surplus properties to be sold. The value determinations must be
30 completed by agency staff if available; otherwise, the agency may
31 contract out for these services. The real estate services division of
32 the department must recover the cost of its efforts from the sale of
33 surplus property. Proceeds for surplus property sales must fund
34 additional future sales, and the real estate services division shall
35 prioritize staff resources to meet revenue assumptions for surplus
36 property sales.

1 (2) The legislature recognizes that the trail known as the Rocky
2 Reach Trail, and its extensions, serve to separate motor vehicle
3 traffic from pedestrians and bicyclists, increasing motor vehicle
4 safety on state route number 2 and the coincident section of state
5 route number 97. Consistent with chapter 47.30 RCW and pursuant to
6 RCW 47.12.080, the legislature declares that transferring portions of
7 WSDOT Inventory Control (IC) No. 2-09-04686 containing the trail and
8 associated buffer areas to the Washington state parks and recreation
9 commission is consistent with the public interest. The legislature
10 directs the department to transfer the property to the Washington
11 state parks and recreation commission.

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

15 (b) Prior to completing the transfer in this subsection (2), the
16 department must ensure that provisions are made to accommodate
17 private and public utilities and any facilities that predate the
18 department's acquisition of the property, at no cost to those
19 entities. Prior to completing the transfer, the department shall also
20 ensure that provisions, by fair market assessment, are made to
21 accommodate other private and public utilities and any facilities
22 that have been legally allowed by permit or other instrument.

23 (c) The department may sell any adjoining property that is not
24 necessary to support the Rocky Reach Trail and adjacent buffer areas
25 only after the transfer of trail-related property to the Washington
26 state parks and recreation commission is complete. Adjoining property
27 owners must be given the first opportunity to acquire such property
28 that abuts their property, and applicable boundary line or other
29 adjustments must be made to the legal descriptions for recording
30 purposes.

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

33	Motor Vehicle Account—State Appropriation	\$622,000
34	Electric Vehicle Charging Infrastructure	
35	Account—State Appropriation.	\$1,000,000
36	Multimodal Transportation Account—State	
37	Appropriation.	\$535,000
38	TOTAL APPROPRIATION.	\$2,157,000

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

3 (1) \$35,000 of the multimodal transportation account—state
4 appropriation is provided solely for the public-private partnerships
5 program to conduct an outreach effort to assess interest in a public-
6 private partnership to rebuild the Anacortes ferry terminal. The
7 public-private partnerships program shall issue a request for letters
8 of interest, similar to the request issued in 2009, in a public-
9 private partnership to rebuild the Anacortes ferry terminal by
10 combining the ferry terminal functions and structure with one or more
11 commercial ventures, including, but not limited to, ventures to
12 provide lodging, conference and meeting facilities, food service,
13 shopping, or other retail operations. The public-private partnerships
14 program shall notify the transportation committees of the legislature
15 upon release of the request for letters of interest and shall provide
16 the transportation committees of the legislature with a summary of
17 the information collected once the letters of interest have been
18 received.

19 (2) \$1,000,000 of the electric vehicle charging infrastructure
20 account—state appropriation is provided solely for the purpose of
21 capitalizing the Washington electric vehicle infrastructure bank as
22 provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation
23 revenue). The department may spend no more than one million dollars
24 from the electric vehicle charging infrastructure account during the
25 four-year period of the 2015-2017 and 2017-2019 fiscal biennia.

26 (3) The economic partnerships program must continue to explore
27 retail partnerships at state-owned park and ride facilities, as
28 authorized in RCW 47.04.295.

29 (4) \$500,000 of the multimodal transportation account—state
30 appropriation is provided solely to study public-private partnership
31 alternatives for the financing and construction of an entry building
32 located at Colman Dock.

33 (a) As part of the study, the public-private partnerships program
34 must work with the city of Seattle, Native American tribes, and local
35 community groups to evaluate the efficacy of contracting with a
36 private entity to participate in the construction of the Colman Dock
37 entry building. The study must:

38 (i) Identify and discuss options to construct the facility as
39 currently scoped;

1 (ii) Identify and discuss options, including rescoping the
2 current design of the facility for purposes of providing a project
3 that has the potential to increase economic development activities
4 along the Seattle waterfront area, such as through the inclusion of
5 office space and restaurants;

6 (iii) Consider concepts and options found in the design
7 development described in the 2013-2015 capital budget (chapter 19,
8 Laws of 2013 2nd sp. sess.), including connections to Pier 48 as a
9 future public park;

10 (iv) Consider rooftop public access for panoramic views of the
11 Puget Sound and Olympic mountains; and

12 (v) Consider exhibits of the history and heritage of the
13 vicinity.

14 (b) By November 15, 2017, the public-private partnerships program
15 must provide a report to the governor and the transportation
16 committees of the legislature on the program's findings and
17 recommendations.

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

20	Motor Vehicle Account—State Appropriation	\$434,781,000
21	Motor Vehicle Account—Federal Appropriation	\$7,000,000
22	State Route Number 520 Corridor Account—State	
23	Appropriation	\$4,447,000
24	Tacoma Narrows Toll Bridge Account—State	
25	Appropriation	\$1,233,000
26	TOTAL APPROPRIATION.	\$447,461,000

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

29 (1) \$7,092,000 of the motor vehicle account—state appropriation
30 is provided solely for utility fees assessed by local governments as
31 authorized under RCW 90.03.525 for the mitigation of stormwater
32 runoff from state highways.

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

1 (3) \$1,233,000 of the Tacoma Narrows toll bridge account—state
2 appropriation is provided solely to maintain the new Tacoma Narrows
3 bridge. These funds must be used in accordance with RCW 47.56.830(3).

4 (4) \$35,000 of the motor vehicle account—state appropriation is
5 provided solely for the department to submit a request for proposals
6 as part of a pilot project that explores the use of rotary auger
7 ditch cleaning and reshaping service technology in maintaining
8 roadside ditches for state highways. The pilot project must consist
9 of at least one technology test on each side of the Cascade mountain
10 range.

11 (5) \$250,000 of the motor vehicle account—state appropriation is
12 provided solely for the department to implement safety improvements
13 and debris clean up on department-owned rights-of-way in the city of
14 Seattle. Direct or contracted activities must include collecting and
15 disposing of garbage, clearing debris or hazardous material, and
16 implementing safety improvements. Funds may also be used to contract
17 with the city of Seattle to provide mutual services in rights-of-way
18 similar to contract agreements in the 2015-2017 fiscal biennium.

19 ***(6) The department must maintain a maintenance budget for the***
20 ***Hood Canal bridge. Expenditures that result in exceeding the planned***
21 ***budget must be tracked.***

**Sec. 215 was partially vetoed. See message at end of chapter.*

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

24	Motor Vehicle Account—State Appropriation	\$62,578,000
25	Motor Vehicle Account—Federal Appropriation	\$2,050,000
26	Motor Vehicle Account—Private/Local Appropriation	\$250,000
27	TOTAL APPROPRIATION.	\$64,878,000

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

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

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

5 (3) The department must make signage for low-height bridges a
6 high priority.

7 (4) \$50,000 of the motor vehicle account—state appropriation is
8 provided solely for the department to coordinate with the appropriate
9 local jurisdictions for development and implementation of a historic
10 route 10 signage program on Interstate 90 from the Columbia River to
11 the Idaho state border.

12 (5) During the 2017-2019 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: (a) Auto transportation company
20 vehicles regulated under chapter 81.68 RCW; (b) 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; (c) private nonprofit
24 transportation provider vehicles regulated under chapter 81.66 RCW;
25 and (d) 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 NEW SECTION. **Sec. 217. FOR THE DEPARTMENT OF TRANSPORTATION—**
34 **TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S**

35	Motor Vehicle Account—State Appropriation	\$32,794,000
36	Motor Vehicle Account—Federal Appropriation	\$1,656,000
37	Multimodal Transportation Account—State	
38	Appropriation	\$1,128,000

1 TOTAL APPROPRIATION. \$35,578,000

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

4 (1) \$1,500,000 of the motor vehicle account—state appropriation
5 is provided solely for a grant program that makes awards for the
6 following: (a) Support for nonprofit agencies, churches, and other
7 entities to help provide outreach to populations underrepresented in
8 the current apprenticeship programs; (b) preapprenticeship training;
9 and (c) child care, transportation, and other supports that are
10 needed to help women, veterans, and minorities enter and succeed in
11 apprenticeship. The department must report on grants that have been
12 awarded and the amount of funds disbursed by December 1, 2017, and
13 annually thereafter.

14 (2) \$300,000 of the motor vehicle account—state appropriation is
15 provided solely for succession planning and leadership training. The
16 department shall report on the implementation of these activities to
17 the transportation committees of the legislature by December 31,
18 2018.

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

21	Motor Vehicle Account—State Appropriation	\$23,117,000
22	Motor Vehicle Account—Federal Appropriation	\$35,182,000
23	Multimodal Transportation Account—State Appropriation . . .	\$711,000
24	Multimodal Transportation Account—Federal	
25	Appropriation	\$2,809,000
26	Multimodal Transportation Account—Private/Local	
27	Appropriation	\$100,000
28	TOTAL APPROPRIATION.	\$61,919,000

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

31 (1) The department shall investigate opportunities for a transit-
32 oriented development pilot project at the existing Kingsgate park and
33 ride at Interstate 405 and 132nd. The department must coordinate with
34 the city of Kirkland and other key stakeholders to determine the
35 feasibility and cost of transit-oriented development at Kingsgate. A
36 report on the process and outcomes is due to the transportation
37 committees of the legislature no later than December 1, 2017.

(2) \$100,000 of the motor vehicle account—state appropriation and \$250,000 of the motor vehicle account—federal appropriation are provided solely for a study that details a cost estimate for replacing the westbound U.S. 2 trestle and recommends a series of financing options to address that cost and to satisfy debt service requirements.

In conducting the study, the department shall work in close collaboration with a stakeholder group that includes, but is not limited to, Snohomish county, the port of Everett, economic alliance Snohomish county, the cities of Everett, Lake Stevens, Marysville, Snohomish, and Monroe, and affected transit agencies.

The department shall quantify both the cost of replacing the westbound trestle structure and making mobility and capacity improvements to maximize the use of the structure in the years leading up to full replacement. Financing options that should be examined and quantified include public-private partnerships, public-public partnerships, a transportation benefit district tailored to the specific incorporated and unincorporated area, loans and grants, and other alternative financing measures available at the state or federal level.

The department shall also evaluate ways in which the costs of alternative financing can be debt financed.

The department shall complete the study and submit a final report and recommendations to the transportation committees of the legislature, including recommendations on statutory changes needed to implement available financing options, by January 8, 2018.

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

Motor Vehicle Account—State Appropriation	\$69,997,000
Multimodal Transportation Account—State	
Appropriation	\$1,285,000
TOTAL APPROPRIATION.	\$71,282,000

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

State Vehicle Parking Account—State Appropriation	\$754,000
Regional Mobility Grant Program Account—State	
Appropriation	\$93,920,000

1	Rural Mobility Grant Program Account—State	
2	Appropriation	\$32,223,000
3	Multimodal Transportation Account—State	
4	Appropriation	\$92,437,000
5	Multimodal Transportation Account—Federal	
6	Appropriation	\$3,574,000
7	TOTAL APPROPRIATION.	\$222,908,000

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

10 (1) \$52,679,000 of the multimodal transportation account—state
11 appropriation is provided solely for a grant program for special
12 needs transportation provided by transit agencies and nonprofit
13 providers of transportation. Of this amount:

14 (a) \$12,000,000 of the multimodal transportation account—state
15 appropriation is provided solely for grants to nonprofit providers of
16 special needs transportation. Grants for nonprofit providers must be
17 based on need, including the availability of other providers of
18 service in the area, efforts to coordinate trips among providers and
19 riders, and the cost effectiveness of trips provided. Of the amount
20 provided in this subsection (1)(a), \$25,000 of the multimodal
21 transportation account—state appropriation is provided solely for the
22 ecumenical christian helping hands organization for special needs
23 transportation services.

24 (b) \$40,679,000 of the multimodal transportation account—state
25 appropriation is provided solely for grants to transit agencies to
26 transport persons with special transportation needs. To receive a
27 grant, the transit agency must, to the greatest extent practicable,
28 have a maintenance of effort for special needs transportation that is
29 no less than the previous year's maintenance of effort for special
30 needs transportation. Grants for transit agencies must be prorated
31 based on the amount expended for demand response service and route
32 deviated service in calendar year 2015 as reported in the "Summary of
33 Public Transportation - 2015" published by the department of
34 transportation. No transit agency may receive more than thirty
35 percent of these distributions.

36 (2) \$32,223,000 of the rural mobility grant program account—state
37 appropriation is provided solely for grants to aid small cities in
38 rural areas as prescribed in RCW 47.66.100.

1 (3)(a) \$10,290,000 of the multimodal transportation account—state
2 appropriation is provided solely for a vanpool grant program for: (i)
3 Public transit agencies to add vanpools or replace vans; and (ii)
4 incentives for employers to increase employee vanpool use. The grant
5 program for public transit agencies will cover capital costs only;
6 operating costs for public transit agencies are not eligible for
7 funding under this grant program. Additional employees may not be
8 hired from the funds provided in this section for the vanpool grant
9 program, and supplanting of transit funds currently funding vanpools
10 is not allowed. The department shall encourage grant applicants and
11 recipients to leverage funds other than state funds.

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

14 (4) \$16,241,000 of the regional mobility grant program account—
15 state appropriation is reappropriated and provided solely for the
16 regional mobility grant projects identified in LEAP Transportation
17 Document 2017-2 ALL PROJECTS as developed April 20, 2017, Program -
18 Public Transportation Program (V).

19 (5)(a) \$77,679,000 of the regional mobility grant program account
20 —state appropriation is provided solely for the regional mobility
21 grant projects identified in LEAP Transportation Document 2017-2 ALL
22 PROJECTS as developed April 20, 2017, Program - Public Transportation
23 Program (V). The department shall review all projects receiving grant
24 awards under this program at least semiannually to determine whether
25 the projects are making satisfactory progress. Any project that has
26 been awarded funds, but does not report activity on the project
27 within one year of the grant award, must be reviewed by the
28 department to determine whether the grant should be terminated. The
29 department shall promptly close out grants when projects have been
30 completed, and any remaining funds must be used only to fund projects
31 identified in the LEAP transportation document referenced in this
32 subsection. The department shall provide annual status reports on
33 December 15, 2017, and December 15, 2018, to the office of financial
34 management and the transportation committees of the legislature
35 regarding the projects receiving the grants. It is the intent of the
36 legislature to appropriate funds through the regional mobility grant
37 program only for projects that will be completed on schedule. A
38 grantee may not receive more than twenty-five percent of the amount
39 appropriated in this subsection. The department shall not approve any

1 increases or changes to the scope of a project for the purpose of a
2 grantee expending remaining funds on an awarded grant.

3 (b) In order to be eligible to receive a grant under (a) of this
4 subsection during the 2017-2019 fiscal biennium, a transit agency
5 must establish a process for private transportation providers to
6 apply for the use of park and ride facilities. For purposes of this
7 subsection, (i) "private transportation provider" means: An auto
8 transportation company regulated under chapter 81.68 RCW; a passenger
9 charter carrier regulated under chapter 81.70 RCW, except marked or
10 unmarked stretch limousines and stretch sport utility vehicles as
11 defined under department of licensing rules; a private nonprofit
12 transportation provider regulated under chapter 81.66 RCW; or a
13 private employer transportation service provider; and (ii) "private
14 employer transportation service" means regularly scheduled, fixed-
15 route transportation service that is offered by an employer for the
16 benefit of its employees.

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

20 (7) \$5,920,000 of the multimodal transportation account—state
21 appropriation and \$754,000 of the state vehicle parking account—state
22 appropriation are provided solely for CTR grants and activities. Of
23 this amount, \$250,000 of the multimodal transportation account—state
24 appropriation is provided solely for a voluntary pilot program to
25 expand public-private partnership CTR incentives to make measurable
26 reductions in off-peak, weekend, and nonwork trips. Ridesharing may
27 be integrated into grant proposals. The department shall prioritize
28 grant proposals that focus on the Interstate 90, Interstate 5, or
29 Interstate 405 corridor. The department shall offer competitive trip-
30 reduction grants. The department shall report to the transportation
31 committees of the legislature by December 1, 2018, on the pilot
32 program's impacts to the transportation system and potential
33 improvements to the CTR grant program.

34 (8) \$17,590,000 of the multimodal transportation account—state
35 appropriation is provided solely for connecting Washington transit
36 projects identified in LEAP Transportation Document 2017-2 ALL
37 PROJECTS as developed April 20, 2017. It is the intent of the
38 legislature that entities identified to receive funding in the LEAP
39 document referenced in this subsection receive the amounts specified

1 in the time frame specified in that LEAP document. If an entity has
2 already completed a project in the LEAP document referenced in this
3 subsection before the time frame identified, the entity may
4 substitute another transit project or projects that cost a similar or
5 lesser amount.

6 (9) \$2,000,000 of the multimodal transportation account—state
7 appropriation is provided solely for transit coordination grants.

8 (10) \$250,000 of the multimodal transportation account—state
9 appropriation is provided solely for King county for a pilot program
10 to provide certain students in the Highline and Lake Washington
11 school districts with an ORCA card during the summer. To be eligible
12 for an ORCA card under this program, a student must also be in high
13 school, be eligible for free and reduced-price lunches, and have a
14 job or other responsibility during the summer. King county must
15 provide a report to the department and the transportation committees
16 of legislature by December 15, 2018, regarding: The annual student
17 usage of the pilot program, available ridership data, the cost to
18 expand the program to other King county school districts, the cost to
19 expand the program to student populations other than high school or
20 eligible for free and reduced-price lunches, opportunities for
21 subsidized ORCA cards or local grant or matching funds, and any
22 additional information that would help determine if the pilot program
23 should be extended or expanded.

24 (11) The department shall not require more than a ten percent
25 match from nonprofit transportation providers for state grants.

26 (12)(a) For projects funded as part of the 2015 connecting
27 Washington transportation package listed on the LEAP transportation
28 document identified in subsection (4) of this section, if the
29 department expects to have substantial reappropriations for the
30 2019-2021 fiscal biennium, the department may, on a pilot basis,
31 apply funding from a project with an appropriation that cannot be
32 used for the current fiscal biennium to advance one or more of the
33 following projects:

34 (i) King County Metro - RapidRide Expansion, Burien-Delridge
35 (G2000031);

36 (ii) King County Metro - Route 40 Northgate to Downtown
37 (G2000032);

38 (iii) Spokane Transit - Spokane Central City Line (G2000034);

39 (iv) Kitsap Transit - East Bremerton Transfer Center (G2000039);

40 or

1 (v) City of Seattle - Northgate Transit Center Pedestrian Bridge
2 (G2000041).

3 (b) At least ten business days before advancing a project
4 pursuant to this subsection, the department must notify the office of
5 financial management and the transportation committees of the
6 legislature. The advancement of a project may not hinder the delivery
7 of the projects for which the reappropriations are necessary for the
8 2019-2021 fiscal biennium.

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

10 **MARINE—PROGRAM X**

11 Puget Sound Ferry Operations Account—State	
12 Appropriation	\$496,307,000
13 Puget Sound Ferry Operations Account—Federal	
14 Appropriation	\$8,743,000
15 Puget Sound Ferry Operations Account—Private/Local	
16 Appropriation	\$121,000
17 TOTAL APPROPRIATION.	\$505,171,000

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

20 (1) The office of financial management budget instructions
21 require agencies to recast enacted budgets into activities. The
22 Washington state ferries shall include a greater level of detail in
23 its 2017-2019 supplemental and 2019-2021 omnibus transportation
24 appropriations act requests, as determined jointly by the office of
25 financial management, the Washington state ferries, and the
26 transportation committees of the legislature. This level of detail
27 must include the administrative functions in the operating as well as
28 capital programs.

29 (2) For the 2017-2019 fiscal biennium, the department may enter
30 into a distributor controlled fuel hedging program and other methods
31 of hedging approved by the fuel hedging committee.

32 (3) \$68,049,000 of the Puget Sound ferry operations account—state
33 appropriation is provided solely for auto ferry vessel operating fuel
34 in the 2017-2019 fiscal biennium, which reflect cost savings from a
35 reduced biodiesel fuel requirement and, therefore, is contingent upon
36 the enactment of section 703 of this act. The amount provided in this
37 subsection represents the fuel budget for the purposes of calculating
38 any ferry fare fuel surcharge.

1 (4) \$30,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the marine division assistant
3 secretary's designee to the board of pilotage commissioners, who
4 serves as the board chair. As the agency chairing the board, the
5 department shall direct the board chair, in his or her capacity as
6 chair, to require that the report to the governor and chairs of the
7 transportation committees required under RCW 88.16.035(1)(f) be filed
8 by September 1, 2017, and annually thereafter, and that the report
9 include the continuation of policies and procedures necessary to
10 increase the diversity of pilots, trainees, and applicants, including
11 a diversity action plan. The diversity action plan must articulate a
12 comprehensive vision of the board's diversity goals and the steps it
13 will take to reach those goals.

14 (5) \$500,000 of the Puget Sound ferry operations account—state
15 appropriation is provided solely for operating costs related to
16 moving vessels for emergency capital repairs. Funds may only be spent
17 after approval by the office of financial management.

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

20 Multimodal Transportation Account—State

21	Appropriation	\$80,146,000
22	Multimodal Transportation Account—Private/Local	
23	Appropriation	\$46,000
24	TOTAL APPROPRIATION.	\$80,192,000

25 The appropriations in this section are subject to the following
26 conditions and limitations: \$300,000 of the multimodal transportation
27 account—state appropriation is provided solely for a consultant study
28 of ultra high-speed ground transportation. "Ultra high-speed" means
29 two hundred fifty miles per hour or more. The study must identify the
30 costs and benefits of ultra high-speed ground transportation along a
31 north-south alignment in Washington state. The study must provide:

32 (1) An update to the high speed ground transportation study
33 commissioned pursuant to chapter 231, Laws of 1991 and delivered to
34 the governor and legislature on October 15, 1992;

35 (2) An analysis of an ultra high-speed ground transportation
36 alignment between Vancouver, British Columbia and Portland, Oregon
37 with stations in: Vancouver, British Columbia; Bellingham, Everett,
38 Seattle, SeaTac, Tacoma, Olympia, and Vancouver, Washington; and

1 Portland, Oregon, with an option to connect with an east-west
2 alignment in Washington state and with a similar system in the state
3 of California;

4 (3) An analysis of the following key elements:

5 (a) Economic feasibility;

6 (b) Forecasted demand;

7 (c) Corridor identification;

8 (d) Land use and economic development and environmental
9 implications;

10 (e) Compatibility with other regional transportation plans,
11 including interfaces and impacts on other travel modes such as air
12 transportation;

13 (f) Technological options for ultra high-speed ground
14 transportation, both foreign and domestic;

15 (g) Required specifications for speed, safety, access, and
16 frequency;

17 (h) Identification of existing highway or railroad rights-of-way
18 that are suitable for ultra high-speed travel, including
19 identification of additional rights-of-way that may be needed and the
20 process for acquiring those rights-of-way;

21 (i) Institutional arrangements for carrying out detailed system
22 planning, construction, and operations; and

23 (j) An analysis of potential financing mechanisms for an ultra
24 high-speed travel system.

25 The department shall provide a report of its study findings to
26 the governor and transportation committees of the legislature by
27 December 15, 2017.

28 NEW SECTION. **Sec. 223. FOR THE DEPARTMENT OF TRANSPORTATION—**
29 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

30 Motor Vehicle Account—State Appropriation	\$10,644,000
31 Motor Vehicle Account—Federal Appropriation	\$2,567,000
32 Multiuse Roadway Safety Account—State Appropriation	\$132,000
33 TOTAL APPROPRIATION.	\$13,343,000

34 The appropriations in this section are subject to the following
35 conditions and limitations: \$1,100,000 of the motor vehicle account—
36 state appropriation is provided solely for the department, from
37 amounts set aside out of statewide fuel taxes distributed to counties
38 according to RCW 46.68.120(3), to contract with the Washington state

1 association of counties to: Provide statewide updates to
2 transportation metrics and financial reporting; develop and implement
3 an inventory of county culvert and short-span bridge infrastructure;
4 and develop and implement enhanced road safety data in support of
5 county road systemic safety programs. The Washington state
6 association of counties must develop and implement data collection,
7 management, and reporting in cooperation with state agencies involved
8 with the collection and maintenance of related inventory systems.

9 **TRANSPORTATION AGENCIES—CAPITAL**

10 **NEW SECTION. Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**
11 **INVESTMENT BOARD**

12 Freight Mobility Investment Account—State

13	Appropriation	\$22,462,000
14	Highway Safety Account—State Appropriation	\$1,900,000
15	Motor Vehicle Account—Federal Appropriation	\$3,250,000
16	Freight Mobility Multimodal Account—State	
17	Appropriation	\$21,843,000
18	Freight Mobility Multimodal Account—Private/Local	
19	Appropriation	\$1,320,000
20	TOTAL APPROPRIATION.	\$50,775,000

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

22 State Patrol Highway Account—State Appropriation \$3,103,000

23 The appropriation in this section is subject to the following
24 conditions and limitations: The entire appropriation in this section
25 is provided solely for the following projects:

- 26 (1) \$250,000 for emergency repairs;
- 27 (2) \$728,000 for roof replacements;
- 28 (3) \$2,000,000 for the state patrol academy in Shelton for
29 replacement of the skid pan, repair of the training tank, and
30 replacement of the HVAC system; and
- 31 (4) \$125,000 for the Whiskey Ridge generator shelter.

32 The Washington state patrol may transfer funds between projects
33 specified in this section to address cash flow requirements. If a
34 project specified in this section is completed for less than the
35 amount provided, the remainder may be transferred to another project

1 specified in this section not to exceed the total appropriation
2 provided in this section.

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

4 Rural Arterial Trust Account—State Appropriation	\$58,186,000
5 Motor Vehicle Account—State Appropriation	\$706,000
6 County Arterial Preservation Account—State	
7 Appropriation	\$35,434,000
8 TOTAL APPROPRIATION.	\$94,326,000

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

10 Small City Pavement and Sidewalk Account—State	
11 Appropriation	\$5,780,000
12 Transportation Improvement Account—State	
13 Appropriation	\$240,300,000
14 Multimodal Transportation Account—State	
15 Appropriation	\$14,670,000
16 TOTAL APPROPRIATION.	\$260,750,000

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

19 (1) The entire multimodal transportation account—state
20 appropriation is provided solely for the complete streets program.

21 (2) \$9,687,000 of the transportation improvement account—state
22 appropriation is provided solely for:

23 (a) The arterial preservation program to help low tax-based,
24 medium-sized cities preserve arterial pavements;

25 (b) The small city pavement program to help cities meet urgent
26 preservation needs; and

27 (c) The small city low-energy street light retrofit program.

28 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**
29 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
30 **CAPITAL**

31 Motor Vehicle Account—State Appropriation	\$6,087,000
32 Connecting Washington Account—State Appropriation	\$24,257,000
33 TOTAL APPROPRIATION.	\$30,344,000

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

1 (1) \$16,170,000 of the connecting Washington account—state
2 appropriation is provided solely for a new Olympic region maintenance
3 and administration facility to be located on the department-owned
4 site at the intersection of Marvin Road and 32nd Avenue in Lacey,
5 Washington.

6 (2) \$8,087,000 of the connecting Washington account—state
7 appropriation is provided solely for a new administration facility on
8 Euclid Avenue in Wenatchee, Washington.

9 *NEW SECTION. Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—
10 IMPROVEMENTS—PROGRAM I

11	Transportation Partnership Account—State	
12	Appropriation	\$570,992,000
13	Motor Vehicle Account—State Appropriation	\$47,406,000
14	Motor Vehicle Account—Federal Appropriation	\$216,647,000
15	Motor Vehicle Account—Private/Local Appropriation	\$24,209,000
16	Connecting Washington Account—State	
17	Appropriation	\$1,159,822,000
18	Special Category C Account—State Appropriation	\$6,146,000
19	Multimodal Transportation Account—State	
20	Appropriation	\$15,162,000
21	Alaskan Way Viaduct Replacement Project Account—State	
22	Appropriation	\$122,046,000
23	Transportation 2003 Account (Nickel Account)—State	
24	Appropriation	\$51,115,000
25	Interstate 405 Express Toll Lanes Operations Account—State	
26	Appropriation	\$12,000,000
27	TOTAL APPROPRIATION.	\$2,225,545,000

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

30 (1) Except as provided otherwise in this section, the entire
31 connecting Washington account—state appropriation and the entire
32 transportation partnership account—state appropriation are provided
33 solely for the projects and activities as listed by fund, project,
34 and amount in LEAP Transportation Document 2017-1 as developed April
35 20, 2017, Program - Highway Improvements Program (I). However,
36 limited transfers of specific line-item project appropriations may
37 occur between projects for those amounts listed subject to the
38 conditions and limitations in section 601 of this act.

1 (2) Except as otherwise provided in this section, the entire
2 transportation 2003 account (nickel account)—state appropriation is
3 provided solely for the projects and activities as listed in LEAP
4 Transportation Document 2017-1 as developed April 20, 2017, Program -
5 Highway Improvements Program (I).

6 (3) Except as provided otherwise in this section, the entire
7 motor vehicle account—state appropriation and motor vehicle account—
8 federal appropriation are provided solely for the projects and
9 activities listed in LEAP Transportation Document 2017-2 ALL PROJECTS
10 as developed April 20, 2017, Program - Highway Improvements Program
11 (I). Any federal funds gained through efficiencies, adjustments to
12 the federal funds forecast, additional congressional action not
13 related to a specific project or purpose, or the federal funds
14 redistribution process must then be applied to highway and bridge
15 preservation activities.

16 (4) Within the motor vehicle account—state appropriation and
17 motor vehicle account—federal appropriation, the department may
18 transfer funds between programs I and P, except for funds that are
19 otherwise restricted in this act. The department shall submit a
20 report on fiscal year 2017 funds transferred using this subsection as
21 part of the department's 2018 budget submittal.

22 (5) The connecting Washington account—state appropriation
23 includes up to \$360,433,000 in proceeds from the sale of bonds
24 authorized in RCW 47.10.889.

25 (6) The transportation 2003 account (nickel account)—state
26 appropriation includes up to \$51,115,000 in proceeds from the sale of
27 bonds authorized in RCW 47.10.861.

28 (7) The transportation partnership account—state appropriation
29 includes up to \$325,748,000 in proceeds from the sale of bonds
30 authorized in RCW 47.10.873. Of this amount, \$122,046,000 must be
31 transferred to the Alaskan Way viaduct replacement project account.

32 (8) \$159,407,000 of the transportation partnership account—state
33 appropriation, \$7,000 of the motor vehicle account—federal
34 appropriation, \$8,000,000 of the motor vehicle account—private/local
35 appropriation, \$29,100,000 of the transportation 2003 account (nickel
36 account)—state appropriation, \$122,046,000 of the Alaskan Way viaduct
37 replacement project account—state appropriation, and \$2,662,000 of
38 the multimodal transportation account—state appropriation are

1 provided solely for the SR 99/Alaskan Way Viaduct Replacement project
2 (809936Z).

3 (9) \$12,500,000 of the multimodal transportation account—state
4 appropriation is provided solely for transit mitigation for the SR
5 99/Viaduct Project - Construction Mitigation project (809940B).

6 (10) Within existing resources, during the regular sessions of
7 the legislature, the department of transportation shall participate
8 in work sessions, before the transportation committees of the house
9 of representatives and senate, on the Alaskan Way viaduct replacement
10 project. These work sessions must include a report on current
11 progress of the project, timelines for completion, outstanding
12 claims, the financial status of the project, and any other
13 information necessary for the legislature to maintain appropriate
14 oversight of the project. The parties invited to present may include
15 the department of transportation, the Seattle tunnel partners, and
16 other appropriate stakeholders.

17 (11) \$5,804,000 of the transportation partnership account—state
18 appropriation, \$5,162,000 of the transportation 2003 account (nickel
19 account)—state appropriation, and \$146,000 of the special category C
20 account—state appropriation are provided solely for the US 395/North
21 Spokane Corridor project (600010A). Any future savings on the project
22 must stay on the US 395/Interstate 90 corridor and be made available
23 to the current phase of the North Spokane corridor project or any
24 future phase of the project in 2017-2019.

25 (12) \$26,601,000 of the transportation partnership account—state
26 appropriation and \$10,956,000 of the transportation 2003 account
27 (nickel account)—state appropriation are provided solely for the
28 I-405/Kirkland Vicinity Stage 2 - Widening project (8BI1002). This
29 project must be completed as soon as practicable as a design-build
30 project. Any future savings on this project or other Interstate 405
31 corridor projects must stay on the Interstate 405 corridor and be
32 made available to either the I-405/SR 167 Interchange - Direct
33 Connector project (140504C), the I-405 Renton to Bellevue project
34 (M00900R), or the I-405/SR 522 to I-5 Capacity Improvements project
35 (L2000234) in the 2017-2019 fiscal biennium.

36 (13) \$1,500,000 of the transportation partnership account—state
37 appropriation is provided solely for preliminary engineering for
38 adding capacity on Interstate 405 between state route number 522 and
39 Interstate 5. The funding is a transfer from the I-405/Kirkland

1 Vicinity Stage 2 - Widening project due to savings, and will start an
2 additional phase of this I-405 project.

3 (14)(a) The SR 520 Bridge Replacement and HOV project (8BI1003)
4 is supported over time from multiple sources, including a
5 \$300,000,000 TIFIA loan, \$924,615,000 in Garvee bonds, toll revenues,
6 state bonds, interest earnings, and other miscellaneous sources.

7 (b) \$44,311,000 of the transportation partnership account—state
8 appropriation is provided solely for the SR 520 Bridge Replacement
9 and HOV project (8BI1003).

10 (c) When developing the financial plan for the project, the
11 department shall assume that all maintenance and operation costs for
12 the new facility are to be covered by tolls collected on the toll
13 facility and not by the motor vehicle account.

14 (15) The department shall itemize all future requests for the
15 construction of buildings on a project list and submit them through
16 the transportation executive information system as part of the
17 department's 2018 budget submittal. It is the intent of the
18 legislature that new facility construction must be transparent and
19 not appropriated within larger highway construction projects.

20 (16) Any advisory group that the department convenes during the
21 2017-2019 fiscal biennium must consider the interests of the entire
22 state of Washington.

23 ***(17) It is the intent of the legislature that a new I-5/Exit 274***
24 ***Interchange project in Blaine be funded with \$12,100,000 of***
25 ***connecting Washington account—state funds in the 2023-2025 fiscal***
26 ***biennium and be changed accordingly on the LEAP transportation***
27 ***document referenced in subsection (1) of this section. This new***
28 ***project would create a new southbound off-ramp on Interstate 5 at***
29 ***Exit 274 onto Peace Portal Drive and a direct northbound connection***
30 ***to Blaine's industrial area from the existing northbound off-ramp by***
31 ***reconfiguring it to tie into Odell Street.***

32 (18) It is the intent of the legislature that for the I-5 JBLM
33 Corridor Improvements project (M00100R), the department shall
34 actively pursue \$50,000,000 in federal funds to pay for this project
35 to supplant state funds in the future. \$50,000,000 in connecting
36 Washington account funding must be held in unallotted status during
37 the 2021-2023 fiscal biennium. These funds may only be used after the
38 department has provided notice to the office of financial management
39 that it has exhausted all efforts to secure federal funds from the
40 federal highway administration and the department of defense.

1 (19) \$93,500,000 of the connecting Washington account—state
2 appropriation is provided solely for the SR 167/SR 509 Puget Sound
3 Gateway project (M00600R). Any savings on the project must stay on
4 the Puget Sound gateway corridor until the project is complete.

5 (20)(a) In making budget allocations to the Puget Sound Gateway
6 project, the department shall implement the project's construction as
7 a single corridor investment. The department shall develop a
8 coordinated corridor construction and implementation plan for state
9 route number 167 and state route number 509 in collaboration with
10 affected stakeholders. Specific funding allocations must be based on
11 where and when specific project segments are ready for construction
12 to move forward and investments can be best optimized for timely
13 project completion. Emphasis must be placed on avoiding gaps in fund
14 expenditures for either project.

15 (b) The secretary of transportation must develop a memorandum of
16 understanding with local project stakeholders that identifies a
17 schedule for stakeholders to provide local matching funds for the
18 Puget Sound Gateway project. Criteria for eligibility of local match
19 includes matching funds and equivalent in-kind contributions
20 including, but not limited to, land donations. The memorandum of
21 understanding must be finalized by July 1, 2018. The department must
22 submit a copy of the memorandum of understanding to the
23 transportation committees of the legislature and report regularly on
24 the status of the requirements outlined in this subsection (20)(b)
25 and (c) of this subsection.

26 (c) During the course of developing the memorandum of
27 understanding, the department must evaluate the project schedules to
28 determine if there are any benefits to be gained by moving the
29 project schedule forward. Additionally, the department must consider
30 completing a full single-point urban interchange at the junction of
31 state route number 161 (Meridian avenue) and state route number 167
32 and a full single-point urban interchange at the junction of state
33 route number 509 and 188th Street. If the department receives
34 additional funds from an outside source for this project, the funds
35 must be applied toward the completion of these two full single-point
36 urban interchanges.

37 (21) It is the intent of the legislature that, for the I-5/North
38 Lewis County Interchange project (L2000204), the department develop
39 and design the project with the objective of significantly improving
40 access to the industrially zoned properties in north Lewis

1 county. The design must consider the county's process of
2 investigating alternatives to improve such access from Interstate 5
3 that began in March 2015.

4 (22) \$600,000 of the motor vehicle account—state appropriation is
5 provided solely for the department to complete an interchange
6 justification report (IJR) for the U.S. 2 trestle (L1000158),
7 covering the state route number 204 and 20th Street interchanges at
8 the end of the westbound structure.

9 (a) The department shall develop the IJR in close collaboration
10 with affected local jurisdictions, including Snohomish county and the
11 cities of Everett, Lake Stevens, Marysville, Snohomish, and Monroe.

12 (b) Within the amount provided for the IJR, the department must
13 address public outreach and the overall operational approval of the
14 IJR.

15 (c) The department shall complete the IJR and submit the final
16 report to the governor and the transportation committees of the
17 legislature by July 1, 2018.

18 (23)(a) The legislature recognizes that the city of Mercer Island
19 has unique access issues that require the use of Interstate 90 to
20 leave the island and that this access may be affected by the I-90/
21 Two-Way Transit and HOV Improvements project. One of the most heavily
22 traveled on-ramps from Mercer Island to the westbound Interstate 90
23 general purpose lanes is from Island Crest Way. The department must
24 continue to consult with the city of Mercer Island and the other
25 signatories to the 1976 memorandum of agreement to preserve access
26 provided to Mercer Island by the Island Crest Way on-ramp, and thus
27 grandfather in the current use of the on-ramp for both high occupancy
28 vehicles as well as vehicles seeking to access the general purpose
29 lanes of Interstate 90. The department must consider all reasonable
30 access solutions, including allowing all vehicles to use the Island
31 Crest Way on-ramp to access the new high occupancy vehicle lane with
32 a reasonable and safe distance provided for single-occupancy vehicles
33 to merge into the general purpose lanes.

34 (b) A final access solution for Mercer Island must consider the
35 following criteria: Safety; operational effects on all users,
36 including maintaining historic access to Interstate 90 provided from
37 Mercer Island by Island Crest Way; enforcement requirements; and
38 compliance with state and federal law.

1 (c) The department may not restrict by occupancy the westbound
2 on-ramp from Island Crest Way until a final access solution that
3 meets the criteria in (b) of this subsection has been reached.

4 (24) \$2,000,000 of the Interstate 405 express toll lanes
5 operations account—state appropriation is provided solely for the
6 I-405 NB Hard Shoulder Running - SR 527 to I-5 project (L1000163).

7 (25) The legislature finds that there are sixteen companies
8 involved in wood preserving in the state that employ four hundred
9 workers and have an annual payroll of fifteen million dollars. Before
10 the department's switch to steel guardrails, ninety percent of the
11 twenty-five hundred mile guardrail system was constructed of
12 preserved wood and one hundred ten thousand wood guardrail posts were
13 produced annually for state use. Moreover, the policy of using steel
14 posts requires the state to use imported steel. Given these findings,
15 where practicable, and until June 30, 2019, the department shall
16 include the design option to use wood guardrail posts, in addition to
17 steel posts, in new guardrail installations. The selection of posts
18 must be consistent with the agency design manual policy that existed
19 before December 2009.

20 (26) For the SR 526 Corridor Improvements project (N52600R), the
21 department shall look holistically at the state route number 526
22 corridor from the state route number 526/Interstate 5 interchange at
23 the east end to the southwest Everett industrial area and Boeing's
24 west access road on the west end. The department, working with
25 affected jurisdictions and stakeholders, shall select project
26 elements that best maximize mobility and congestion relief in the
27 corridor and draw from project elements identified in a practical
28 solutions process.

29 (27) It is the intent of the legislature that for the I-5/Slater
30 Road Interchange - Improvements project (L1000099), \$2,000,000 of
31 connecting Washington account—state funds be added in the 2021-2023
32 fiscal biennium and \$10,100,000 of connecting Washington account—
33 state funds be added in the 2023-2025 fiscal biennium, and that the
34 LEAP transportation document referenced in subsection (1) of this
35 section be updated accordingly.

36 (28)(a) For projects funded as part of the 2015 connecting
37 Washington transportation package listed on the LEAP transportation
38 document identified in subsection (1) of this section, if the
39 department expects to have substantial reappropriations for the

1 2019-2021 fiscal biennium, the department may, on a pilot basis,
2 apply funding from a project with an appropriation that cannot be
3 used for the current fiscal biennium to advance one or more of the
4 following projects:

- 5 (i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);
- 6 (ii) I-5/Marvin Road/SR 510 Interchange (L1100110);
- 7 (iii) I-5/Northbound On-ramp at Bakerview (L2000119);
- 8 (iv) US 395/Ridgeline Intersection (L2000127);
- 9 (v) I-90/Eastside Restripe Shoulders (L2000201);
- 10 (vi) SR 240/Richland Corridor Improvements (L2000202);
- 11 (vii) SR 14/Bingen Overpass (L2220062);
- 12 (viii) US Hwy 2 Safety (N00200R);
- 13 (ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);
- 14 (x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);
- 15 (xi) I-5/Rebuild Chambers Way Interchange Improvements
16 (L2000223);
- 17 (xii) SR 28 East Wenatchee Corridor Improvements (T10300R);
- 18 (xiii) SR 3/Belfair Bypass - New Alignment (T30400R); or
- 19 (xiv) SR 510/Yelm Loop Phase 2 (T32700R).

20 (b) At least ten business days before advancing a project
21 pursuant to this subsection, the department must notify the office of
22 financial management and the transportation committees of the
23 legislature. The advancement of a project may not hinder the delivery
24 of the projects for which the reappropriations are necessary for the
25 2019-2021 fiscal biennium.

26 (29) Within existing resources and in consultation with local
27 communities, the department shall begin planning efforts, including
28 traffic data collection, analysis and evaluation, scoping, and
29 environmental review, for roundabouts at the intersection of state
30 route number 900 and SE May Valley Road and at the intersection of
31 state route number 169 and Cedar Grove Road SE.

32 (30) Among the options studied as part of the SR 410 Corridor
33 Study project (L1000174), the department shall examine the mobility
34 and safety benefits of replacing or expanding the White River bridge
35 between Enumclaw and Buckley to four lanes and removing the trestle.

**Sec. 306 was partially vetoed. See message at end of chapter.*

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

1	Recreational Vehicle Account—State Appropriation	\$2,480,000
2	Transportation Partnership Account—State	
3	Appropriation	\$204,000
4	Motor Vehicle Account—State Appropriation	\$49,192,000
5	Motor Vehicle Account—Federal Appropriation	\$515,368,000
6	Motor Vehicle Account—Private/Local Appropriation	\$10,400,000
7	State Route Number 520 Corridor Account—State	
8	Appropriation	\$498,000
9	Connecting Washington Account—State Appropriation	\$185,030,000
10	Tacoma Narrows Toll Bridge Account—State Appropriation	\$384,000
11	Transportation 2003 Account (Nickel Account)—State	
12	Appropriation	\$58,894,000
13	TOTAL APPROPRIATION.	\$822,450,000

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

16 (1) Except as provided otherwise in this section, the entire
17 connecting Washington account—state appropriation and the entire
18 transportation partnership account—state appropriation are provided
19 solely for the projects and activities as listed by fund, project,
20 and amount in LEAP Transportation Document 2017-1 as developed April
21 20, 2017, Program - Highway Preservation Program (P). However,
22 limited transfers of specific line-item project appropriations may
23 occur between projects for those amounts listed subject to the
24 conditions and limitations in section 601 of this act.

25 (2) Except as otherwise provided in this section, the entire
26 transportation 2003 account (nickel account)—state appropriation is
27 provided solely for the projects and activities as listed in LEAP
28 Transportation Document 2017-1 as developed April 20, 2017, Program -
29 Highway Preservation Program (P).

30 (3) Except as provided otherwise in this section, the entire
31 motor vehicle account—state appropriation and motor vehicle account—
32 federal appropriation are provided solely for the projects and
33 activities listed in LEAP Transportation Document 2017-2 ALL PROJECTS
34 as developed April 20, 2017, Program - Highway Preservation Program
35 (P). Any federal funds gained through efficiencies, adjustments to
36 the federal funds forecast, additional congressional action not
37 related to a specific project or purpose, or the federal funds
38 redistribution process must then be applied to highway and bridge
39 preservation activities.

1 (4) Within the motor vehicle account—state appropriation and
2 motor vehicle account—federal appropriation, the department may
3 transfer funds between programs I and P, except for funds that are
4 otherwise restricted in this act. The department shall submit a
5 report on fiscal year 2017 funds transferred using this subsection as
6 part of the department's 2018 budget submittal.

7 (5) The transportation 2003 account (nickel account)—state
8 appropriation includes up to \$13,395,000 in proceeds from the sale of
9 bonds authorized in RCW 47.10.861.

10 (6) \$7,200,000 of the connecting Washington account—state
11 appropriation is provided solely for the land mobile radio upgrade
12 (G2000055) and is subject to the conditions, limitations, and review
13 provided in section 701 of this act. The land mobile radio project is
14 subject to technical oversight by the office of the chief information
15 officer. The department, in collaboration with the office of the
16 chief information officer, shall identify where existing or proposed
17 mobile radio technology investments should be consolidated, identify
18 when existing or proposed mobile radio technology investments can be
19 reused or leveraged to meet multiagency needs, increase mobile radio
20 interoperability between agencies, and identify how redundant
21 investments can be reduced over time. The department shall also
22 provide quarterly reports to the technology services board on project
23 progress.

24 (7) \$3,000,000 of the motor vehicle account—state appropriation
25 is provided solely for extraordinary costs incurred from litigation
26 awards, settlements, or dispute mitigation activities not eligible
27 for funding from the self-insurance fund. The amount provided in this
28 subsection must be held in unallotted status until the department
29 submits a request to the office of financial management that includes
30 documentation detailing litigation-related expenses. The office of
31 financial management may release the funds only when it determines
32 that all other funds designated for litigation awards, settlements,
33 and dispute mitigation activities have been exhausted. No funds
34 provided in this subsection may be expended on any legal fees related
35 to the SR 99/Alaskan Way viaduct replacement project.

36 (8) \$22,620,000 of the motor vehicle account—federal
37 appropriation and \$663,000 of the motor vehicle account—state
38 appropriation are provided solely for the preservation of
39 structurally deficient bridges or bridges that are at risk of

1 becoming structurally deficient. These funds must be used widely
2 around the state of Washington. When practicable, the department
3 shall pursue design-build contracts for these bridge projects to
4 expedite delivery. The department shall provide a report that
5 identifies the progress of each project funded in this subsection as
6 part of its 2018 agency budget request.

7 (9) The appropriation in this section includes funding for
8 starting planning, engineering, and construction of the Elwha River
9 bridge replacement. To the greatest extent practicable, the
10 department shall maintain public access on the existing route.

11 (10)(a) \$4,820,000 of the motor vehicle account—federal
12 appropriation and \$182,000 of the motor vehicle account—state
13 appropriation are provided solely for weigh station preservation
14 (0BP3006). These amounts must be held in unallotted status, except
15 that the director of the office of financial management may approve
16 allotment of the funds upon fulfillment of the conditions of (b) of
17 this subsection.

18 (b) The department and the Washington state patrol shall jointly
19 submit a prioritized list of weigh station projects to the office of
20 financial management by October 1, 2017. Projects submitted must
21 include estimated costs for preliminary engineering, rights-of-way,
22 and construction and must also consider the timing of any available
23 funding for weigh station projects.

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

31 (12) During the course of any planned resurfacing or other
32 preservation activity on state route number 26 between Colfax and
33 Othello in the 2017-2019 fiscal biennium, the department must add
34 dug-in reflectors.

35 (13) The department shall continue to monitor the test patch of
36 pavement that used electric arc furnace slag as an aggregate and
37 report back to the legislature by December 1, 2018, on its
38 comparative wear resistance, skid resistance, and feasibility for use
39 throughout the state in new pavement construction.

1 (14) For projects funded as part of the 2015 connecting
 2 Washington transportation package listed on the LEAP transportation
 3 document identified in subsection (1) of this section, if the
 4 department expects to have substantial reappropriations for the
 5 2019-2021 fiscal biennium, the department may, on a pilot basis,
 6 apply funding from a project with an appropriation that cannot be
 7 used for the current fiscal biennium to advance the US 12/Wildcat
 8 Bridge Replacement project (L2000075). At least ten business days
 9 before advancing the project pursuant to this subsection, the
 10 department must notify the office of financial management and the
 11 transportation committees of the legislature. The advancement of the
 12 project may not hinder the delivery of the projects for which the
 13 reappropriations are necessary for the 2019-2021 fiscal biennium.

14 NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION—**
 15 **TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL**

16	Motor Vehicle Account—State Appropriation	\$4,913,000
17	Motor Vehicle Account—Federal Appropriation	\$5,106,000
18	Motor Vehicle Account—Private/Local Appropriation	\$500,000
19	TOTAL APPROPRIATION.	\$10,519,000

20 The appropriations in this section are subject to the following
 21 conditions and limitations: The department shall set aside a
 22 sufficient portion of the motor vehicle account—state appropriation
 23 for federally selected competitive grants or congressional earmark
 24 projects that require matching state funds. State funds set aside as
 25 matching funds for federal projects must be accounted for in project
 26 000005Q and remain in unallotted status until needed for those
 27 federal projects.

28 NEW SECTION. **Sec. 309. FOR THE DEPARTMENT OF TRANSPORTATION—**
 29 **WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W**

30	Puget Sound Capital Construction Account—State	
31	Appropriation	\$59,924,000
32	Puget Sound Capital Construction Account—Federal	
33	Appropriation	\$152,838,000
34	Puget Sound Capital Construction Account—Private/Local	
35	Appropriation	\$15,654,000
36	Transportation Partnership Account—State	
37	Appropriation	\$2,923,000

1	Connecting Washington Account—State Appropriation . . .	\$142,837,000
2	TOTAL APPROPRIATION.	\$374,176,000

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

5 (1) Except as provided otherwise in this section, the entire
6 appropriations in this section are provided solely for the projects
7 and activities as listed in LEAP Transportation Document 2017-2 ALL
8 PROJECTS as developed April 20, 2017, Program - Washington State
9 Ferries Capital Program (W) and is contingent upon the enactment of
10 subsection (6) of this section.

11 (2) \$26,252,000 of the Puget Sound capital construction account—
12 federal appropriation and \$63,804,000 of the connecting Washington
13 account—state appropriation are provided solely for the Mukilteo
14 ferry terminal (952515P). To the greatest extent practicable and
15 within available resources, the department shall design the new
16 terminal to be a net-zero energy building. To achieve this goal, the
17 department shall evaluate using highly energy efficient equipment and
18 systems, and the most appropriate renewable energy systems for the
19 needs and location of the terminal. To the extent practicable, the
20 department shall avoid the closure of, or disruption to, any existing
21 public access walkways in the vicinity of the terminal project during
22 construction.

23 (3) \$61,729,000 of the Puget Sound capital construction account—
24 federal appropriation, \$36,529,000 of the connecting Washington
25 account—state appropriation, and \$15,554,000 of the Puget Sound
26 capital construction account—private/local appropriation are provided
27 solely for the Seattle Terminal Replacement project (900010L).

28 (4) \$5,000,000 of the Puget Sound capital construction account—
29 state appropriation is provided solely for emergency capital repair
30 costs (999910K). Funds may only be spent after approval by the office
31 of financial management.

32 (5) \$775,000 of the Puget Sound capital construction account—
33 state appropriation is provided solely for life extension of the
34 existing ticketing system and ORCA acceptance (998521A and 998521B).
35 The ferry system shall work with Washington technology solutions and
36 the tolling division on the development of a new, interoperable
37 ticketing system.

38 (6)(a) The department shall, in consultation with the office of
39 financial management, hire an independent planning consultant to

1 assist with overall scope development of a new ferry system long-
2 range plan, including incorporating the items listed in (b) of this
3 subsection. The independent planning consultant must have experience
4 in planning for other ferry systems.

5 (b) The department shall update the ferries division long-range
6 plan by January 1, 2019. In reviewing the changing needs of the users
7 of the ferry system and the associated funding opportunities and
8 challenges, the department must include, but is not limited to, the
9 following elements in the new long-range plan:

10 (i) Identify changes in the demographics of users of the system;

11 (ii) Review route timetables and propose adjustments that take
12 into consideration ridership volume, vessel load times, proposed and
13 current passenger-only ferry system ridership, and other operational
14 needs;

15 (iii) Review vessel needs by route and propose a vessel
16 replacement schedule, vessel retirement schedule, and estimated
17 number of vessels needed. This analysis should also articulate a
18 reserve vessel strategy;

19 (iv) Identify the characteristics most appropriate for
20 replacement vessels, such as passenger and car-carrying capacity,
21 while taking into consideration other cost-driving factors. These
22 factors should include:

23 (A) Anticipated crewing requirements;

24 (B) Fuel type;

25 (C) Other operating and maintenance costs;

26 (v) Review vessel dry dock needs, consider potential impacts of
27 the United States navy, and propose strategies to meet these needs;

28 (vi) Address the seismic vulnerability of the system and
29 articulate emergency preparedness plans;

30 (vii) Evaluate leased and state-owned property locations for the
31 ferry headquarters, to include an analysis of properties outside the
32 downtown area of Seattle;

33 (viii) Evaluate strategies that may help spread peak ridership,
34 such as time-of-day ticket pricing and expanding the reservation
35 system; and

36 (ix) Identify operational changes that may reduce costs, such as
37 nighttime tie-up locations.

38 (c) The department shall submit a status report on the long-range
39 plan update to the governor and the transportation committees of the
40 legislature by June 30, 2018, and a final report by January 1, 2019.

1 or exceed the cost of this project in: Shipper savings on
2 transportation costs; jobs saved in rail-dependent industries; and/or
3 reduced future costs to repair wear and tear on state and local
4 highways due to fewer annual truck trips (reduced vehicle miles
5 traveled). The amounts provided in this subsection are not a
6 commitment for future legislatures, but it is the legislature's
7 intent that future legislatures will work to approve biennial
8 appropriations until the full \$7,337,000 cost of this project is
9 reimbursed.

10 (5)(a) \$400,000 of the essential rail assistance account—state
11 appropriation and \$305,000 of the multimodal transportation account—
12 state appropriation are provided solely for the purpose of the
13 rehabilitation and maintenance of the Palouse river and Coulee City
14 railroad line (F01111B).

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

17 (i) Revenues deposited into the essential rail assistance account
18 from leases and sale of property pursuant to RCW 47.76.290; and

19 (ii) Revenues transferred from the miscellaneous program account
20 to the essential rail assistance account, pursuant to RCW 47.76.360,
21 for the purpose of sustaining the grain train program by maintaining
22 the Palouse river and Coulee City railroad.

23 (6) The department shall issue a call for projects for the
24 freight rail assistance program, and shall evaluate the applications
25 in a manner consistent with past practices as specified in section
26 309, chapter 367, Laws of 2011. By November 15, 2018, the department
27 shall submit a prioritized list of recommended projects to the office
28 of financial management and the transportation committees of the
29 legislature.

30 (7) For projects funded as part of the 2015 connecting Washington
31 transportation package identified on the LEAP transportation document
32 identified in subsection (1) of this section, if the department
33 expects to have substantial reappropriations for the 2019-2021 fiscal
34 biennium, the department may, on a pilot basis, apply funding from a
35 project with an appropriation that cannot be used for the current
36 fiscal biennium to advance the South Kelso Railroad Crossing project
37 (L1000147). At least ten business days before advancing a project
38 pursuant to this subsection, the department must notify the office of
39 financial management and the transportation committees of the

1 legislature. The advancement of a project may not hinder the delivery
2 of the projects for which the reappropriations are necessary for the
3 2019-2021 fiscal biennium.

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

5 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

6	Highway Infrastructure Account—State Appropriation	\$293,000
7	Highway Infrastructure Account—Federal Appropriation	\$218,000
8	Transportation Partnership Account—State	
9	Appropriation	\$1,143,000
10	Highway Safety Account—State Appropriation	\$2,388,000
11	Motor Vehicle Account—State Appropriation	\$15,080,000
12	Motor Vehicle Account—Federal Appropriation	\$65,187,000
13	Motor Vehicle Account—Private/Local Appropriation	\$18,000,000
14	Connecting Washington Account—State Appropriation	\$118,293,000
15	Multimodal Transportation Account—State	
16	Appropriation	\$56,079,000
17	TOTAL APPROPRIATION.	\$276,681,000

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 2017-2 ALL PROJECTS as developed April 20, 2017, Program -
24 Local Programs Program (Z).

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

28 (a) \$18,380,000 of the multimodal transportation account—state
29 appropriation is provided solely for newly selected pedestrian and
30 bicycle safety program projects. \$6,432,000 of the multimodal
31 transportation account—state appropriation and \$1,143,000 of the
32 transportation partnership account—state appropriation are
33 reappropriated for pedestrian and bicycle safety program projects
34 selected in the previous biennia (L2000188).

35 (b) \$11,400,000 of the motor vehicle account—federal
36 appropriation and \$7,750,000 of the multimodal transportation account
37 —state appropriation are provided solely for newly selected safe

1 routes to school projects. \$6,372,000 of the motor vehicle account—
2 federal appropriation, \$923,000 of the multimodal transportation
3 account—state appropriation, and \$2,388,000 of the highway safety
4 account—state appropriation are reappropriated for safe routes to
5 school projects selected in the previous biennia (L2000189). The
6 department may consider the special situations facing high-need
7 areas, as defined by schools or project areas in which the percentage
8 of the children eligible to receive free and reduced-price meals
9 under the national school lunch program is equal to, or greater than,
10 the state average as determined by the department, when evaluating
11 project proposals against established funding criteria while ensuring
12 continued compliance with federal eligibility requirements.

13 (3) The department shall submit a report to the transportation
14 committees of the legislature by December 1, 2017, and December 1,
15 2018, on the status of projects funded as part of the pedestrian
16 safety/safe routes to school grant program. The report must include,
17 but is not limited to, a list of projects selected and a brief
18 description of each project's status.

19 (4) \$18,741,000 of the multimodal transportation account—state
20 appropriation is provided solely for bicycle and pedestrian projects
21 listed in the LEAP transportation document referenced in subsection
22 (1) of this section.

23 (5) \$43,800,000 of the motor vehicle account—federal
24 appropriation is provided solely for national highway freight network
25 projects identified on the project list submitted in accordance with
26 section 218(4)(b), chapter 14, Laws of 2016 on October 31, 2016. The
27 department shall validate the projects on the list. Only tier one
28 projects on the prioritized freight project list that are validated
29 by the department may receive funding under this subsection. The
30 department shall continue to work with the Washington state freight
31 advisory committee to improve project screening and validation to
32 support project prioritization and selection, including during the
33 freight mobility plan update in 2017. The department may compete for
34 funding under this program and shall provide an updated prioritized
35 freight project list when submitting its 2019-2021 budget request. To
36 the greatest extent practicable, the department shall follow the
37 Washington state freight advisory committee recommendation to
38 allocate ten percent of the funds in this subsection to multimodal

1 projects as permitted under the fixing America's surface
2 transportation (FAST) act.

3 (6) It is the expectation of the legislature that the department
4 will be administering a local railroad crossing safety grant program
5 for \$7,400,000 in federal funds during the 2017-2019 fiscal biennium.
6 Of the amounts identified in this subsection, a minimum of \$500,000
7 must be for railroad grade-crossing safety grants at locations where
8 multiple pedestrian or bicyclist fatalities have occurred in the
9 vicinity of a grade-crossing in the last five years.

10 (7) \$8,000,000 of the connecting Washington account—state
11 appropriation is provided solely for the Covington Connector
12 (L2000104). The amounts described in the LEAP transportation document
13 referenced in subsection (1) of this section are not a commitment by
14 future legislatures, but it is the legislature's intent that future
15 legislatures will work to approve appropriations in the 2019-2021
16 fiscal biennium to reimburse the city of Covington for approved work
17 completed on the project up to the full \$24,000,000 cost of this
18 project.

19 (8)(a) For projects funded as part of the 2015 connecting
20 Washington transportation package listed on the LEAP transportation
21 document identified in subsection (1) of this section, if the
22 department expects to have substantial reappropriations for the
23 2019-2021 fiscal biennium, the department may, on a pilot basis,
24 apply funding from a project with an appropriation that cannot be
25 used for the current fiscal biennium to advance one or more of the
26 following projects:

- 27 (i) SR 502 Main Street Project/Widening (L2000065);
- 28 (ii) Complete SR 522 Improvements-Kenmore (T10600R);
- 29 (iii) Issaquah-Fall City Road (L1000094);
- 30 (iv) Lewis Street Bridge (L2000066);
- 31 (v) Covington Connector (L2000104);
- 32 (vi) Orchard Street Connector (L2000120);
- 33 (vii) Harbour Reach Extension (L2000136);
- 34 (viii) Sammamish Bridge Corridor (L2000137);
- 35 (ix) Brady Road (L2000164);
- 36 (x) Thornton Road Overpass (L2000228);
- 37 (xi) I-5/Port of Tacoma Road Interchange (L1000087);
- 38 (xii) Wilburton Reconnection Project (G2000006);
- 39 (xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);
- 40 (xiv) Bay Street Pedestrian Project (G2000015); or

1 (xv) Cowiche Canyon Trail (G2000010).

2 (b) At least ten business days before advancing a project
3 pursuant to this subsection, the department must notify the office of
4 financial management and the transportation committees of the
5 legislature. The advancement of a project may not hinder the delivery
6 of the projects for which the reappropriations are necessary for the
7 2019-2021 fiscal biennium.

8 (9) \$1,500,000 of the motor vehicle account—state appropriation
9 is provided solely for the Spokane Valley Barker/Trent grade
10 separation project.

11 (10) \$280,000 of the motor vehicle account—state appropriation is
12 provided solely for the Woodin Avenue bridge one-way conversion
13 project in Chelan.

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

16 (1) As part of its budget submittal for the 2018 supplemental
17 budget, the department of transportation shall provide an update to
18 the report provided to the legislature in 2017 that: (a) Compares the
19 original project cost estimates approved in the 2003, 2005, and 2015
20 revenue package project lists to the completed cost of the project,
21 or the most recent legislatively approved budget and total project
22 costs for projects not yet completed; (b) identifies highway projects
23 that may be reduced in scope and still achieve a functional benefit;
24 (c) identifies highway projects that have experienced scope increases
25 and that can be reduced in scope; (d) identifies highway projects
26 that have lost significant local or regional contributions that were
27 essential to completing the project; and (e) identifies contingency
28 amounts allocated to projects.

29 (2) As part of its budget submittal for the 2018 supplemental
30 budget, the department of transportation shall provide: (a) An annual
31 report on the number of toll credits the department has accumulated
32 and how the department has used the toll credits, and (b) a status
33 report on the projects funded using federal national highway freight
34 program funds.

35 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
36 **CAPITAL PROGRAM**

37 On a quarterly basis, the department of transportation shall
38 provide to the office of financial management and the legislative

1 transportation committees the following reports for all capital
2 programs:

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

4 (a) A TEIS version containing actual capital expenditures for all
5 projects consistent with the structure of the most recently enacted
6 budget;

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

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

13 (d) Projected costs and schedule for individual projects that are
14 funded at a programmatic level for projects relating to bridge rail,
15 guard rail, fish passage barrier removal, roadside safety projects,
16 and seismic bridges. Projects within this programmatic level funding
17 must be completed on a priority basis and scoped to be completed
18 within the current programmatic budget;

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

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

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

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

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

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

32 (b) Provide a list of nickel and TPA projects charging to the
33 nickel/TPA environmental mitigation reserve (OBI4ENV) and the amount
34 each project is charging.

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

36 (a) Identify the estimated advertisement date for all projects
37 consistent with the structure of the most recently enacted
38 transportation budget that are going to advertisement during the
39 current fiscal biennium;

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

5 (c) Identify the estimated cost of completion for all projects
6 consistent with the structure of the most recently enacted
7 transportation budget that are going to advertisement during the
8 current fiscal biennium.

9 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**
10 **PROJECT EXPENDITURES**

11 To the greatest extent practicable, the department of
12 transportation shall expend federal funds received for capital
13 project expenditures before state funds.

14 **TRANSFERS AND DISTRIBUTIONS**

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

19 Transportation Partnership Account—State

20	Appropriation.	\$2,239,000
21	Connecting Washington Account—State Appropriation.	\$1,802,000
22	Highway Bond Retirement Account—State	
23	Appropriation.	\$1,238,072,000
24	Ferry Bond Retirement Account—State Appropriation.	\$28,873,000
25	Transportation Improvement Board Bond Retirement	
26	Account—State Appropriation.	\$13,254,000
27	Nondebt-Limit Reimbursable Bond Retirement	
28	Account—State Appropriation.	\$26,609,000
29	Toll Facility Bond Retirement Account—State	
30	Appropriation.	\$86,493,000
31	Transportation 2003 Account (Nickel Account)—State	
32	Appropriation.	\$323,000
33	TOTAL APPROPRIATION.	\$1,397,665,000

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

4	Transportation Partnership Account—State	
5	Appropriation.	\$448,000
6	Connecting Washington Account—State Appropriation.	\$360,000
7	Transportation 2003 Account (Nickel Account)—State	
8	Appropriation.	\$65,000
9	TOTAL APPROPRIATION.	\$873,000

10 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—BOND RETIREMENT**
11 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
12 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**

13	Toll Facility Bond Retirement Account—Federal	
14	Appropriation.	\$199,901,000
15	Toll Facility Bond Retirement Account—State	
16	Appropriation.	\$25,372,000
17	TOTAL APPROPRIATION.	\$225,273,000

18 NEW SECTION. **Sec. 404. FOR THE STATE TREASURER—STATE REVENUES**
19 **FOR DISTRIBUTION**

20	Motor Vehicle Account—State Appropriation:	
21	For motor vehicle fuel tax distributions to	
22	cities and counties.	\$514,648,000

23 NEW SECTION. **Sec. 405. FOR THE STATE TREASURER—STATE REVENUES**
24 **FOR DISTRIBUTION**

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

32 NEW SECTION. **Sec. 406. FOR THE STATE TREASURER—TRANSFERS**

33	Motor Vehicle Account—State Appropriation:	
34	For motor vehicle fuel tax refunds and	

1 statutory transfers. \$2,196,693,000

2 NEW SECTION. **Sec. 407. FOR THE DEPARTMENT OF LICENSING—**
3 **TRANSFERS**

4 Motor Vehicle Account—State Appropriation:
5 For motor vehicle fuel tax refunds and
6 transfers. \$200,747,000

7 NEW SECTION. **Sec. 408. FOR THE STATE TREASURER—ADMINISTRATIVE**
8 **TRANSFERS**

9 (1) State Patrol Highway Account—State
10 Appropriation: For transfer to the Connecting
11 Washington Account—State. \$21,221,000

12 (2) Transportation Partnership Account—State
13 Appropriation: For transfer to the Connecting
14 Washington Account—State. \$10,946,000

15 (3) Highway Safety Account—State
16 Appropriation: For transfer to the Multimodal
17 Transportation Account—State. \$57,000,000

18 (4) Motor Vehicle Account—State Appropriation:
19 For transfer to the Connecting Washington
20 Account—State. \$56,464,000

21 (5) Motor Vehicle Account—State Appropriation:
22 For transfer to the Freight Mobility Investment
23 Account—State. \$8,511,000

24 (6) Motor Vehicle Account—State Appropriation:
25 For transfer to the Puget Sound Capital
26 Construction Account—State. \$20,000,000

27 (7) Motor Vehicle Account—State Appropriation:
28 For transfer to the Rural Arterial Trust
29 Account—State. \$4,844,000

30 (8) Motor Vehicle Account—State Appropriation:
31 For transfer to the Transportation Improvement
32 Account—State. \$9,688,000

33 (9) Motor Vehicle Account—State Appropriation:
34 For transfer to the State Patrol Highway
35 Account—State. \$43,000,000

36 (10) Puget Sound Ferry Operations Account—State

1 Appropriation: For transfer to the Connecting
 2 Washington Account—State. \$1,305,000
 3 (11) Rural Mobility Grant Program Account—State
 4 Appropriation: For transfer to the Multimodal
 5 Transportation Account—State. \$3,000,000
 6 (12) State Route Number 520 Civil Penalties
 7 Account—State Appropriation: For transfer to
 8 the State Route Number 520 Corridor
 9 Account—State. \$1,240,000
 10 (13) Capital Vessel Replacement Account—State
 11 Appropriation: For transfer to the Connecting
 12 Washington Account—State. \$36,500,000
 13 (14) Multimodal Transportation Account—State
 14 Appropriation: For transfer to the Freight
 15 Mobility Multimodal Account—State. \$8,511,000
 16 (15) Multimodal Transportation Account—State
 17 Appropriation: For transfer to the Puget Sound
 18 Capital Construction Account—State. \$32,000,000
 19 (16) Multimodal Transportation Account—State
 20 Appropriation: For transfer to the Puget Sound
 21 Ferry Operations Account—State. \$20,000,000
 22 (17) Multimodal Transportation Account—State
 23 Appropriation: For transfer to the Regional
 24 Mobility Grant Program Account—State. \$27,679,000
 25 (18) Multimodal Transportation Account—State
 26 Appropriation: For transfer to the Rural
 27 Mobility Grant Program Account—State. \$15,223,000
 28 (19) Tacoma Narrows Toll Bridge Account—State
 29 Appropriation: For transfer to the Motor
 30 Vehicle Account—State. \$950,000
 31 (20) Transportation 2003 Account (Nickel Account)—
 32 State Appropriation: For transfer to the Connecting
 33 Washington Account—State. \$22,970,000
 34 (21)(a) Interstate 405 Express Toll Lanes Operations
 35 Account—State Appropriation: For transfer to the
 36 Motor Vehicle Account—State. \$2,019,000

1 (b) The transfer identified in this subsection is provided solely
2 to repay in full the motor vehicle account—state appropriation loan
3 from section 407(19), chapter 222, Laws of 2014.

4 (22)(a) Transportation Partnership Account—State
5 Appropriation: For transfer to the Alaskan Way Viaduct
6 Replacement Project Account—State. \$122,046,000

7 (b) The amount transferred in this subsection represents that
8 portion of the up to \$200,000,000 in proceeds from the sale of bonds
9 authorized in RCW 47.10.873, intended to be sold through the
10 2021-2023 fiscal biennium, used only for construction of the SR 99/
11 Alaskan Way Viaduct Replacement project (809936Z), and that must be
12 repaid from the Alaskan Way viaduct replacement project account
13 consistent with RCW 47.56.864.

14 (23)(a) Motor Vehicle Account—State
15 Appropriation: For transfer to the Tacoma Narrows Toll
16 Bridge Account—State. \$5,000,000

17 (b) The transfer in this subsection must be made in April 2019.
18 It is the intent of the legislature that this transfer is temporary,
19 for the purpose of minimizing the impact of toll increases, and an
20 equivalent reimbursing transfer is to occur in November 2019.

21 (24) Motor Vehicle Account—State
22 Appropriation: For transfer to the County Arterial
23 Preservation Account—State. \$4,844,000

24 (25)(a) General Fund Account—State Appropriation:
25 For transfer to the State Patrol Highway
26 Account—State. \$625,000

27 (b) The state treasurer shall transfer the funds only after
28 receiving notification from the Washington state patrol under section
29 207(6) of this act.

30 (26)(a) Motor Vehicle Account—State Appropriation:
31 For transfer to the Alaskan Way Viaduct Replacement Project
32 Account—State. \$6,506,000

33 (b) The funds provided in (a) of this subsection are a loan to
34 the Alaskan Way viaduct replacement project account—state, and the
35 legislature assumes that these funds will be reimbursed to the motor
36 vehicle account—state at a later date when the portion of state route
37 number 99 that is a deep bore tunnel is operational.

1 NEW SECTION. **Sec. 409.** The department of transportation is
2 authorized to undertake federal advance construction projects under
3 the provisions of 23 U.S.C. Sec. 115 in order to maintain progress in
4 meeting approved highway construction and preservation objectives.
5 The legislature recognizes that the use of state funds may be
6 required to temporarily fund expenditures of the federal
7 appropriations for the highway construction and preservation programs
8 for federal advance construction projects prior to conversion to
9 federal funding.

10 **COMPENSATION**

11 NEW SECTION. **Sec. 501. GENERAL STATE EMPLOYEE COMPENSATION** 12 **ADJUSTMENTS**

13 Except as otherwise provided in sections 502 through 516 of this
14 act, state employee compensation adjustments will be provided in
15 accordance with funding adjustments provided in the 2017-2019 omnibus
16 appropriations act.

17 NEW SECTION. **Sec. 502. COLLECTIVE BARGAINING AGREEMENTS NOT** 18 **IMPAIRED**

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

23 NEW SECTION. **Sec. 503. COLLECTIVE BARGAINING AGREEMENTS**

24 Sections 504 through 516 of this act represent the results of the
25 2017-2019 collective bargaining process required under chapters 47.64
26 and 41.56 RCW. Provisions of the collective bargaining agreements
27 contained in sections 504 through 516 of this act are described in
28 general terms. Only major economic terms are included in the
29 descriptions. These descriptions do not contain the complete contents
30 of the agreements. The collective bargaining agreements contained in
31 sections 504 through 516 of this act may also be funded by
32 expenditures from nonappropriated accounts. If positions are funded
33 with lidded grants or dedicated fund sources with insufficient
34 revenue, additional funding from other sources is not provided.

1 NEW SECTION. **Sec. 504. DEPARTMENT OF TRANSPORTATION MARINE**
2 **DIVISION COLLECTIVE BARGAINING AGREEMENT—OPEIU**

3 An agreement has been reached between the governor and the office
4 and professional employees international union local eight (OPEIU)
5 through an interest arbitration award pursuant to chapter 47.64 RCW
6 for the 2017-2019 fiscal biennium. Funding is provided for the
7 awarded six and one-half percent general wage increase effective July
8 1, 2017, and six and one-half percent general wage increase effective
9 July 1, 2018. The agreement also includes and funding is provided for
10 salary adjustments for targeted job classifications and restructuring
11 of the pay schedule.

12 NEW SECTION. **Sec. 505. DEPARTMENT OF TRANSPORTATION MARINE**
13 **DIVISION COLLECTIVE BARGAINING AGREEMENT—FASPAA**

14 An agreement has been reached between the governor and the ferry
15 agents, supervisors, and project administrators association pursuant
16 to chapter 47.64 RCW for the 2017-2019 fiscal biennium. Funding is
17 provided for a three percent general wage increase effective July 1,
18 2017, and a two percent general wage increase effective July 1, 2018.

19 NEW SECTION. **Sec. 506. DEPARTMENT OF TRANSPORTATION MARINE**
20 **DIVISION COLLECTIVE BARGAINING AGREEMENT—SEIU LOCAL 6**

21 An agreement has been reached between the governor and the
22 service employees international union local 6 pursuant to chapter
23 47.64 RCW for the 2017-2019 fiscal biennium. Funding is provided for
24 a six percent general wage increase effective July 1, 2017, and a
25 four percent general wage increase effective July 1, 2018.

26 NEW SECTION. **Sec. 507. DEPARTMENT OF TRANSPORTATION MARINE**
27 **DIVISION COLLECTIVE BARGAINING AGREEMENT—CARPENTERS**

28 An agreement has been reached between the governor and the
29 Pacific Northwest regional council of carpenters through an interest
30 arbitration award pursuant to chapter 47.64 RCW for the 2017-2019
31 fiscal biennium. Funding is provided for the awarded four percent
32 general wage increase effective July 1, 2017, and three percent
33 general wage increase effective July 1, 2018. The agreement also
34 includes and funding is provided for increases in the wage
35 differential among certain job classifications.

1 NEW SECTION. **Sec. 508. DEPARTMENT OF TRANSPORTATION MARINE**
2 **DIVISION COLLECTIVE BARGAINING AGREEMENT—METAL TRADES**

3 An agreement has been reached between the governor and the Puget
4 Sound metal trades council through an interest arbitration award
5 pursuant to chapter 47.64 RCW for the 2017-2019 fiscal biennium.
6 Funding is provided for the awarded three percent general wage
7 increase effective July 1, 2017, and three percent general wage
8 increase effective July 1, 2018. The agreement also includes and
9 funding is provided for increases in the wage differential among
10 certain job classifications.

11 NEW SECTION. **Sec. 509. DEPARTMENT OF TRANSPORTATION MARINE**
12 **DIVISION COLLECTIVE BARGAINING AGREEMENT—MEBA-UL**

13 An agreement has been reached between the governor and the marine
14 engineers' beneficial association unlicensed engine room employees
15 pursuant to chapter 47.64 RCW for the 2017-2019 fiscal biennium.
16 Funding is provided for a three percent general wage increase
17 effective July 1, 2017, and a two percent general wage increase
18 effective July 1, 2018.

19 NEW SECTION. **Sec. 510. DEPARTMENT OF TRANSPORTATION MARINE**
20 **DIVISION COLLECTIVE BARGAINING AGREEMENT—MEBA-L**

21 An agreement has been reached between the governor and the marine
22 engineers' beneficial association licensed engineer officers pursuant
23 to chapter 47.64 RCW for the 2017-2019 fiscal biennium. Funding is
24 provided for a three percent general wage increase effective July 1,
25 2017, and a two percent general wage increase effective July 1, 2018.
26 The agreement also includes and funding is provided for an additional
27 pay increase to address inversion among certain job classifications.

28 NEW SECTION. **Sec. 511. DEPARTMENT OF TRANSPORTATION MARINE**
29 **DIVISION COLLECTIVE BARGAINING AGREEMENT—MM&P MATES**

30 An agreement has been reached between the governor and the
31 master, mates, and pilots - mates pursuant to chapter 47.64 RCW for
32 the 2017-2019 fiscal biennium. Funding is provided for a three
33 percent general wage increase effective July 1, 2017, and a two
34 percent general wage increase effective July 1, 2018.

1 NEW SECTION. **Sec. 512. DEPARTMENT OF TRANSPORTATION MARINE**
2 **DIVISION COLLECTIVE BARGAINING AGREEMENT—MM&P MASTERS**

3 An agreement has been reached between the governor and the
4 master, mates, and pilots - masters through an interest arbitration
5 award pursuant to chapter 47.64 RCW for the 2017-2019 fiscal
6 biennium. Funding is provided for a five and one-half percent general
7 wage increase effective July 1, 2017, and a two and one-half percent
8 general wage increase effective July 1, 2018. The award also includes
9 and funding is provided for an additional pay increase to address
10 inversion among certain job classifications.

11 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
12 **DIVISION COLLECTIVE BARGAINING AGREEMENT—MM&P WATCH CENTER**
13 **SUPERVISORS**

14 An agreement has been reached between the governor and the
15 master, mates, and pilots - watch center supervisors pursuant to
16 chapter 47.64 RCW for the 2017-2019 fiscal biennium. Funding is
17 provided for a three percent general wage increase effective July 1,
18 2017, and a one percent general wage increase effective July 1, 2018.
19 The agreement also includes and funding is provided for an increase
20 for the fleet safety and training administrators equal to the same
21 hourly rate of pay as the watch center supervisors.

22 NEW SECTION. **Sec. 514. DEPARTMENT OF TRANSPORTATION MARINE**
23 **DIVISION COLLECTIVE BARGAINING AGREEMENT—IBU**

24 An agreement has been reached between the governor and the
25 inlandboatmen's union pursuant to chapter 47.64 RCW for the 2017-2019
26 fiscal biennium. Funding is provided for a four percent general wage
27 increase effective July 1, 2017, and a one percent general wage
28 increase effective July 1, 2018. The agreement also includes and
29 funding is provided for increases in the wage differential among
30 certain job classifications and for employees hired on or after June
31 30, 2011, an increase in leave earned.

32 NEW SECTION. **Sec. 515. COLLECTIVE BARGAINING AGREEMENT—WSP**
33 **TROOPERS ASSOCIATION**

34 An agreement has been reached between the governor and the
35 Washington state patrol troopers association pursuant to chapter
36 41.56 RCW for the 2017-2019 fiscal biennium. Funding is provided for

1 a sixteen percent general wage increase for troopers effective July
2 1, 2017, and a three percent general wage increase for troopers
3 effective July 1, 2018. Funding is also provided for a twenty percent
4 general wage increase for sergeants effective July 1, 2017, and a
5 three percent general wage increase for sergeants effective July 1,
6 2018. The agreement also includes and funding is provided for
7 increases to longevity pay, changes to specialty pay, and an increase
8 to vacation accruals.

9 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENT—WSP**
10 **LIEUTENANTS ASSOCIATION**

11 An agreement has been reached between the governor and the
12 Washington state patrol lieutenants association pursuant to chapter
13 41.56 RCW for the 2017-2019 fiscal biennium. Funding is provided for
14 a twenty percent general wage increase effective July 1, 2017, and a
15 three percent general wage increase effective July 1, 2018. The
16 agreement also includes and funding is provided for increases to
17 longevity pay.

18 **IMPLEMENTING PROVISIONS**

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

20 (1) The 2005 transportation partnership projects or improvements
21 and 2015 connecting Washington projects or improvements are listed in
22 the LEAP Transportation Document 2017-1 as developed April 20, 2017,
23 which consists of a list of specific projects by fund source and
24 amount over a sixteen-year period. Current fiscal biennium funding
25 for each project is a line-item appropriation, while the outer year
26 funding allocations represent a sixteen-year plan. The department of
27 transportation is expected to use the flexibility provided in this
28 section to assist in the delivery and completion of all
29 transportation partnership account and connecting Washington account
30 projects on the LEAP transportation document referenced in this
31 subsection. For the 2017-2019 project appropriations, unless
32 otherwise provided in this act, the director of the office of
33 financial management may provide written authorization for a transfer
34 of appropriation authority between projects funded with
35 transportation partnership account appropriations or connecting
36 Washington account appropriations to manage project spending and

1 efficiently deliver all projects in the respective program under the
2 following conditions and limitations:

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

5 (b) Transfers from a project may not be made as a result of the
6 reduction of the scope of a project or be made to support increases
7 in the scope of a project;

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

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

13 (e) Transfers may not be made while the legislature is in
14 session;

15 (f) Transfers to a project may not be made with funds designated
16 as attributable to practical design savings as described in RCW
17 47.01.480;

18 (g) Each transfer between projects may only occur if the director
19 of the office of financial management finds that any resulting change
20 will not hinder the completion of the projects as approved by the
21 legislature. Until the legislature reconvenes to consider the 2018
22 supplemental omnibus transportation appropriations act, any
23 unexpended 2015-2017 appropriation balance as approved by the office
24 of financial management, in consultation with the legislative staff
25 of the house of representatives and senate transportation committees,
26 may be considered when transferring funds between projects; and

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

35 (2) The department of transportation must submit quarterly all
36 transfers authorized under this section in the transportation
37 executive information system. The office of financial management must
38 maintain a legislative baseline project list identified in the LEAP
39 transportation documents referenced in this act, and update that
40 project list with all authorized transfers under this section.

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

4 (4) Before approval, the office of financial management shall
5 work with legislative staff of the house of representatives and
6 senate transportation committees to review the requested transfers in
7 a timely manner.

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

13 (6) The department must submit annually as part of its budget
14 submittal a report detailing all transfers made pursuant to this
15 section.

16 NEW SECTION. **Sec. 602.** To the extent that any appropriation
17 authorizes expenditures of state funds from the motor vehicle
18 account, special category C account, Tacoma Narrows toll bridge
19 account, transportation 2003 account (nickel account), transportation
20 partnership account, transportation improvement account, Puget Sound
21 capital construction account, multimodal transportation account,
22 state route number 520 corridor account, or other transportation
23 capital project account in the state treasury for a state
24 transportation program that is specified to be funded with proceeds
25 from the sale of bonds authorized in chapter 47.10 RCW, the
26 legislature declares that any such expenditures made before the issue
27 date of the applicable transportation bonds for that state
28 transportation program are intended to be reimbursed from proceeds of
29 those transportation bonds in a maximum amount equal to the amount of
30 such appropriation.

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

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

36 NEW SECTION. **Sec. 604. FOR THE DEPARTMENT OF TRANSPORTATION**

1 (1) As part of its 2018 supplemental budget submittal, the
2 department shall provide a report to the legislature and the office
3 of financial management that:

4 (a) Identifies, by capital project, the amount of state funding
5 that has been reappropriated from the 2015-2017 fiscal biennium into
6 the 2017-2019 fiscal biennium; and

7 (b) Identifies, for each project, the amount of cost savings or
8 increases in funding that have been identified as compared to the
9 2015 enacted omnibus transportation appropriations act.

10 (2) As part of the agency request for capital programs, the
11 department shall load reappropriations separately from funds that
12 were assumed to be required for the 2017-2019 fiscal biennium into
13 budgeting systems.

14 NEW SECTION. **Sec. 605. FOR THE DEPARTMENT OF TRANSPORTATION—WEB**
15 **SITE REPORTING REQUIREMENTS**

16 (1) The department of transportation shall post on its web site
17 every report that is due from the department to the legislature
18 during the 2017-2019 fiscal biennium on one web page. The department
19 must post both completed reports and planned reports on a single web
20 page.

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

24 NEW SECTION. **Sec. 606.** (1) By November 15, 2017, and annually
25 thereafter, the department of transportation must report on amounts
26 expended to benefit transit, bicycle, or pedestrian elements within
27 all connecting Washington projects in programs I, P, and Z identified
28 in LEAP Transportation Document 2017-2 ALL PROJECTS as developed
29 April 20, 2017. The report must address each modal category
30 separately and identify if eighteenth amendment protected funds have
31 been used and, if not, the source of funding.

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

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

1 (1) The legislature finds that in the course of efficiently
2 delivering connecting Washington projects, it is necessary to create
3 a process for the department of transportation to request and receive
4 approval of practical design-related project scope changes while the
5 legislature is not in session. During the 2017-2019 fiscal biennium,
6 the director of the office of financial management may approve
7 project scope change requests to connecting Washington projects in
8 the highway improvements program, provided that the requests meet the
9 criteria outlined in RCW 47.01.480 and are subject to the limitations
10 in this section.

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

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

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

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

28 **NEW SECTION. Sec. 608. FOR THE DEPARTMENT OF TRANSPORTATION**

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

36 **MISCELLANEOUS 2017-2019 FISCAL BIENNIUM**

37 **NEW SECTION. Sec. 701. INFORMATION TECHNOLOGY PROJECTS**

1 (1) All appropriations for designated information technology
2 projects in this act must be placed in unallotted status and must not
3 be expended before the office of the chief information officer
4 certifies that the project complies with state information technology
5 and security policy and strategies. At a minimum, the office of the
6 chief information officer must certify, if the chief information
7 officer deems appropriate, that the project meets critical project
8 success factors, aligns with statewide technology strategy and
9 architecture, reuses existing technology services and solutions,
10 minimizes custom development, complies with security and other policy
11 requirements, and uses modularized, component-based architectures.
12 The office of the chief information officer must evaluate the project
13 at the appropriate stages. The office of the chief information
14 officer must notify the office of financial management and the
15 legislative fiscal committees each time it certifies a project is
16 ready to proceed with the next stage. Appropriations may then be
17 allotted for that certified phase only.

18 (2) The chief information officer may suspend or terminate a
19 project at any time if the chief information officer determines that
20 the project is not meeting or not expected to meet anticipated
21 performance and technology outcomes. Once suspension or termination
22 occurs, the agency shall not make additional expenditures on the
23 project without approval of the chief information officer.

24 The following projects are subject to the conditions,
25 limitations, and review provided in this section: Department of
26 Transportation - Labor System Replacement, Department of
27 Transportation - New Ferry Division Dispatch System, Department of
28 Transportation - Land Mobile Radio System Replacement, and Department
29 of Transportation - New CSC System and Operator.

30 (3) The office of the chief information officer, in consultation
31 with the office of financial management, may identify additional
32 projects to be subject to this section other than those listed in
33 subsection (2) of this section, including projects that are not
34 separately identified within an agency budget.

35 ***NEW SECTION. Sec. 702. SETTLEMENT FUNDS EXPENDITURE**

36 ***The legislature finds that it is appropriate to provide a***
37 ***framework for the administration of mitigation funds provided to the***
38 ***state as a beneficiary under the terms of the consent decrees entered***
39 ***into by the United States, Volkswagen AG, and other participating***

1 parties that settle emissions-related claims for 2.0 and 3.0 liter
2 diesel vehicles of certain models and years. The legislature deems
3 the department of ecology the responsible agency for the
4 administration and expenditure of funds provided by the trustee under
5 the terms of the consent decrees, including the development of a
6 mitigation plan to guide the use of the funds, whether or not the
7 department receives funds directly for projects included in the plan.

8 The legislature also finds that a framework to govern the
9 administration of mitigation funds requires appropriations, guiding
10 principles, allocation of funds, consideration of agencies' roles,
11 legislative oversight, and ancillary provisions. Accordingly, the
12 omnibus capital budget for the department of ecology includes the
13 necessary provisions to administer the mitigation funds and the
14 development of the mitigation plan. With respect to this act and
15 transportation governance generally, these provisions require: The
16 participation of legislators from the transportation committees as
17 part of a legislative work group; consultation by the department of
18 ecology with the department of transportation on several components
19 of the plan development and implementation; and consideration of and
20 coordination with the several transportation programs and policies
21 that intersect with potential mitigation actions that may become part
22 of the plan. The department of transportation is directed to work
23 with the department of ecology as needed to facilitate the plan
24 development and implementation.

*Sec. 702 was vetoed. See message at end of chapter.

25 **Sec. 703.** RCW 43.19.642 and 2016 c 197 s 2 are each amended to
26 read as follows:

27 (1) Effective June 1, 2006, for agencies complying with the
28 ultra-low sulfur diesel mandate of the United States environmental
29 protection agency for on-highway diesel fuel, agencies shall use
30 biodiesel as an additive to ultra-low sulfur diesel for lubricity,
31 provided that the use of a lubricity additive is warranted and that
32 the use of biodiesel is comparable in performance and cost with other
33 available lubricity additives. The amount of biodiesel added to the
34 ultra-low sulfur diesel fuel shall be not less than two percent.

35 (2) Except as provided in subsection (5) of this section,
36 effective June 1, 2009, state agencies are required to use a minimum
37 of twenty percent biodiesel as compared to total volume of all diesel

1 purchases made by the agencies for the operation of the agencies'
2 diesel-powered vessels, vehicles, and construction equipment.

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

7 (4) By December 1, 2009, the department of enterprise services
8 shall:

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

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

14 (5) During the ((~~2011-2013, 2013-2015, and~~)) 2015-2017 and
15 2017-2019 fiscal biennia, the Washington state ferries is required to
16 use a minimum of five percent biodiesel as compared to total volume
17 of all diesel purchases made by the Washington state ferries for the
18 operation of the Washington state ferries diesel-powered vessels, as
19 long as the price of a B5 biodiesel blend does not exceed the price
20 of conventional diesel fuel by five percent or more.

21 **Sec. 704.** RCW 46.20.745 and 2013 c 306 s 712 are each amended to
22 read as follows:

23 (1) The ignition interlock device revolving account program is
24 created within the department to assist in covering the monetary
25 costs of installing, removing, and leasing an ignition interlock
26 device, and applicable licensing, for indigent persons who are
27 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
28 ignition interlock device in all vehicles owned or operated by the
29 person. For purposes of this subsection, "indigent" has the same
30 meaning as in RCW 10.101.010, as determined by the department. During
31 the ((~~2013-2015~~)) 2017-2019 fiscal biennium, the ignition interlock
32 device revolving account program also includes ignition interlock
33 enforcement work conducted by the Washington state patrol.

34 (2) A pilot program is created within the ignition interlock
35 device revolving account program for the purpose of monitoring
36 compliance by persons required to use ignition interlock devices and
37 by ignition interlock companies and vendors.

38 (3) The department, the state patrol, and the Washington traffic
39 safety commission shall coordinate to establish a compliance pilot

1 program that will target at least one county from eastern Washington
2 and one county from western Washington, as determined by the
3 department, state patrol, and Washington traffic safety commission.

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

5 (a) Review the number of ignition interlock devices that are
6 required to be installed in the targeted county and the number of
7 ignition interlock devices actually installed;

8 (b) Work to identify those persons who are not complying with
9 ignition interlock requirements or are repeatedly violating ignition
10 interlock requirements; and

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

12 (5) As part of monitoring compliance, the Washington traffic
13 safety commission shall also track recidivism for violations of RCW
14 46.61.502 and 46.61.504 by persons required to have an ignition
15 interlock driver's license under RCW 46.20.385 and 46.20.720.

16 ***Sec. 705. RCW 46.61.5054 and 2017 c ... (SB 5037) s 5 are each**
17 **amended to read as follows:**

18 **(1)(a) In addition to penalties set forth in RCW 46.61.5051**
19 **through 46.61.5053 until September 1, 1995, and RCW 46.61.5055**
20 **thereafter, a two hundred fifty dollar fee shall be assessed to a**
21 **person who is either convicted, sentenced to a lesser charge, or**
22 **given deferred prosecution, as a result of an arrest for violating**
23 **RCW 46.61.502, 46.61.504, 46.61.520, or 46.61.522. This fee is for**
24 **the purpose of funding the Washington state toxicology laboratory and**
25 **the Washington state patrol for grants and activities to increase the**
26 **conviction rate and decrease the incidence of persons driving under**
27 **the influence of alcohol or drugs.**

28 **(b) Upon a verified petition by the person assessed the fee, the**
29 **court may suspend payment of all or part of the fee if it finds that**
30 **the person does not have the ability to pay.**

31 **(2) The fee assessed under subsection (1) of this section shall**
32 **be collected by the clerk of the court and, subject to subsection (5)**
33 **of this section, one hundred seventy-five dollars of the fee must be**
34 **distributed as follows:**

35 **(a) Forty percent shall be subject to distribution under RCW**
36 **3.46.120, 3.50.100, 35.20.220, 3.62.020, 3.62.040, or 10.82.070.**

37 **(b) The remainder of the fee shall be forwarded to the state**
38 **treasurer who shall, through June 30, 1997, deposit: Fifty percent in**
39 **the death investigations' account to be used solely for funding the**

1 state toxicology laboratory blood or breath testing programs; and
2 fifty percent in the state patrol highway account to be used solely
3 for funding activities to increase the conviction rate and decrease
4 the incidence of persons driving under the influence of alcohol or
5 drugs. Effective July 1, 1997, the remainder of the fee shall be
6 forwarded to the state treasurer who shall deposit: Fifteen percent
7 in the death investigations' account to be used solely for funding
8 the state toxicology laboratory blood or breath testing programs; and
9 eighty-five percent in the state patrol highway account to be used
10 solely for funding activities to increase the conviction rate and
11 decrease the incidence of persons driving under the influence of
12 alcohol or drugs.

13 (3) Twenty-five dollars of the fee assessed under subsection (1)
14 of this section must be distributed to the highway safety fund to be
15 used solely for funding Washington traffic safety commission grants
16 to reduce statewide collisions caused by persons driving under the
17 influence of alcohol or drugs. Grants awarded under this subsection
18 may be for projects that encourage collaboration with other
19 community, governmental, and private organizations, and that utilize
20 innovative approaches based on best practices or proven strategies
21 supported by research or rigorous evaluation. Grants recipients may
22 include, for example:

23 (a) DUI courts; and

24 (b) Jurisdictions implementing the victim impact panel registries
25 under RCW 46.61.5152 and 10.01.230.

26 (4) Fifty dollars of the fee assessed under subsection (1) of
27 this section must be distributed to the highway safety fund to be
28 used solely for funding Washington traffic safety commission grants
29 to organizations within counties targeted for programs to reduce
30 driving under the influence of alcohol or drugs. For the 2017-2019
31 fiscal biennium, the fee may also be used to support the cost of
32 administration of the grant program by the Washington traffic safety
33 commission.

34 (5) If the court has suspended payment of part of the fee
35 pursuant to subsection (1)(b) of this section, amounts collected
36 shall be distributed proportionately.

37 (6) This section applies to any offense committed on or after
38 July 1, 1993, and only to adult offenders.

*Sec. 705 was vetoed. See message at end of chapter.

1 **Sec. 706.** RCW 46.68.030 and 2016 c 28 s 2 are each amended to
2 read as follows:

3 (1) The director shall forward all fees for vehicle registrations
4 under chapters 46.16A and 46.17 RCW, unless otherwise specified by
5 law, to the state treasurer with a proper identifying detailed
6 report. The state treasurer shall credit these moneys to the motor
7 vehicle fund created in RCW 46.68.070.

8 (2) Proceeds from vehicle license fees and renewal vehicle
9 license fees must be deposited by the state treasurer as follows:

10 (a) \$23.60 of each initial or renewal vehicle license fee must be
11 deposited in the state patrol highway account in the motor vehicle
12 fund, hereby created. Vehicle license fees, renewal vehicle license
13 fees, and all other funds in the state patrol highway account must be
14 for the sole use of the Washington state patrol for highway
15 activities of the Washington state patrol, subject to proper
16 appropriations and reappropriations.

17 (b) \$2.02 of each initial vehicle license fee and \$0.93 of each
18 renewal vehicle license fee must be deposited each biennium in the
19 Puget Sound ferry operations account.

20 (c) Any remaining amounts of vehicle license fees and renewal
21 vehicle license fees that are not distributed otherwise under this
22 section must be deposited in the motor vehicle fund.

23 (3) During the 2015-2017 fiscal biennium, the legislature may
24 transfer from the state patrol highway account to the connecting
25 Washington account such amounts as reflect the excess fund balance of
26 the state patrol highway account.

27 (4) During the 2017-2019 fiscal biennium, the legislature may
28 direct the state treasurer to make transfers of moneys in the state
29 patrol highway account to the connecting Washington account.

30 **Sec. 707.** RCW 46.68.060 and 2015 3rd sp.s. c 43 s 602 are each
31 amended to read as follows:

32 There is hereby created in the state treasury a fund to be known
33 as the highway safety fund to the credit of which must be deposited
34 all moneys directed by law to be deposited therein. This fund must be
35 used for carrying out the provisions of law relating to driver
36 licensing, driver improvement, financial responsibility, cost of
37 furnishing abstracts of driving records and maintaining such case
38 records, and to carry out the purposes set forth in RCW 43.59.010,
39 and chapters 46.72 and 46.72A RCW. During the 2013-2015 and 2015-2017

1 fiscal biennia, the legislature may transfer from the highway safety
2 fund to the Puget Sound ferry operations account, the motor vehicle
3 fund, and the multimodal transportation account such amounts as
4 reflect the excess fund balance of the highway safety fund. During
5 the 2017-2019 fiscal biennium, the legislature may direct the state
6 treasurer to make transfers of moneys in the highway safety fund to
7 the multimodal transportation account.

8 **Sec. 708.** RCW 46.68.280 and 2015 3rd sp.s. c 43 s 603 are each
9 amended to read as follows:

10 (1) The transportation 2003 account (nickel account) is hereby
11 created in the motor vehicle fund. Money in the account may be spent
12 only after appropriation. Expenditures from the account must be used
13 only for projects or improvements identified as transportation 2003
14 projects or improvements in the omnibus transportation budget and to
15 pay the principal and interest on the bonds authorized for
16 transportation 2003 projects or improvements. Upon completion of the
17 projects or improvements identified as transportation 2003 projects
18 or improvements, moneys deposited in this account must only be used
19 to pay the principal and interest on the bonds authorized for
20 transportation 2003 projects or improvements, and any funds in the
21 account in excess of the amount necessary to make the principal and
22 interest payments may be used for maintenance on the completed
23 projects or improvements.

24 (2) During the 2015-2017 fiscal biennium, the legislature may
25 transfer from the transportation 2003 account (nickel account) to the
26 connecting Washington account such amounts as reflect the excess fund
27 balance of the transportation 2003 account (nickel account).

28 (3) During the 2017-2019 fiscal biennium, the legislature may
29 direct the state treasurer to make transfers of moneys in the
30 transportation 2003 account (nickel account) to the connecting
31 Washington account.

32 (4) The "nickel account" means the transportation 2003 account.

33 **Sec. 709.** RCW 46.68.290 and 2015 3rd sp.s. c 43 s 604 are each
34 amended to read as follows:

35 (1) The transportation partnership account is hereby created in
36 the state treasury. All distributions to the account from RCW
37 46.68.090 must be deposited into the account. Money in the account
38 may be spent only after appropriation. Expenditures from the account

1 must be used only for projects or improvements identified as 2005
2 transportation partnership projects or improvements in the omnibus
3 transportation appropriations act, including any principal and
4 interest on bonds authorized for the projects or improvements.

5 (2) The legislature finds that:

6 (a) Citizens demand and deserve accountability of transportation-
7 related programs and expenditures. Transportation-related programs
8 must continuously improve in quality, efficiency, and effectiveness
9 in order to increase public trust;

10 (b) Transportation-related agencies that receive tax dollars must
11 continuously improve the way they operate and deliver services so
12 citizens receive maximum value for their tax dollars; and

13 (c) Fair, independent, comprehensive performance audits of
14 transportation-related agencies overseen by the elected state auditor
15 are essential to improving the efficiency, economy, and effectiveness
16 of the state's transportation system.

17 (3) For purposes of chapter 314, Laws of 2005:

18 (a) "Performance audit" means an objective and systematic
19 assessment of a state agency or agencies or any of their programs,
20 functions, or activities by the state auditor or designee in order to
21 help improve agency efficiency, effectiveness, and accountability.
22 Performance audits include economy and efficiency audits and program
23 audits.

24 (b) "Transportation-related agency" means any state agency,
25 board, or commission that receives funding primarily for
26 transportation-related purposes. At a minimum, the department of
27 transportation, the transportation improvement board or its successor
28 entity, the county road administration board or its successor entity,
29 and the traffic safety commission are considered transportation-
30 related agencies. The Washington state patrol and the department of
31 licensing shall not be considered transportation-related agencies
32 under chapter 314, Laws of 2005.

33 (4) Within the authorities and duties under chapter 43.09 RCW,
34 the state auditor shall establish criteria and protocols for
35 performance audits. Transportation-related agencies shall be audited
36 using criteria that include generally accepted government auditing
37 standards as well as legislative mandates and performance objectives
38 established by state agencies. Mandates include, but are not limited
39 to, agency strategies, timelines, program objectives, and mission and
40 goals as required in RCW 43.88.090.

1 (5) Within the authorities and duties under chapter 43.09 RCW,
2 the state auditor may conduct performance audits for transportation-
3 related agencies. The state auditor shall contract with private firms
4 to conduct the performance audits.

5 (6) The audits may include:

6 (a) Identification of programs and services that can be
7 eliminated, reduced, consolidated, or enhanced;

8 (b) Identification of funding sources to the transportation-
9 related agency, to programs, and to services that can be eliminated,
10 reduced, consolidated, or enhanced;

11 (c) Analysis of gaps and overlaps in programs and services and
12 recommendations for improving, dropping, blending, or separating
13 functions to correct gaps or overlaps;

14 (d) Analysis and recommendations for pooling information
15 technology systems used within the transportation-related agency, and
16 evaluation of information processing and telecommunications policy,
17 organization, and management;

18 (e) Analysis of the roles and functions of the transportation-
19 related agency, its programs, and its services and their compliance
20 with statutory authority and recommendations for eliminating or
21 changing those roles and functions and ensuring compliance with
22 statutory authority;

23 (f) Recommendations for eliminating or changing statutes, rules,
24 and policy directives as may be necessary to ensure that the
25 transportation-related agency carry out reasonably and properly those
26 functions vested in the agency by statute;

27 (g) Verification of the reliability and validity of
28 transportation-related agency performance data, self-assessments, and
29 performance measurement systems as required under RCW 43.88.090;

30 (h) Identification of potential cost savings in the
31 transportation-related agency, its programs, and its services;

32 (i) Identification and recognition of best practices;

33 (j) Evaluation of planning, budgeting, and program evaluation
34 policies and practices;

35 (k) Evaluation of personnel systems operation and management;

36 (l) Evaluation of purchasing operations and management policies
37 and practices;

38 (m) Evaluation of organizational structure and staffing levels,
39 particularly in terms of the ratio of managers and supervisors to
40 nonmanagement personnel; and

1 (n) Evaluation of transportation-related project costs, including
2 but not limited to environmental mitigation, competitive bidding
3 practices, permitting processes, and capital project management.

4 (7) Within the authorities and duties under chapter 43.09 RCW,
5 the state auditor must provide the preliminary performance audit
6 reports to the audited state agency for comment. The auditor also may
7 seek input on the preliminary report from other appropriate
8 officials. Comments must be received within thirty days after receipt
9 of the preliminary performance audit report unless a different time
10 period is approved by the state auditor. The final performance audit
11 report shall include the objectives, scope, and methodology; the
12 audit results, including findings and recommendations; the agency's
13 response and conclusions; and identification of best practices.

14 (8) The state auditor shall provide final performance audit
15 reports to the citizens of Washington, the governor, the joint
16 legislative audit and review committee, the appropriate legislative
17 committees, and other appropriate officials. Final performance audit
18 reports shall be posted on the internet.

19 (9) The audited transportation-related agency is responsible for
20 follow-up and corrective action on all performance audit findings and
21 recommendations. The audited agency's plan for addressing each audit
22 finding and recommendation shall be included in the final audit
23 report. The plan shall provide the name of the contact person
24 responsible for each action, the action planned, and the anticipated
25 completion date. If the audited agency does not agree with the audit
26 findings and recommendations or believes action is not required, then
27 the action plan shall include an explanation and specific reasons.

28 The office of financial management shall require periodic
29 progress reports from the audited agency until all resolution has
30 occurred. The office of financial management is responsible for
31 achieving audit resolution. The office of financial management shall
32 annually report by December 31st the status of performance audit
33 resolution to the appropriate legislative committees and the state
34 auditor. The legislature shall consider the performance audit results
35 in connection with the state budget process.

36 The auditor may request status reports on specific audits or
37 findings.

38 (10) For the period from July 1, 2005, until June 30, 2007, the
39 amount of \$4,000,000 is appropriated from the transportation

1 partnership account to the state auditors office for the purposes of
2 subsections (2) through (9) of this section.

3 (11) During the 2015-2017 fiscal biennium, the legislature may
4 transfer from the transportation partnership account to the
5 connecting Washington account such amounts as reflect the excess fund
6 balance of the transportation partnership account.

7 (12) During the 2017-2019 fiscal biennium, the legislature may
8 direct the state treasurer to make transfers of moneys in the
9 transportation partnership account to the connecting Washington
10 account.

11 **Sec. 710.** RCW 46.68.325 and 2015 1st sp.s. c 10 s 703 are each
12 amended to read as follows:

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

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

22 (3) During the ~~((2013-2015—and))~~ 2015-2017 fiscal ~~((biennia))~~
23 biennium, the legislature may transfer from the rural mobility grant
24 program account to the multimodal transportation account such amounts
25 as reflect the excess fund balance of the rural mobility grant
26 program account.

27 (4) During the 2017-2019 fiscal biennium, the legislature may
28 direct the state treasurer to make transfers of moneys in the rural
29 mobility grant program account to the multimodal transportation
30 account.

31 **Sec. 711.** RCW 47.29.170 and 2015 1st sp.s. c 10 s 704 are each
32 amended to read as follows:

33 Before accepting any unsolicited project proposals, the
34 commission must adopt rules to facilitate the acceptance, review,
35 evaluation, and selection of unsolicited project proposals. These
36 rules must include the following:

37 (1) Provisions that specify unsolicited proposals must meet
38 predetermined criteria;

1 (2) Provisions governing procedures for the cessation of
2 negotiations and consideration;

3 (3) Provisions outlining that unsolicited proposals are subject
4 to a two-step process that begins with concept proposals and would
5 only advance to the second step, which are fully detailed proposals,
6 if the commission so directed;

7 (4) Provisions that require concept proposals to include at least
8 the following information: Proposers' qualifications and experience;
9 description of the proposed project and impact; proposed project
10 financing; and known public benefits and opposition; and

11 (5) Provisions that specify the process to be followed if the
12 commission is interested in the concept proposal, which must include
13 provisions:

14 (a) Requiring that information regarding the potential project
15 would be published for a period of not less than thirty days, during
16 which time entities could express interest in submitting a proposal;

17 (b) Specifying that if letters of interest were received during
18 the thirty days, then an additional sixty days for submission of the
19 fully detailed proposal would be allowed; and

20 (c) Procedures for what will happen if there are insufficient
21 proposals submitted or if there are no letters of interest submitted
22 in the appropriate time frame.

23 The commission may adopt other rules as necessary to avoid
24 conflicts with existing laws, statutes, or contractual obligations of
25 the state.

26 The commission may not accept or consider any unsolicited
27 proposals before July 1, ((2017)) 2018.

28 **Sec. 712.** RCW 47.56.403 and 2015 1st sp.s. c 10 s 705 are each
29 amended to read as follows:

30 (1) The department may provide for the establishment,
31 construction, and operation of a pilot project of high occupancy toll
32 lanes on state route 167 high occupancy vehicle lanes within King
33 county. The department may issue, buy, and redeem bonds, and deposit
34 and expend them; secure and remit financial and other assistance in
35 the construction of high occupancy toll lanes, carry insurance, and
36 handle any other matters pertaining to the high occupancy toll lane
37 pilot project.

38 (2) Tolls for high occupancy toll lanes will be established as
39 follows:

1 (a) The schedule of toll charges for high occupancy toll lanes
2 must be established by the transportation commission and collected in
3 a manner determined by the commission.

4 (b) Toll charges shall not be assessed on transit buses and
5 vanpool vehicles owned or operated by any public agency.

6 (c) The department shall establish performance standards for the
7 state route 167 high occupancy toll lane pilot project. The
8 department must automatically adjust the toll charge, using dynamic
9 tolling, to ensure that toll-paying single-occupant vehicle users are
10 only permitted to enter the lane to the extent that average vehicle
11 speeds in the lane remain above forty-five miles per hour at least
12 ninety percent of the time during peak hours. The toll charge may
13 vary in amount by time of day, level of traffic congestion within the
14 highway facility, vehicle occupancy, or other criteria, as the
15 commission may deem appropriate. The commission may also vary toll
16 charges for single-occupant inherently low-emission vehicles such as
17 those powered by electric batteries, natural gas, propane, or other
18 clean burning fuels.

19 (d) The commission shall periodically review the toll charges to
20 determine if the toll charges are effectively maintaining travel
21 time, speed, and reliability on the highway facilities.

22 (3) The department shall monitor the state route 167 high
23 occupancy toll lane pilot project and shall annually report to the
24 transportation commission and the legislature on operations and
25 findings. At a minimum, the department shall provide facility use
26 data and review the impacts on:

27 (a) Freeway efficiency and safety;

28 (b) Effectiveness for transit;

29 (c) Person and vehicle movements by mode;

30 (d) Ability to finance improvements and transportation services
31 through tolls; and

32 (e) The impacts on all highway users. The department shall
33 analyze aggregate use data and conduct, as needed, separate surveys
34 to assess usage of the facility in relation to geographic,
35 socioeconomic, and demographic information within the corridor in
36 order to ascertain actual and perceived questions of equitable use of
37 the facility.

38 (4) The department shall modify the pilot project to address
39 identified safety issues and mitigate negative impacts to high
40 occupancy vehicle lane users.

1 (5) Authorization to impose high occupancy vehicle tolls for the
2 state route 167 high occupancy toll pilot project expires if either
3 of the following two conditions apply:

4 (a) If no contracts have been let by the department to begin
5 construction of the toll facilities associated with this pilot
6 project within four years of July 24, 2005; or

7 (b) If high occupancy vehicle tolls are being collected on June
8 30, (~~2017~~) 2019.

9 (6) The department of transportation shall adopt rules that allow
10 automatic vehicle identification transponders used for electronic
11 toll collection to be compatible with other electronic payment
12 devices or transponders from the Washington state ferry system, other
13 public transportation systems, or other toll collection systems to
14 the extent that technology permits.

15 (7) The conversion of a single existing high occupancy vehicle
16 lane to a high occupancy toll lane as proposed for SR-167 must be
17 taken as the exception for this pilot project.

18 (8) A violation of the lane restrictions applicable to the high
19 occupancy toll lanes established under this section is a traffic
20 infraction.

21 (9) Procurement activity associated with this pilot project shall
22 be open and competitive in accordance with chapter 39.29 RCW.

23 **Sec. 713.** RCW 47.56.876 and 2015 1st sp.s. c 10 s 706 are each
24 amended to read as follows:

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

1 fiscal biennium, the legislature may direct the state treasurer to
2 make transfers of moneys in the state route number 520 civil
3 penalties account to the state route number 520 corridor account.

4 **Sec. 714.** RCW 47.60.530 and 2015 3rd sp.s. c 43 s 605 are each
5 amended to read as follows:

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

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

9 (a) All moneys directed by law;

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

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

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

14 (4) Expenditures from the account may be used only for the
15 maintenance, administration, and operation of the Washington state
16 ferry system.

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

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

24 **Sec. 715.** RCW 81.53.281 and 2016 c 14 s 701 are each amended to
25 read as follows:

26 There is hereby created in the state treasury a "grade crossing
27 protective fund" to carry out the provisions of RCW 81.53.261,
28 81.53.271, 81.53.281, 81.53.291, and 81.53.295; for grants and/or
29 subsidies to public, private, and nonprofit entities for rail safety
30 projects authorized or ordered by the commission; and for personnel
31 and associated costs related to supervising and administering rail
32 safety grants and/or subsidies. During the 2013-2015 fiscal biennium,
33 funds in this account may also be used to conduct the study required
34 under section 102, chapter 222, Laws of 2014. The commission shall
35 transfer from the public service revolving fund's miscellaneous fees
36 and penalties accounts moneys appropriated for these purposes as
37 needed. At the time the commission makes each allocation of cost to
38 said grade crossing protective fund, it shall certify that such cost

1 shall be payable out of said fund. When federal-aid highway funds are
2 involved, the department of transportation shall, upon entry of an
3 order by the commission requiring the installation or upgrading of a
4 grade crossing protective device, submit to the commission an
5 estimate for the cost of the proposed installation and related work.
6 Upon receipt of the estimate the commission shall pay to the
7 department of transportation the percentage of the estimate specified
8 in RCW 81.53.295, as now or hereafter amended, to be used as the
9 grade crossing protective fund portion of the cost of the
10 installation and related work.

11 The commission may adopt rules for the allocation of money from
12 the grade crossing protective fund. During the 2015-2017 and
13 2017-2019 fiscal ((biennium)) biennia, the commission may waive rules
14 regarding local matching fund requirements, maximum awards for
15 individual projects, and other application requirements as necessary
16 to expedite the allocation of money from the grade crossing
17 protective fund to address underprotected grade crossings as
18 identified by the commission.

19 **2015-2017 FISCAL BIENNIUM**

20 **GENERAL GOVERNMENT AGENCIES—OPERATING**

21 **Sec. 801.** 2016 c 14 s 102 (uncodified) is amended to read as
22 follows:

23 **FOR THE UTILITIES AND TRANSPORTATION COMMISSION**

24 Grade Crossing Protective Account—State
25 Appropriation. ((~~\$1,604,000~~))
26 \$504,000

27 **Sec. 802.** 2016 c 14 s 103 (uncodified) is amended to read as
28 follows:

29 **FOR THE OFFICE OF FINANCIAL MANAGEMENT**

30 Motor Vehicle Account—State Appropriation. ((~~\$2,296,000~~))
31 \$2,196,000
32 Puget Sound Ferry Operations Account—State
33 Appropriation. \$115,000
34 State Patrol Highway Account—State Appropriation. \$150,000
35 TOTAL APPROPRIATION. ((~~\$2,561,000~~))

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

(1) \$835,000 of the motor vehicle account—state appropriation is provided solely for the office of financial management, from amounts set aside out of statewide fuel taxes distributed to counties according to RCW 46.68.120(3), to contract with the Washington state association of counties to develop, implement, and report on transportation metrics associated with transportation system policy goals outlined in RCW 47.04.280. The Washington state association of counties, in cooperation with state agencies, must: Evaluate and implement opportunities to streamline reporting of county transportation financial data; expand reporting and collection of short-span bridge and culvert data; evaluate and report on the impact of increased freight and rail traffic on county roads; and to evaluate, implement, and report on the opportunities for improved capital project management and delivery.

(2) \$100,000 of the motor vehicle account—state appropriation is provided solely for the office of financial management, from funds set aside out of statewide fuel taxes distributed to counties according to RCW 46.68.120(3), to contract with the Washington state association of counties to work with the department of fish and wildlife to develop voluntary programmatic agreements for the maintenance, preservation, rehabilitation, and replacement of water crossing structures. A report must be presented to the legislature by December 31, 2016, on the implementation of developed voluntary programmatic agreements.

(3) \$150,000 of the state patrol highway account—state appropriation is provided solely for an organizational assessment of the Washington state patrol.

(4) The office of financial management, in conjunction with the office of the chief information officer, shall provide oversight and review of the department of transportation's development of the request for proposal for a new tolling customer service toll collection system and development of a project management plan as required in section 209(8) (~~of this act~~), chapter 14, Laws of 2016.

Sec. 803. 2016 c 14 s 104 (uncodified) is amended to read as follows:

1 **FOR THE DEPARTMENT OF AGRICULTURE**

2 Motor Vehicle Account—State Appropriation. (~~(\$1,240,000)~~)
3 \$1,239,000

4 **TRANSPORTATION AGENCIES—OPERATING**

5 **Sec. 901.** 2016 c 14 s 201 (uncodified) is amended to read as
6 follows:

7 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

8 Highway Safety Account—State Appropriation. (~~(\$3,183,000)~~)
9 \$3,175,000

10 Highway Safety Account—Federal Appropriation. (~~(\$21,644,000)~~)
11 \$22,035,000

12 Highway Safety Account—Private/Local Appropriation. \$118,000

13 School Zone Safety Account—State Appropriation. \$850,000

14 TOTAL APPROPRIATION. (~~(\$25,795,000)~~)
15 \$26,178,000

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

18 (1) The commission may continue to oversee pilot projects
19 implementing the use of automated traffic safety cameras to detect
20 speed violations within cities west of the Cascade mountains that
21 have a population of more than one hundred ninety-five thousand and
22 that are located in a county with a population of fewer than one
23 million five hundred thousand. For the purposes of pilot projects in
24 this subsection, no more than one automated traffic safety camera may
25 be used to detect speed violations within any one jurisdiction.

26 (a) The commission shall comply with RCW 46.63.170 in
27 administering the pilot projects.

28 (b) By January 1, 2017, any local authority that is operating an
29 automated traffic safety camera to detect speed violations must
30 provide a summary to the transportation committees of the legislature
31 concerning the use of the cameras and data regarding infractions,
32 revenues, and costs.

33 (2) \$99,000 of the highway safety account—state appropriation is
34 provided solely for the implementation of chapter 243, Laws of 2015
35 (pedestrian safety reviews).

36 (3) (~~(\$6,500,000)~~) \$1,030,000 of the highway safety account—
37 federal appropriation is provided solely for federal funds that may

1 be obligated to the commission pursuant to 23 U.S.C. Sec. 164 during
2 the 2015-2017 fiscal biennium.

3 (4) Within current resources, the commission must examine the
4 declining revenue going to the school zone safety account with the
5 goal of identifying factors contributing to the decline. By December
6 31, 2015, the commission must provide a report to the transportation
7 committees of the legislature that summarizes its findings and
8 provides recommendations designed to ensure that the account is
9 receiving all amounts that should be deposited into the account.

10 **Sec. 902.** 2016 c 14 s 202 (uncodified) is amended to read as
11 follows:

12 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

13 Rural Arterial Trust Account—State Appropriation.	\$1,000,000
14 Motor Vehicle Account—State Appropriation.	(\$2,459,000)
15	<u>\$2,404,000</u>
16 County Arterial Preservation Account—State	
17 Appropriation.	\$1,518,000
18 TOTAL APPROPRIATION.	(\$4,977,000)
19	<u>\$4,922,000</u>

20 **Sec. 903.** 2016 c 14 s 203 (uncodified) is amended to read as
21 follows:

22 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

23 Transportation Improvement Account—State	
24 Appropriation.	(\$4,063,000)
25	<u>\$4,035,000</u>

26 **Sec. 904.** 2016 c 14 s 204 (uncodified) is amended to read as
27 follows:

28 **FOR THE JOINT TRANSPORTATION COMMITTEE**

29 Motor Vehicle Account—State Appropriation.	(\$2,222,000)
30	<u>\$2,272,000</u>

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

33 (1)(a) \$250,000 of the motor vehicle account—state appropriation
34 is for a consultant study of Washington state patrol recruitment and
35 retention of troopers. The study must identify barriers to effective
36 candidate recruitment, candidates' successful completion of training,

1 and retention of trained troopers of various tenure. The study must
2 provide:

3 (i) An overview of current attrition rates;

4 (ii) Options and strategies on reducing the average number of
5 trooper positions that are vacant;

6 (iii) Identification of best practices for recruitment and
7 retention of law enforcement officers;

8 (iv) Recommendations to improve existing recruitment and
9 selection programs;

10 (v) Recommendations for where salary and benefit adjustments
11 should be targeted to most effectively address recruitment and
12 retention challenges;

13 (vi) Recommendations regarding changes to the training and
14 education program; and

15 (vii) Other recommendations for cost-effective personnel
16 strategies.

17 (b) The joint transportation committee shall issue a report of
18 its findings to the house and senate transportation committees by
19 December 14, 2015. The Washington state patrol shall work with the
20 consultant to identify costs for each recommendation.

21 (2)(a) \$125,000 of the motor vehicle account—state appropriation
22 is for a study of Washington state weigh station planning, placement,
23 and operations by the Washington state patrol and department of
24 transportation as they relate to roadway safety and preservation. The
25 study must:

26 (i) Provide a high-level overview of commercial vehicle
27 enforcement programs, with a focus on weigh stations, including both
28 state and federal funding programs. This overview must include a
29 description of how the Washington state patrol and department of
30 transportation allocate these state and federal funds.

31 (ii) Review Washington state patrol and department of
32 transportation planning related to weigh station location and
33 operation, and the extent to which their efforts complement,
34 coordinate with, or overlap each other;

35 (iii) Identify best practices in the funding, placement, and
36 operation of weigh stations;

37 (iv) Review plans by the department of transportation and
38 Washington state patrol to reopen a Federal Way area southbound weigh
39 station;

1 (v) Recommend changes in state statutes, policy, or agency
2 practices and rules to improve the efficiency and effectiveness of
3 weigh station funding, placement, and operation, including potential
4 savings to be achieved by adopting the changes; and

5 (vi) Review whether it is cost-effective or more efficient to
6 place future weigh stations in the median of a highway instead of
7 placing two individual weigh stations on either side of a highway.

8 (b) The joint transportation committee must issue a report of its
9 findings and recommendations to the house of representatives and
10 senate transportation committees by December 14, 2015.

11 (3) \$250,000 of the motor vehicle account—state appropriation,
12 from the cities' statewide fuel tax distributions under RCW
13 46.68.110(2), is for a study to be conducted in 2016 to identify
14 prominent road-rail conflicts, recommend a corridor-based
15 prioritization process for addressing the impacts of projected
16 increases in rail traffic, and identify areas of state public policy
17 interest, such as the critical role of freight movement to the
18 Washington economy and the state's competitiveness in world trade.
19 The study must consider the results of the updated marine cargo
20 forecast due to be delivered to the joint transportation committee on
21 December 1, 2015. In conducting the study, the joint transportation
22 committee must consult with the department of transportation, the
23 freight mobility strategic investment board, the utilities and
24 transportation commission, local governments, and other relevant
25 stakeholders. The joint transportation committee must issue a report
26 of its recommendations and findings by January 9, 2017.

27 (4) The legislature intends for the joint transportation
28 committee to undertake a study during the 2017-2019 fiscal biennium
29 of consolidating rail employee safety and regulatory functions in the
30 utilities and transportation commission. The joint transportation
31 committee should review the information provided by the utilities and
32 transportation commission and should provide recommendations to the
33 transportation committees of the legislature regarding such a
34 consolidation of rail employee safety and regulatory functions.

35 (5) Within existing resources, during the interim periods between
36 regular sessions of the legislature, the joint transportation
37 committee shall include on its agendas work sessions on the Alaskan
38 Way viaduct replacement project. These work sessions must include a
39 report on current progress of the project, timelines for completion,
40 outstanding claims, the financial status of the project, and any

1 other information necessary for the legislature to maintain
2 appropriate oversight of the project. The parties invited to present
3 may include the department of transportation, the Seattle tunnel
4 partners, and other appropriate stakeholders. The joint
5 transportation committee shall have at least two such work sessions
6 before December 31, 2015.

7 (6) \$450,000 of the motor vehicle account—state appropriation is
8 for the design-build contracting review study established in chapter
9 18, Laws of 2015 3rd sp. sess. The department of transportation must
10 provide technical assistance, as necessary.

11 (7) The joint transportation committee must study the issues
12 surrounding minority and women-owned business contracting related to
13 the transportation sector. The study should identify any best
14 practices adopted in other states that encourage participation by
15 minority and women-owned businesses. The joint transportation
16 committee, with direction from the executive committee, may form a
17 legislative task force at the conclusion of the study to help to
18 inform the legislature of any best practices identified from other
19 states that encourage minority and women-owned businesses'
20 participation in the transportation sector.

21 **Sec. 905.** 2016 c 14 s 205 (uncodified) is amended to read as
22 follows:

23 **FOR THE TRANSPORTATION COMMISSION**

24	Motor Vehicle Account—State Appropriation.	((\$2,667,000))
25		<u>\$2,516,000</u>
26	Motor Vehicle Account—Federal Appropriation.	\$500,000
27	Multimodal Transportation Account—State	
28	Appropriation.	\$112,000
29	TOTAL APPROPRIATION.	((\$3,279,000))
30		<u>\$3,128,000</u>

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

33 (1) \$300,000 of the motor vehicle account—state appropriation is
34 provided solely to continue evaluating a road usage charge as an
35 alternative to the motor vehicle fuel tax to fund investments in
36 transportation. The evaluation must include monitoring and reviewing
37 work that is underway in other states and nationally. The commission
38 may coordinate with the department of transportation to jointly

1 pursue any federal or other funds that are or might become available
2 and eligible for road usage charge pilot projects. The commission
3 must reconvene the road usage charge steering committee, with the
4 same membership authorized in chapter 222, Laws of 2014, and report
5 to the governor's office and the transportation committees of the
6 house of representatives and the senate by December 15, 2015.

7 (2) \$150,000 of the motor vehicle account—state appropriation is
8 provided solely for the commission to use an outside survey firm to
9 conduct three transportation surveys during the 2015-2017 fiscal
10 biennium. The commission must consult with the joint transportation
11 committee when deciding on the survey topics and design to ensure the
12 survey results will deliver the data, information, and analysis for
13 future transportation policy and strategic planning decisions in a
14 manner useful to the legislature.

15 (3)(a) The legislature finds that, while some travel times have
16 improved through Interstate 405 between the junctions with Interstate
17 5 on the north end and NE 6th Street in the city of Bellevue on the
18 south end, especially for transit trips, the implementation of the
19 express toll lane system has made travel more difficult for a number
20 of other drivers and trips. To provide some relief to drivers, the
21 legislature encourages the commission to expedite consideration of
22 the elimination of tolls during evening nonpeak hours, weekends, and
23 holidays, to the extent that such a change will improve commuters'
24 experience on this portion of Interstate 405. The legislature further
25 finds that the commission, as the tolling authority of the state,
26 should act swiftly, working in conjunction with the department of
27 transportation's comprehensive effort to tackle obstacles adversely
28 affecting commutes on this portion of Interstate 405, to drive
29 improved results for the users of this critical corridor as soon as
30 is practicable.

31 (b) In accordance with the rule-making authority provided under
32 RCW 34.05.350(1)(a), the legislature deems it necessary, for
33 preservation of the general welfare, that operational changes be made
34 to improve the express toll lane program on Interstate 405 and that
35 the tolling authority use its emergency rule-making authority to
36 effect such changes in accordance with RCW 47.56.850 and 47.56.880.
37 The legislature finds that the need for improvements to the commuter
38 experience on the portion of Interstate 405 identified in (a) of this
39 subsection necessitates that such action be taken in an expedited
40 fashion. The tolling authority, with input from the department of

1 transportation, shall evaluate the hours and days of operation for
2 the express toll lanes and the minimum high occupancy vehicle
3 passenger requirements for using the express toll lanes, taking into
4 consideration the goals of: Reducing travel time on this portion of
5 Interstate 405, including in the general purpose lanes; reducing the
6 cost of traveling within the express toll lanes on this portion of
7 Interstate 405; and maintaining sufficient revenue to pay for this
8 portion of Interstate 405's express toll lane operating costs. This
9 subsection (3) does not create a private right of action.

10 (4)(a) \$500,000 of the motor vehicle account—federal
11 appropriation is provided solely to advance the work completed since
12 2011 in evaluating a road usage charge as an alternative to the motor
13 vehicle fuel tax to fund future investments in transportation by
14 completing the work necessary to launch a road usage charge pilot
15 project, with all implementation details for a pilot project
16 identified and incorporated into a pilot project implementation plan.

17 (i) Pilot project implementation preparation must include
18 identification of all essential agency roles and responsibilities for
19 the pilot project, a selection of the technologies and methodologies
20 to be included, a target number of participants and participant
21 characteristics, rigorous specific evaluation criteria by which the
22 pilot project will be assessed, a communication plan for the pilot
23 project that consists of a participant recruitment plan and a plan
24 for communicating information about the launch and ongoing progress
25 of the pilot project, and pilot project expenditure and revenue
26 estimates.

27 (ii) In developing the road usage charge pilot project
28 implementation plan, the commission shall consult and coordinate with
29 the department of transportation, the department of licensing, the
30 department of revenue, and the office of the state treasurer to
31 establish participation and coordination parameters for the project.

32 (b) The commission shall coordinate with the department of
33 transportation to jointly pursue any federal or other funds that are
34 or might become available to fund a road usage charge pilot project.
35 Where feasible, grant application content prepared by the commission
36 must reflect the direction provided by the road usage charge steering
37 committee on the preferred road usage charge pilot project approach.
38 One or more grant applications may be developed as part of the road
39 usage charge pilot project implementation plan development work, but
40 the pilot project implementation plan must nevertheless include any

1 details necessary for a full launch of the pilot project not required
2 to be included in any grant application.

3 (c) The commission shall reconvene the road usage charge steering
4 committee, with the same membership authorized in chapter 222, Laws
5 of 2014, as well as the addition of a representative from the Puget
6 Sound regional council, and may obtain guidance from the steering
7 committee when it reaches key pilot project implementation plan
8 development milestones. The commission must provide a report on the
9 road usage charge pilot project implementation plan that includes all
10 implementation details for a road usage charge pilot project to the
11 governor's office and the transportation committees of the house of
12 representatives and the senate by November 1, 2016.

13 ~~((5) \$150,000 of the motor vehicle account—state appropriation
14 is provided solely for supporting the disadvantaged business
15 enterprise advisory committee established in chapter . . . (Senate
16 Bill No. 6180), Laws of 2016. If chapter . . . (Senate Bill No.
17 6180), Laws of 2016 is not enacted by June 30, 2016, the amount
18 provided in this subsection lapses.))~~

19 **Sec. 906.** 2016 c 14 s 206 (uncodified) is amended to read as
20 follows:

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

22 Motor Vehicle Account—State Appropriation ~~(\$1,024,000)~~
23 \$1,015,000

24 The appropriation in this section is subject to the following
25 conditions and limitations: \$250,000 of the motor vehicle account—
26 state appropriation is provided solely to conduct a study of freight
27 infrastructure needs, including an update of the long-term marine
28 cargo forecast. The board must work with the Washington public ports
29 association to evaluate: (1) Forecasted cargo movement by commodity,
30 type, and mode of land transport; and (2) current and projected
31 freight infrastructure capacity needs. A report on the study must be
32 delivered to the joint transportation committee by December 1, 2015.

33 **Sec. 907.** 2016 c 14 s 207 (uncodified) is amended to read as
34 follows:

35 **FOR THE WASHINGTON STATE PATROL**

36 State Patrol Highway Account—State
37 Appropriation. ~~(\$415,364,000)~~

1		<u>\$407,845,000</u>
2	State Patrol Highway Account—Federal	
3	Appropriation.	\$13,291,000
4	State Patrol Highway Account—Private/Local	
5	Appropriation.	\$3,823,000
6	Highway Safety Account—State Appropriation.	\$1,494,000
7	Multimodal Transportation Account—State	
8	Appropriation.	\$276,000
9	TOTAL APPROPRIATION.	((\$434,248,000))
10		<u>\$426,729,000</u>

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

13 (1) Washington state patrol officers engaged in off-duty
14 uniformed employment providing traffic control services to the
15 department of transportation or other state agencies may use state
16 patrol vehicles for the purpose of that employment, subject to
17 guidelines adopted by the chief of the Washington state patrol. The
18 Washington state patrol must be reimbursed for the use of the vehicle
19 at the prevailing state employee rate for mileage and hours of usage,
20 subject to guidelines developed by the chief of the Washington state
21 patrol.

22 (2) \$510,000 of the highway safety account—state appropriation is
23 provided solely for the ignition interlock program at the Washington
24 state patrol to provide funding for two staff to work and provide
25 support for the program in working with manufacturers, service
26 centers, technicians, and participants in the program.

27 (3) \$23,000 of the state patrol highway account—state
28 appropriation is provided solely for the implementation of chapter 3,
29 Laws of 2015 2nd sp. sess. (impaired driving).

30 (4) \$5,000,000 of the state patrol highway account—state
31 appropriation is provided solely for compensation increases for
32 Washington state patrol troopers, sergeants, lieutenants, and
33 captains. This increase is not subject to interest arbitration and is
34 for salary and benefits that are in addition to the current interest
35 arbitration award. It is the intent of the legislature that
36 chapter . . . (Engrossed Second Substitute House Bill No. 2872), Laws
37 of 2016 provide the revenue to support the ongoing costs associated
38 with the compensation increases identified in this subsection in

1 order to provide the means necessary to recruit and retain state
2 patrol officers in subsequent biennia.

3 (5)(a) The department and the Washington state patrol must work
4 collaboratively to develop a comprehensive plan for weigh station
5 construction and preservation for the entire state. The plan must be
6 submitted to the transportation committees of the legislature by
7 January 1, 2017.

8 (b) As part of the 2017-2019 biennial budget submittal, the
9 department and the Washington state patrol must jointly submit a
10 prioritized list of weigh station projects for legislative approval.

11 (6) \$115,000 of the state patrol highway account—state
12 appropriation is provided solely for the operation of the license
13 investigation unit to enforce vehicle registration laws in
14 southwestern Washington.

15 **Sec. 908.** 2016 c 14 s 208 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF LICENSING**

18	Marine Fuel Tax Refund Account—State	
19	Appropriation.	\$34,000
20	License Plate Technology Account—State	
21	Appropriation.	\$3,200,000
22	Motorcycle Safety Education Account—State	
23	Appropriation.	\$4,488,000
24	State Wildlife Account—State Appropriation.	\$1,001,000
25	Highway Safety Account—State Appropriation.	((\$201,666,000))
26		<u>\$198,735,000</u>
27	Highway Safety Account—Federal Appropriation.	\$3,573,000
28	Motor Vehicle Account—State Appropriation.	((\$92,044,000))
29		<u>\$92,662,000</u>
30	Motor Vehicle Account—Federal Appropriation.	\$362,000
31	Motor Vehicle Account—Private/Local Appropriation. . .	((\$1,544,000))
32		<u>\$1,859,000</u>
33	Ignition Interlock Device Revolving Account—State	
34	Appropriation.	\$5,142,000
35	Department of Licensing Services Account—State	
36	Appropriation.	((\$6,672,000))
37		<u>\$6,671,000</u>
38	TOTAL APPROPRIATION.	((\$319,726,000))

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

(1) (~~(\$30,954,000)~~) \$28,570,000 of the highway safety account—state appropriation and \$3,200,000 of the license plate technology account—state appropriation are provided solely for business and technology modernization. The department and the state chief information officer or his or her designee must provide a joint project status report to the transportation committees of the legislature on at least a calendar quarter basis. The report must include, but is not limited to: Detailed information about the planned and actual scope, schedule, and budget; status of key vendor and other project deliverables; and a description of significant changes to planned deliverables or system functions over the life of the project. Project staff will periodically brief the committees or the committees' staff on system security and data protection measures.

(2) \$5,059,000 of the motor vehicle account—state appropriation is provided solely for replacing prorated and fuel tax computer systems used to administer interstate licensing and the collection of fuel tax revenues.

(3) \$3,714,000 of the highway safety account—state appropriation is provided solely for the implementation of an updated central issuance system.

(4) \$3,082,000 of the highway safety account—state appropriation is provided solely for exam and licensing activities, including the workload associated with providing driver record abstracts, and is subject to the following additional conditions and limitations:

(a) The department may furnish driving record abstracts only to those persons or entities expressly authorized to receive the abstracts under Title 46 RCW;

(b) The department may furnish driving record abstracts only for an amount that does not exceed the specified fee amounts in RCW 46.52.130 (2)(e)(v) and (4); and

(c) The department may not enter into a contract, or otherwise participate in any arrangement, with a third party or other state agency for any service that results in an additional cost, in excess of the fee amounts specified in RCW 46.52.130 (2)(e)(v) and (4), to

1 statutorily authorized persons or entities purchasing a driving
2 record abstract.

3 (5) The department when modernizing its computer systems must
4 place personal and company data elements in separate data fields to
5 allow the department to select discrete data elements when providing
6 information or data to persons or entities outside the department.
7 This requirement must be included as part of the systems design in
8 the department's business and technology modernization. A person's
9 photo, social security number, or medical information must not be
10 made available through public disclosure or data being provided under
11 RCW 46.12.630 or 46.12.635.

12 (6) Within existing resources and in consultation with the
13 traffic safety commission, the Washington state patrol, and a
14 representative of the insurance industry and the professional driving
15 school association, the department must review options and make
16 recommendations on strategies for addressing young and high-risk
17 drivers. The recommendations must consider the findings of Washington
18 state's strategic highway safety plan, Target Zero, and must include
19 an analysis of expanding traffic safety education to eighteen to
20 twenty-four year olds that have not taken a traffic safety course and
21 drivers that have been convicted of high-risk behavior, such as
22 driving under the influence of drugs and alcohol and reckless
23 driving. An overview of the work conducted and the recommendations
24 are due to the transportation committees of the legislature and the
25 governor by December 31, 2015.

26 (7) \$57,000 of the motor vehicle account—state appropriation is
27 provided solely for the implementation of chapter 1, Laws of 2015 2nd
28 sp. sess. (quick title service fees).

29 (8) \$283,000 of the highway safety account—state appropriation
30 and \$33,000 of the ignition interlock device revolving account—state
31 appropriation are provided solely for the implementation of chapter
32 3, Laws of 2015 2nd sp. sess. (impaired driving).

33 (9) \$4,000,000 of the motor vehicle account—state appropriation
34 is provided solely for implementation of chapter 44, Laws of 2015 3rd
35 sp. sess. (transportation revenue).

36 ~~(10) ((\$335,000 of the highway safety account—state appropriation~~
37 ~~is provided solely for the implementation of chapter . . .~~
38 ~~(Substitute House Bill No. 2942), Laws of 2016 or chapter . . .~~
39 ~~(Senate Bill No. 6591), Laws of 2016 (nondomiciled commercial~~

1 ~~drivers' licenses). If both chapter . . . (Substitute House Bill No.~~
2 ~~2942), Laws of 2016 and chapter . . . (Senate Bill No. 6591), Laws of~~
3 ~~2016 are not enacted by June 30, 2016, the amount provided in this~~
4 ~~subsection lapses.~~

5 ~~(11))~~ (11) \$2,421,000 of the highway safety account—state
6 appropriation is provided solely for costs necessary to accommodate
7 increased demand for enhanced drivers' licenses and enhanced
8 identicards. The office of financial management shall place the
9 entire amount provided in this subsection in unallotted status. The
10 office of financial management may release portions of the funds when
11 it determines that average wait times have increased by more than two
12 minutes based on wait time and volume data provided by the department
13 compared to average wait times and volume during the month of
14 December 2015. The department and the office of financial management
15 shall evaluate the use of these funds on a monthly basis and
16 periodically report to the transportation committees of the
17 legislature on average wait times and volume data for enhanced
18 drivers' licenses and enhanced identicards.

19 ~~((12))~~ (11) \$43,000 of the motor vehicle account—state
20 appropriation is provided solely for the implementation of
21 chapter . . . (Senate Bill No. 6200), Laws of 2016 (Washington's fish
22 collection license plate). If chapter . . . (Senate Bill No. 6200),
23 Laws of 2016 is not enacted by June 30, 2016, the amount provided in
24 this subsection lapses.

25 ~~((13))~~ (12) \$388,000 of the highway safety account—state
26 appropriation is provided solely for the implementation of
27 chapter . . . (Engrossed Substitute House Bill No. 2700), Laws of
28 2016 (impaired driving). If chapter . . . (Engrossed Substitute House
29 Bill No. 2700), Laws of 2016 is not enacted by June 30, 2016, the
30 amount provided in this subsection lapses.

31 ~~((14))~~ (13) \$29,000 of the motor vehicle account—state
32 appropriation is provided solely for the implementation of
33 chapter . . . (Substitute Senate Bill No. 6254), Laws of 2016 (Purple
34 Heart license plate). If chapter . . . (Substitute Senate Bill No.
35 6254), Laws of 2016 is not enacted by June 30, 2016, the amount
36 provided in this subsection lapses.

37 ~~((15))~~ (14) \$20,000 of the motor vehicle account—state
38 appropriation is provided solely for the implementation of
39 chapter . . . (Engrossed Substitute House Bill No. 2778), Laws of

1 2016 (alternative fuel vehicles). If chapter . . . (Engrossed
2 Substitute House Bill No. 2778), Laws of 2016 is not enacted by June
3 30, 2016, the amount provided in this subsection lapses.

4 **Sec. 909.** 2016 c 14 s 209 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
7 **—PROGRAM B**

8	High Occupancy Toll Lanes Operations Account—State	
9	Appropriation.	((\$3,185,000))
10		<u>\$3,175,000</u>
11	Motor Vehicle Account—State Appropriation.	\$510,000
12	State Route Number 520 Corridor Account—State	
13	Appropriation.	\$39,029,000
14	State Route Number 520 Civil Penalties Account—State	
15	Appropriation.	\$6,008,000
16	Tacoma Narrows Toll Bridge Account—State	
17	Appropriation.	\$26,636,000
18	Interstate 405 Express Toll Lanes Operations	
19	Account—State Appropriation.	\$15,552,000
20	TOTAL APPROPRIATION.	((\$90,920,000))
21		<u>\$90,910,000</u>

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

24 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
25 appropriation and \$8,157,000 of the state route number 520 corridor
26 account—state appropriation are provided solely for the purposes of
27 addressing unforeseen operations and maintenance costs on the Tacoma
28 Narrows bridge and the state route number 520 bridge, respectively.
29 The office of financial management shall place the amounts provided
30 in this section, which represent a portion of the required minimum
31 fund balance under the policy of the state treasurer, in unallotted
32 status. The office may release the funds only when it determines that
33 all other funds designated for operations and maintenance purposes
34 have been exhausted.

35 (2) \$4,778,000 of the state route number 520 civil penalties
36 account—state appropriation and \$2,065,000 of the Tacoma Narrows toll
37 bridge account—state appropriation are provided solely for
38 expenditures related to the toll adjudication process. The department

1 shall report on the civil penalty process to the office of financial
2 management and the house of representatives and senate transportation
3 committees by the end of each calendar quarter. The reports must
4 include a summary table for each toll facility that includes: The
5 number of notices of civil penalty issued; the number of recipients
6 who pay before the notice becomes a penalty; the number of recipients
7 who request a hearing and the number who do not respond; workload
8 costs related to hearings; the cost and effectiveness of debt
9 collection activities; and revenues generated from notices of civil
10 penalty.

11 (3) The department shall make detailed quarterly expenditure
12 reports available to the transportation commission and to the public
13 on the department's web site using current department resources. The
14 reports must include a summary of toll revenue by facility on all
15 operating toll facilities and high occupancy toll lane systems, and
16 an itemized depiction of the use of that revenue.

17 (4) \$3,100,000 of the Interstate 405 express toll lanes
18 operations account—state appropriation, \$1,498,000 of the state route
19 number 520 corridor account—state appropriation, and \$1,802,000 of
20 the high occupancy toll lanes operations account—state appropriation
21 are provided solely for the operation and maintenance of roadside
22 toll collection systems. Due to underruns, the office of financial
23 management shall place \$1,000,000 of the Interstate 405 express toll
24 lanes operations account—state appropriation, \$360,000 of the state
25 route number 520 corridor account—state appropriation, and \$1,000,000
26 of the high occupancy toll lanes operations account—state
27 appropriation in unallotted status. The office of financial
28 management may release portions of the funds if it determines
29 operation and maintenance costs of the roadside toll collection
30 systems exceed the allotted amounts.

31 (5) \$12,202,000 of the Interstate 405 express toll lanes
32 operations account—state appropriation is provided solely for
33 operational costs related to the express toll lane facility,
34 including the customer service center vendor, transponders, credit
35 card fees, printing and postage, rent, office supplies, telephone and
36 communications equipment, computers, and vehicle operations. Within
37 the amount provided in this subsection, the department must, to the
38 greatest extent possible, without adding additional tolling gantries,
39 continue to expand the length of the access and exit points to the

1 express toll lanes, clarify signage and striping to eliminate
2 confusion, and make other operational and customer service
3 improvements to enhance the public's use of the toll facility. The
4 office of financial management shall place \$5,371,000 of the amount
5 provided in this subsection in unallotted status. The office of
6 financial management may release funds to the department on a monthly
7 basis beginning July 1, 2016; however, the amount to be released
8 monthly must be calculated to address the department's projected
9 expenditure need based on the previous month's actual expenditures,
10 financial statement, actual toll transaction experience, and actual
11 revenue collections for the Interstate 405 express toll lanes
12 facility. Prior to releasing any funding from unallotted status, the
13 office of financial management shall notify the joint transportation
14 committee of the amount to be released and provide the documentation
15 used in determining the amount.

16 (6) \$250,000 of the Interstate 405 express toll lanes operations
17 account—state appropriation is provided solely for the identification
18 and prioritization of projects that will help reduce congestion and
19 provide added capacity on the Interstate 405 tolling corridor between
20 state route number 522 and Interstate 5.

21 (7) The department must provide quarterly reports to the
22 transportation committees of the legislature on the Interstate 405
23 express toll lane project performance measures listed in RCW
24 47.56.880(4). These reports must include:

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

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

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

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

13 (8) \$56,000 of the high occupancy toll lanes operations account—
14 state appropriation, \$1,124,000 of the state route number 520
15 corridor account—state appropriation, and \$596,000 of the Tacoma
16 Narrows toll bridge account—state appropriation are provided solely
17 for the department to develop a request for proposal for a new
18 tolling customer service center.

19 (a) The department must address the replacement of the Wave2Go
20 ferry ticketing system that is reaching the end of its useful life by
21 developing functional and technical requirements that integrate
22 Washington state ferries ticketing into the new tolling division
23 customer service center toll collection system. The department shall
24 continue to report quarterly to the governor, legislature, and state
25 auditor on: (i) The department's effort to mitigate risk to the
26 state, (ii) the development of a request for proposal, and (iii) the
27 overall progress towards procuring a new tolling customer service
28 center.

29 (b) The department shall release a request for proposal for a new
30 tolling customer service toll collection system by December 1, 2016.

31 (i) During the request for proposal development process and prior
32 to its release, the office of financial management shall review the
33 request for proposal for a new tolling customer service toll
34 collection system to ensure the request for proposal:

35 (A) Provides for the business needs of the state; and

36 (B) Mitigates risk to the state.

37 (ii) During development of the request for proposal and prior to
38 its release, the office of the chief information officer shall review

1 the request for proposal for a new tolling customer service toll
2 collection system to ensure the request for proposal:

3 (A) Contains requirements that meet the security standards and
4 policies of the office of the chief information officer; and

5 (B) Is flexible and adaptable to advances in technology.

6 (c)(i) Prior to commencement of the new tolling customer service
7 toll collection system implementation, the department shall submit a
8 draft project management plan to the office of financial management
9 and the office of the chief information officer that includes a
10 provision for independent verification and validation of contract
11 deliverables from the successful bidder and a provision for quality
12 assurance that includes reporting independently to the office of the
13 chief information officer on an ongoing basis during system
14 implementation;

15 (ii) The office of financial management and the office of the
16 chief information officer shall review the draft project management
17 plan to ensure that it contains adequate contract management and
18 quality assurance measures.

19 (iii) The department shall submit the project management plan to
20 the transportation committees of the legislature prior to the
21 commencement of system implementation.

22 (9) The department shall make detailed quarterly reports to the
23 governor and the transportation committees of the legislature on the
24 following:

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

29 (b) The nonvendor costs of administering toll operations,
30 including the costs of staffing the division, consultants and other
31 personal service contracts required for technical oversight and
32 management assistance, insurance, payments related to credit card
33 processing, transponder purchases and inventory management, facility
34 operations and maintenance, and other miscellaneous nonvendor costs;
35 and

36 (c) The vendor-related costs of operating tolled facilities,
37 including the costs of the customer service center, cash collections
38 on the Tacoma Narrows bridge, electronic payment processing, and toll
39 collection equipment maintenance, renewal, and replacement.

1 (10) \$5,000 of the motor vehicle account—state appropriation is
2 provided solely for membership dues for the alliance for toll
3 interoperability.

4 (11) \$1,230,000 of the state route number 520 civil penalties
5 account—state appropriation and \$695,000 of the Tacoma Narrows toll
6 bridge account—state appropriation are provided solely to implement
7 chapter 292, Laws of 2015 (tolling customer service reform) to
8 improve integration between the Good to Go! electronic tolling system
9 with the pay-by-mail system through increased communication with
10 customers and improvements to the Good to Go! web site allowing
11 customers to manage all of their toll accounts regardless of method
12 of payment. Within the amounts provided, the department must include
13 in the request for proposals for a new customer service center the
14 requirement that the new tolling customer service center link to the
15 vehicle records system of the department of licensing to enable
16 vehicle record updates that relate to tolling customer accounts to
17 occur between the two systems seamlessly. The department must work
18 with the department of licensing to develop the appropriate
19 specifications to include in the request for proposals to allow the
20 new tolling customer service center to link to the vehicle records
21 system without cost to the department of licensing and report to the
22 transportation committees of the legislature when the appropriate
23 specifications have been completed. By June 30, 2017, the department
24 shall report how many people with Good to Go! accounts were issued
25 civil penalties for each toll facility and whether the number was
26 reduced each fiscal year in the biennium. The department shall also
27 report on the number of customer contacts that occur, number of civil
28 penalties reduced or waived, the amount of the total civil penalties
29 that are waived, and the number of customers that are referred to the
30 administrative law judge process during the biennium.

31 **Sec. 910.** 2016 c 14 s 210 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
34 **C**

35 Transportation Partnership Account—State	
36 Appropriation.	\$1,460,000
37 Motor Vehicle Account—State Appropriation.	(\$69,291,000)
38	<u>\$69,281,000</u>

1	Multimodal Transportation Account—State	
2	Appropriation.	\$2,883,000
3	Transportation 2003 Account (Nickel Account)—State	
4	Appropriation.	\$1,460,000
5	Puget Sound Ferry Operations Account—State	
6	Appropriation.	\$263,000
7	TOTAL APPROPRIATION.	((\$75,357,000))
8		<u>\$75,347,000</u>

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

11 (1) \$1,460,000 of the transportation partnership account—state
12 appropriation and \$1,460,000 of the transportation 2003 account
13 (nickel account)—state appropriation are provided solely for
14 maintaining the department's project management reporting system.

15 (2) \$250,000 of the motor vehicle account—state appropriation is
16 provided solely for the development of a timeline and funding plan
17 for the labor system replacement project. As part of its 2017-2019
18 biennial budget submittal, and in coordination with the office of
19 financial management and the office of the chief information officer,
20 the department shall submit a timeline and funding plan for the labor
21 system replacement project. The plan must identify a timeline and all
22 one-time and ongoing costs for the integration of all headquarters,
23 regional, and marine employees into the new labor system.

24 **Sec. 911.** 2016 c 14 s 211 (uncodified) is amended to read as
25 follows:

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

28	Motor Vehicle Account—State Appropriation.	((\$27,609,000))
29		<u>\$27,592,000</u>
30	State Route Number 520 Corridor Account—State	
31	Appropriation.	\$34,000
32	TOTAL APPROPRIATION.	((\$27,643,000))
33		<u>\$27,626,000</u>

34 **Sec. 912.** 2016 c 14 s 212 (uncodified) is amended to read as
35 follows:

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

37	Aeronautics Account—State Appropriation.	((\$8,628,000))
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1		<u>\$8,632,000</u>
2	Aeronautics Account—Federal Appropriation.	((\$4,100,000))
3		<u>\$1,600,000</u>
4	Aeronautics Account—Private/Local Appropriation.	\$60,000
5	TOTAL APPROPRIATION.	((\$12,788,000))
6		<u>\$10,292,000</u>

7 The appropriations in this section are subject to the following
8 conditions and limitations: \$4,557,000 of the aeronautics account—
9 state appropriation is provided solely for airport investment studies
10 and the airport aid grant program, which provides competitive grants
11 to public airports for pavement, safety, maintenance, planning, and
12 security.

13 **Sec. 913.** 2016 c 14 s 213 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
16 **SUPPORT—PROGRAM H**

17	Motor Vehicle Account—State Appropriation.	((\$53,911,000))
18		<u>\$53,892,000</u>
19	Motor Vehicle Account—Federal Appropriation.	\$500,000
20	Multimodal Transportation Account—State	
21	Appropriation.	\$250,000
22	TOTAL APPROPRIATION.	((\$54,661,000))
23		<u>\$54,642,000</u>

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

26 (1) The real estate services division of the department must
27 recover the cost of its efforts from sale proceeds and fund
28 additional future sales from those proceeds.

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

1 directs the department to transfer the property to the Washington
2 state parks and recreation commission.

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

6 (b) Prior to completing the transfer in this subsection (2), the
7 department must ensure that provisions are made to accommodate
8 private and public utilities and any facilities that predate the
9 department's acquisition of the property, at no cost to those
10 entities. Prior to completing the transfer, the department shall also
11 ensure that provisions, by fair market assessment, are made to
12 accommodate other private and public utilities and any facilities
13 that have been legally allowed by permit or other instrument.

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

22 (3) \$250,000 of the motor vehicle account—state appropriation is
23 provided solely for training intended to retain a knowledgeable and
24 competent core technical staff in the changing environment of highway
25 project design and construction and to provide for the efficient and
26 effective delivery and oversight of projects. The training must focus
27 on the following areas:

28 (a) Training appropriate staff in regard to coordinating and
29 administrating projects with private sector designers and builders
30 for projects delivered by the design-build construction process;

31 (b) Training on community engagement to provide project managers
32 with the skills necessary to develop personal relations with the
33 leaders of the affected community to blend project needs with the
34 needs of the community, while providing fair treatment and
35 involvement of community groups and individuals regarding elements of
36 a project subject to environmental regulations, laws, and policies;

37 (c) Training for partnering and team building skills to avoid
38 conflict and reduce construction claims that arise in contract
39 administration; and

1 (d) Technical design training required in the fields of
2 hydraulics, hydrology, and storm water abatement, and other fields in
3 support of projects dealing with the fish passage program and highway
4 runoff treatment.

5 **Sec. 914.** 2016 c 14 s 214 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—ECONOMIC PARTNERSHIPS—PROGRAM K**
8 Motor Vehicle Account—State Appropriation. ((~~\$600,000~~))
9 \$604,000
10 ((~~Electric Vehicle Charging Infrastructure~~
11 ~~Account—State Appropriation. \$1,000,000~~
12 ~~TOTAL APPROPRIATION. \$1,600,000~~))

13 The appropriation((s)) in this section ((are)) is subject to the
14 following conditions and limitations: ((+1)) The economic
15 partnerships program must continue to explore retail partnerships at
16 state-owned park and ride facilities, as authorized in RCW 47.04.295.

17 ((-3) ~~\$1,000,000 of the electric vehicle charging infrastructure~~
18 ~~account—state appropriation is provided solely for the purpose of~~
19 ~~capitalizing the Washington electric vehicle infrastructure bank as~~
20 ~~provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation~~
21 ~~revenue).)~~)

22 **Sec. 915.** 2016 c 14 s 215 (uncodified) is amended to read as
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**
25 Motor Vehicle Account—State Appropriation. ((~~\$418,524,000~~))
26 \$428,755,000
27 Motor Vehicle Account—Federal Appropriation. ((~~\$7,000,000~~))
28 \$12,000,000
29 Tacoma Narrows Toll Bridge Account—State
30 Appropriation. \$1,235,000
31 State Route Number 520 Corridor Account—State
32 Appropriation. \$4,448,000
33 ~~TOTAL APPROPRIATION. (\$431,207,000)~~
34 \$446,438,000

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

1 (1) (~~(\$6,091,000)~~) \$7,122,000 of the motor vehicle account—state
2 appropriation is provided solely for utility fees assessed by local
3 governments as authorized under RCW 90.03.525 for the mitigation of
4 storm water runoff from state highways.

5 (2) \$4,448,000 of the state route number 520 corridor account—
6 state appropriation is provided solely to maintain the state route
7 number 520 floating bridge. These funds must be used in accordance
8 with RCW 47.56.830(3).

9 (3) \$1,235,000 of the Tacoma Narrows toll bridge account—state
10 appropriation is provided solely to maintain the new Tacoma Narrows
11 bridge. These funds must be used in accordance with RCW 47.56.830(3).

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

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

18 (6) \$25,000 of the motor vehicle account—state appropriation is
19 provided solely for the Northwest avalanche center for an additional
20 forecaster. However, the amount in this subsection is contingent on
21 the state parks and recreation commission receiving funding for its
22 portion of the Northwest avalanche center forecaster in the omnibus
23 appropriations act. If this funding is not provided by June 30, 2016,
24 the appropriation provided in this subsection lapses.

25 (7) \$1,000,000 of the motor vehicle account—state appropriation
26 is provided solely for safety improvements and operations relating to
27 homeless encampments along Interstate 5 between milepost 162 and
28 milepost 165. The department shall coordinate the timing of the
29 safety improvements with the city of Seattle and King county to
30 ensure that a collaborative and comprehensive approach is taken to
31 address emergency conditions in support of the city's transitional
32 services.

33 (8) \$5,000,000 of the motor vehicle account—state appropriation
34 is provided solely for extraordinary snow and ice removal expenses
35 and related road repair expenses incurred during the winter of
36 2016-2017.

37 (9) \$5,000,000 of the motor vehicle account—federal appropriation
38 is provided solely for costs necessary to respond to federally
39 reimbursable disasters. The office of financial management shall

1 place the entire amount provided in this subsection in unallotted
2 status. The office of financial management may release portions of
3 the funds when it determines that a federally reimbursable disaster
4 has occurred that requires maintenance funds.

5 (10) \$161,000 of the motor vehicle account—state appropriation is
6 provided solely for electrical repairs on the Hood Canal bridge due
7 to power surges that caused an electrical fire. The department shall
8 continue to investigate the cause of the fire and pursue cost
9 recovery from the company providing power at the time of the incident
10 if it is determined the incident was the fault of the power company.

11 **Sec. 916.** 2016 c 14 s 216 (uncodified) is amended to read as
12 follows:

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

15	Connecting Washington Account—State Appropriation.	\$30,000
16	Motor Vehicle Account—State Appropriation.	((57,622,000))
17		<u>\$57,504,000</u>
18	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
19	Motor Vehicle Account—Private/Local Appropriation.	\$250,000
20	TOTAL APPROPRIATION.	((59,952,000))
21		<u>\$59,834,000</u>

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

24 (1) \$6,000,000 of the motor vehicle account—state appropriation
25 is provided solely for low-cost enhancements. The department shall
26 give priority to low-cost enhancement projects that improve safety or
27 provide congestion relief. The department shall prioritize low-cost
28 enhancement projects on a statewide rather than regional basis. By
29 September 1st of each even-numbered year, the department shall
30 provide a report to the legislature listing all low-cost enhancement
31 projects prioritized on a statewide rather than regional basis
32 completed in the prior year.

33 (2) During the 2015-2017 fiscal biennium, the department shall
34 continue a pilot program that expands private transportation
35 providers' access to high occupancy vehicle lanes. Under the pilot
36 program, when the department reserves a portion of a highway based on
37 the number of passengers in a vehicle, the following vehicles must be
38 authorized to use the reserved portion of the highway if the vehicle

1 has the capacity to carry eight or more passengers, regardless of the
2 number of passengers in the vehicle: (a) Auto transportation company
3 vehicles regulated under chapter 81.68 RCW; (b) passenger charter
4 carrier vehicles regulated under chapter 81.70 RCW, except marked or
5 unmarked stretch limousines and stretch sport utility vehicles as
6 defined under department of licensing rules; (c) private nonprofit
7 transportation provider vehicles regulated under chapter 81.66 RCW;
8 and (d) private employer transportation service vehicles. For
9 purposes of this subsection, "private employer transportation
10 service" means regularly scheduled, fixed-route transportation
11 service that is offered by an employer for the benefit of its
12 employees. Nothing in this subsection is intended to authorize the
13 conversion of public infrastructure to private, for-profit purposes
14 or to otherwise create an entitlement or other claim by private users
15 to public infrastructure.

16 (3) The legislature recognizes that congestion is increasing on
17 southbound Interstate 5 in Lynnwood, between the Lynnwood transit
18 center and the Mountlake Terrace freeway station, and that allowing
19 transit buses to operate on the shoulder would provide congestion
20 relief and more reliable travel times. Therefore, the department
21 shall, within existing resources, implement a transit bus shoulder
22 operations pilot project on southbound Interstate 5 in Lynnwood,
23 between the Lynnwood transit center and the Mountlake Terrace freeway
24 station. The department shall make all necessary changes to handle
25 the increased traffic and provide a ten-foot shoulder for the transit
26 bypass.

27 (4) \$30,000 of the connecting Washington account—state
28 appropriation is provided solely for the department to create and
29 install motorist information sign panels for the Jerry Taylor
30 Veterans Plaza in Sunnyside along the state-owned right-of-way near
31 exits 63, 67, and 69 on Interstate 182 and on state route number 241
32 near the junction with Yakima Valley highway and to install
33 supplemental directional signs as permitted by the affected local
34 government and in accordance with the "Manual on Uniform Traffic
35 Control Devices" and chapter 47.36 RCW.

36 (5) The department shall implement Senate Joint Memorial No. 8019
37 within existing resources if Senate Joint Memorial No. 8019 is
38 enacted by the legislature by June 30, 2016, and the Washington state
39 transportation commission takes action to name the facility per
40 Senate Joint Memorial No. 8019 by June 30, 2017.

1 **Sec. 917.** 2016 c 14 s 217 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
4 **SUPPORT—PROGRAM S**

5	Motor Vehicle Account—State Appropriation.	((\$29,625,000))
6		<u>\$29,622,000</u>
7	Motor Vehicle Account—Federal Appropriation.	((\$1,205,000))
8		<u>\$1,323,000</u>
9	Multimodal Transportation Account—State	
10	Appropriation.	\$1,131,000
11	TOTAL APPROPRIATION.	((\$31,961,000))
12		<u>\$32,076,000</u>

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

15 (1) \$288,000 of the motor vehicle account—state appropriation is
16 provided solely for enhanced disadvantaged business enterprise
17 outreach to increase the pool of disadvantaged businesses available
18 for department contracts and to collaborate with the department of
19 labor and industries to recruit women and persons of color to
20 participate in existing transportation apprenticeship programs. The
21 department must submit a status report on disadvantaged business
22 enterprise outreach and apprenticeship recruitment to the
23 transportation committees of the legislature by November 15, 2015.

24 (2) \$3,000,000 of the motor vehicle account—state appropriation
25 is provided solely for the headquarters communications office. Within
26 the amount provided in this subsection, the department shall complete
27 the web content management system and upgrade the department's web
28 site.

29 (3) \$750,000 of the motor vehicle account—state appropriation is
30 provided solely for a grant program that makes awards for the
31 following: (a) Support for nonproject agencies, churches, and other
32 entities to help provide outreach to populations underrepresented in
33 the current apprenticeship programs; (b) preapprenticeship training;
34 and (c) child care, transportation, and other supports that are
35 needed to help women and minorities enter and succeed in
36 apprenticeship. The department must report on grants that have been
37 awarded and the amount of funds disbursed by December 1, 2016, and
38 annually thereafter.

1 (4)(a) During the 2015-2017 fiscal biennium, the department may
2 proceed with the pilot project selling commercial advertising,
3 including product placement, on department web sites and social
4 media. In addition, the department may sell a version of its mobile
5 application(s) to users who desire to have access to application(s)
6 without advertising.

7 (b) The department shall deposit all moneys received from the
8 sale of advertisements on web site and mobile applications into the
9 motor vehicle fund created in RCW 46.68.070.

10 (c) The department shall adopt standards for advertising, product
11 placement, and other forms of commercial recognition that require the
12 department to define and prohibit, at a minimum, the content
13 containing any of the following characteristics, which is not
14 permitted: (i) Obscene, indecent, or discriminatory content; (ii)
15 political or public issue advocacy content; (iii) products, services,
16 or other materials that are offensive, insulting, disparaging, or
17 degrading; or (iv) products, services, or messages that are contrary
18 to the public interest, including any advertisements that encourage
19 or depict unsafe behaviors or encourage unsafe or prohibited driving
20 activities. Alcohol, tobacco, and cannabis are included among the
21 products prohibited.

22 **Sec. 918.** 2016 c 14 s 218 (uncodified) is amended to read as
23 follows:

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

26	Motor Vehicle Account—State Appropriation.	((\$22,717,000))
27		<u>\$22,707,000</u>
28	Motor Vehicle Account—Federal Appropriation.	((\$26,342,000))
29		<u>\$28,217,000</u>
30	Multimodal Transportation Account—State	
31	Appropriation.	\$662,000
32	Multimodal Transportation Account—Federal	
33	Appropriation.	\$2,809,000
34	Multimodal Transportation Account—Private/Local	
35	Appropriation.	\$100,000
36	TOTAL APPROPRIATION.	((\$52,630,000))
37		<u>\$54,495,000</u>

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

3 (1) \$368,000 of the motor vehicle account—state appropriation is
4 provided solely for the purchase of an economic impact model. The
5 department shall work with appropriate local jurisdictions to improve
6 consistency between existing and planned transportation demand
7 models. The department shall report back to the transportation
8 committees of the legislature and the office of financial management
9 by December 31, 2015, with any recommendations requiring legislative
10 action.

11 (2) \$1,000,000 of the motor vehicle account—federal appropriation
12 is provided solely for the corridor sketch program. Priority must be
13 given to the state route number 522 corridor between Maltby and the
14 Snohomish river bridge. Initial corridors must also include state
15 route number 195, Interstate 5 between Bellingham and the vicinity of
16 Mount Vernon, state route number 160 in the vicinity of Port Orchard,
17 and state route number 28 in the vicinity of East Wenatchee.

18 (3) Within existing resources, the department shall conduct a
19 traffic and access study of the intersection of the Interurban trail
20 and state route number 104. Options to improve safety at this
21 location must include consideration of a pedestrian and bike
22 overcrossing.

23 (4)(a) The department must update the state freight mobility plan
24 to comply with the requirements in section 70202 of the federal
25 fixing America's surface transportation act. In updating the state
26 freight mobility plan, the department must involve key freight
27 stakeholders, such as representatives of public ports, the trucking
28 industry, railroads, the marine industry, local governments and
29 planning organizations, the Washington state freight advisory
30 committee, and other freight stakeholders. The updated plan must
31 delete any obsolete project references from the prioritized freight
32 project list.

33 (b) The department, in conjunction with the stakeholder group,
34 must provide a list of prioritized projects for consideration for
35 funding in the 2017-2019 fiscal biennium. The prioritized list must
36 have approval from all impacted stakeholders. The prioritized list
37 must be submitted to the office of financial management and the
38 transportation committees of the legislature by November 1, 2016.

1 (5) Within existing resources, the department must evaluate how
2 light pollution from state highways and facilities can be minimized
3 while still meeting appropriate safety standards. Additionally, the
4 department must evaluate how budget savings can be achieved through
5 different types of lighting. To the extent practicable, the
6 department must conduct this work in conjunction with other ongoing
7 study and corridor planning efforts.

8 ~~((7))~~ (6) \$150,000 of the motor vehicle account—state
9 appropriation is provided solely for a safety study of state route
10 number 169 from Jones Road to Cedar Grove. The department must
11 consider collision data and work with local stakeholders to make
12 recommendations for safety improvements in the corridor. A report on
13 the study is due to the transportation committees of the legislature
14 by December 31, 2016.

15 **Sec. 919.** 2016 c 14 s 219 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
18 **PROGRAM U**

19	Motor Vehicle Account—State Appropriation.	((74,666,000))
20		<u>\$77,036,000</u>
21	Motor Vehicle Account—Federal Appropriation.	\$500,000
22	Multimodal Transportation Account—State	
23	Appropriation.	((3,115,000))
24		<u>\$3,213,000</u>
25	TOTAL APPROPRIATION.	((78,281,000))
26		<u>\$80,749,000</u>

27 **Sec. 920.** 2016 c 14 s 220 (uncodified) is amended to read as
28 follows:

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

30	State Vehicle Parking Account—State Appropriation.	\$754,000
31	Regional Mobility Grant Program Account—State	
32	Appropriation.	((74,976,000))
33		<u>\$57,060,000</u>
34	Rural Mobility Grant Program Account—State	
35	Appropriation.	\$20,438,000
36	Multimodal Transportation Account—State	
37	Appropriation.	((72,930,000))

1		<u>\$71,604,000</u>
2	Multimodal Transportation Account—Federal	
3	Appropriation.	\$3,588,000
4	TOTAL APPROPRIATION.	((\$172,686,000))
5		<u>\$153,444,000</u>

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

8 (1) \$41,250,000 of the multimodal transportation account—state
9 appropriation is provided solely for a grant program for special
10 needs transportation provided by transit agencies and nonprofit
11 providers of transportation. Of this amount:

12 (a) \$8,750,000 of the multimodal transportation account—state
13 appropriation is provided solely for grants to nonprofit providers of
14 special needs transportation. Grants for nonprofit providers must be
15 based on need, including the availability of other providers of
16 service in the area, efforts to coordinate trips among providers and
17 riders, and the cost effectiveness of trips provided.

18 (b) \$32,500,000 of the multimodal transportation account—state
19 appropriation is provided solely for grants to transit agencies to
20 transport persons with special transportation needs. To receive a
21 grant, the transit agency must, to the greatest extent practicable,
22 have a maintenance of effort for special needs transportation that is
23 no less than the previous year's maintenance of effort for special
24 needs transportation. Grants for transit agencies must be prorated
25 based on the amount expended for demand response service and route
26 deviated service in calendar year 2013 as reported in the "Summary of
27 Public Transportation - 2013" published by the department of
28 transportation. No transit agency may receive more than thirty
29 percent of these distributions.

30 (2) \$20,438,000 of the rural mobility grant program account—state
31 appropriation is provided solely for grants to aid small cities in
32 rural areas as prescribed in RCW 47.66.100.

33 (3)(a) \$6,969,000 of the multimodal transportation account—state
34 appropriation is provided solely for a vanpool grant program for: (i)
35 Public transit agencies to add vanpools or replace vans; and (ii)
36 incentives for employers to increase employee vanpool use. The grant
37 program for public transit agencies will cover capital costs only;
38 operating costs for public transit agencies are not eligible for
39 funding under this grant program. Additional employees may not be

1 hired from the funds provided in this section for the vanpool grant
2 program, and supplanting of transit funds currently funding vanpools
3 is not allowed. The department shall encourage grant applicants and
4 recipients to leverage funds other than state funds.

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

7 (c) \$400,000 of the amount provided in this subsection is
8 provided solely for the purchase of additional vans for use by
9 vanpools serving or traveling through the Joint Base Lewis-McChord
10 I-5 corridor between mile post 116 and 127.

11 (4) (~~(\$18,726,000)~~) \$13,010,000 of the regional mobility grant
12 program account—state appropriation is reappropriated and provided
13 solely for the regional mobility grant projects identified in LEAP
14 Transportation Document ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed
15 ((~~March 7, 2016~~)) April 20, 2017, Program - Public Transportation
16 Program (V).

17 (5)(a) (~~(\$56,250,000)~~) \$44,050,000 of the regional mobility grant
18 program account—state appropriation is provided solely for the
19 regional mobility grant projects identified in LEAP Transportation
20 Document ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7,~~
21 ~~2016~~)) April 20, 2017, Program - Public Transportation Program (V).

22 The department shall review all projects receiving grant awards under
23 this program at least semiannually to determine whether the projects
24 are making satisfactory progress. Any project that has been awarded
25 funds, but does not report activity on the project within one year of
26 the grant award, must be reviewed by the department to determine
27 whether the grant should be terminated. The department shall promptly
28 close out grants when projects have been completed, and any remaining
29 funds must be used only to fund projects identified in the LEAP
30 transportation document referenced in this subsection. The department
31 shall provide annual status reports on December 15, 2015, and
32 December 15, 2016, to the office of financial management and the
33 transportation committees of the legislature regarding the projects
34 receiving the grants. It is the intent of the legislature to
35 appropriate funds through the regional mobility grant program only
36 for projects that will be completed on schedule. A grantee may not
37 receive more than twenty-five percent of the amount appropriated in
38 this subsection. The department shall not approve any increases or
39 changes to the scope of a project for the purpose of a grantee
40 expending remaining funds on an awarded grant.

1 (b) In order to be eligible to receive a grant under (a) of this
2 subsection during the 2015-2017 fiscal biennium, a transit agency
3 must establish a process for private transportation providers to
4 apply for the use of park and ride facilities. For purposes of this
5 subsection, (i) "private transportation provider" means: An auto
6 transportation company regulated under chapter 81.68 RCW; a passenger
7 charter carrier regulated under chapter 81.70 RCW, except marked or
8 unmarked stretch limousines and stretch sport utility vehicles as
9 defined under department of licensing rules; a private nonprofit
10 transportation provider regulated under chapter 81.66 RCW; or a
11 private employer transportation service provider; and (ii) "private
12 employer transportation service" means regularly scheduled, fixed-
13 route transportation service that is offered by an employer for the
14 benefit of its employees.

15 (6) Funds provided for the commute trip reduction (CTR) program
16 may also be used for the growth and transportation efficiency center
17 program.

18 (7) \$5,670,000 of the multimodal transportation account—state
19 appropriation and \$754,000 of the state vehicle parking account—state
20 appropriation are provided solely for CTR grants and activities.

21 (8) \$200,000 of the multimodal transportation account—state
22 appropriation is contingent on the timely development of an annual
23 report summarizing the status of public transportation systems as
24 identified under RCW 35.58.2796.

25 (9)(a) \$1,000,000 of the multimodal transportation account—state
26 appropriation is provided solely for the Everett connector service
27 for Island and Skagit transit agencies. The amount provided in this
28 subsection is contingent on Island Transit charging fares that
29 achieve a farebox recovery ratio similar to comparable transit
30 systems.

31 (b) The amount provided in (a) of this subsection must be held in
32 unallotted status until the office of financial management determines
33 that fares have been both adopted and implemented by Island Transit
34 that achieve a farebox recovery ratio similar to comparable transit
35 systems. Island Transit must notify the office of financial
36 management when it has met the requirements of this subsection.

37 (10)(a) (~~(\$13,890,000)~~) \$12,565,000 of the multimodal
38 transportation account—state appropriation is provided solely for
39 projects identified in LEAP Transportation Document (~~(2016-3)~~) 2017-2

1 ~~ALL PROJECTS~~ as developed ~~((March 7, 2016. Except as provided~~
2 ~~otherwise in this subsection, funds must first be used for projects~~
3 ~~that are identified as priority one projects. As additional funds~~
4 ~~become available or if a priority one project is delayed, funding~~
5 ~~must be provided to priority two projects. If a higher priority~~
6 ~~project is bypassed, it must be funded when the project is ready. The~~
7 ~~department must submit a report annually with its budget submittal~~
8 ~~that, at a minimum, includes information about the listed transit~~
9 ~~projects that have been funded and projects that have been bypassed,~~
10 ~~including an estimated time frame for when the bypassed project will~~
11 ~~be funded)) April 20, 2017.~~

12 (b) \$831,000 of the amount provided in (a) of this subsection is
13 provided solely for Skagit transit system enhancements for
14 expenditure in 2015-2017.

15 (c) \$2,300,000 of the amount provided in (a) of this subsection
16 is provided solely for Island transit's tri-county connector service
17 for expenditure in 2015-2017.

18 (d) It is the intent of the legislature to provide \$6,000,000 in
19 the 2017-2019 fiscal biennium and \$6,000,000 in the 2019-2021 fiscal
20 biennium for the Spokane Central city line, in addition to the
21 2015-2017 fiscal biennium funding provided in the LEAP transportation
22 document identified in (a) of this subsection. It is further the
23 intent of the legislature to provide a total of \$10,000,000 over the
24 2017-2019 and 2019-2021 fiscal biennia for the Northgate transit
25 center pedestrian bridge.

26 ~~((e) Within existing resources, the public transportation~~
27 ~~program must develop recommendations regarding potential~~
28 ~~modifications to the process by which funding is provided to the~~
29 ~~projects listed in the LEAP transportation document identified in (a)~~
30 ~~of this subsection. These modifications should include, but are not~~
31 ~~limited to, options for accelerating the delivery of the listed~~
32 ~~projects and options for further prioritizing the listed projects.~~
33 ~~The department must submit a report regarding its recommendations to~~
34 ~~the transportation committees of the legislature by November 15,~~
35 ~~2016.))~~

36 (11) \$1,000,000 of the multimodal transportation account—state
37 appropriation is provided solely for transit coordination grants.

38 (12) Within the amounts provided in this section, the public
39 transportation program must conduct a study of public transportation
40 agencies in Washington that provide regional public transportation

1 service outside the boundaries of the agency. The study must
2 consider: (a) The cost to provide these existing regional services,
3 the current source of funds for these services, and the applicable
4 ridership data from these existing regional services; (b) the number
5 of trips removed from the state highway system as a result of these
6 regional services; (c) areas of the state highway system that do not
7 have such regional service available; and (d) potential funding
8 sources at the state level to support a portion of current and
9 potential regional services. The public transportation program must
10 provide a report on its findings and recommendations to the
11 transportation committees of the legislature by November 15, 2016.

12 **Sec. 921.** 2016 c 14 s 221 (uncodified) is amended to read as
13 follows:

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

15 Puget Sound Ferry Operations Account—State	
16 Appropriation.	((\$478,319,000))
17	<u>\$478,985,000</u>
18 Puget Sound Ferry Operations Account—Federal	
19 Appropriation.	((\$5,908,000))
20	<u>\$5,156,000</u>
21 Puget Sound Ferry Operations Account—Private/Local	
22 Appropriation.	\$121,000
23 TOTAL APPROPRIATION.	((\$484,348,000))
24	<u>\$484,262,000</u>

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

27 (1) The office of financial management budget instructions
28 require agencies to recast enacted budgets into activities. The
29 Washington state ferries shall include a greater level of detail in
30 its 2015-2017 supplemental and 2017-2019 omnibus transportation
31 appropriations act requests, as determined jointly by the office of
32 financial management, the Washington state ferries, and the
33 transportation committees of the legislature. This level of detail
34 must include the administrative functions in the operating as well as
35 capital programs.

36 (2) Until a reservation system is operational on the San Juan
37 islands inter-island route, the department shall provide the same
38 priority loading benefits on the San Juan islands inter-island route

1 to home health care workers as are currently provided to patients
2 traveling for purposes of receiving medical treatment.

3 (3) For the 2015-2017 fiscal biennium, the department may enter
4 into a distributor controlled fuel hedging program and other methods
5 of hedging approved by the fuel hedging committee.

6 (4) (~~(\$78,306,000)~~) \$77,091,000 of the Puget Sound ferry
7 operations account—state appropriation is provided solely for auto
8 ferry vessel operating fuel in the 2015-2017 fiscal biennium, which
9 reflect cost savings from a reduced biodiesel fuel requirement and,
10 therefore, is contingent upon the enactment of section 701, c 10,
11 Laws of 2015 1st sp. sess. The amount provided in this subsection
12 represents the fuel budget for the purposes of calculating any ferry
13 fare fuel surcharge.

14 (5) When purchasing uniforms that are required by collective
15 bargaining agreements, the department shall contract with the lowest
16 cost provider.

17 (6) During the 2015-2017 fiscal biennium, the department shall
18 not operate a winter sailing schedule for a time period longer than
19 twelve weeks.

20 (7) \$496,000 of the Puget Sound ferry operations account—state
21 appropriation is provided solely for ferry terminal traffic control
22 at the Fauntleroy ferry terminal. The department shall utilize
23 existing contracts to provide a uniformed officer to assist with
24 ferry terminal traffic control at the Fauntleroy ferry terminal.

25 (8) \$1,551,000 of the Puget Sound ferry operations account—state
26 appropriation is provided solely for improvements to the reservation
27 system. The department shall actively encourage ferry reservation
28 customers to use the online option for making and changing
29 reservations and shall not use these funds for call center staff.

30 (9) \$30,000 of the Puget Sound ferry operations account—state
31 appropriation is provided solely for the marine division assistant
32 secretary's designee to the board of pilotage commissioners, who
33 serves as the board chair. As the agency chairing the board, the
34 department shall direct the board chair, in his or her capacity as
35 chair, to require that the report to the governor and chairs of the
36 transportation committees required under RCW 88.16.035(1)(f) be filed
37 by September 1, 2015, and annually thereafter, and that the report
38 include the establishment of policies and procedures necessary to
39 increase the diversity of pilots, trainees, and applicants, including

1 a diversity action plan. The diversity action plan must articulate a
2 comprehensive vision of the board's diversity goals and the steps it
3 will take to reach those goals.

4 (10) (~~(\$5,908,000)~~) \$5,156,000 of the Puget Sound ferry
5 operations account—federal appropriation is provided solely for
6 vessel maintenance.

7 (11) \$48,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for staff sufficient to allow
9 passenger accessibility aboard the M/V Tokitae to the sun deck during
10 daylight hours on Saturdays and Sundays of the summer sailing season.

11 **Sec. 922.** 2016 c 14 s 222 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
14 Multimodal Transportation Account—State

15	Appropriation.	((\$59,473,000))
16		<u>\$59,476,000</u>
17	Multimodal Transportation Account—Private/Local	
18	Appropriation.	\$45,000
19	TOTAL APPROPRIATION.	((\$59,518,000))
20		<u>\$59,521,000</u>

21 **Sec. 923.** 2016 c 14 s 223 (uncodified) is amended to read as
22 follows:

23 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
24 **OPERATING**

25	Motor Vehicle Account—State Appropriation.	((\$9,324,000))
26		<u>\$9,321,000</u>
27	Motor Vehicle Account—Federal Appropriation.	\$2,567,000
28	Multiuse Roadway Safety Account—State Appropriation.	\$131,000
29	TOTAL APPROPRIATION.	((\$12,022,000))
30		<u>\$12,019,000</u>

31 **TRANSPORTATION AGENCIES—CAPITAL**

32 **Sec. 1001.** 2016 c 14 s 301 (uncodified) is amended to read as
33 follows:

34 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**
35 Freight Mobility Investment Account—State

1 (6) \$150,000 of the state patrol highway account—state
2 appropriation is provided solely for painting and caulking in several
3 locations.

4 (7) \$350,000 of the state patrol highway account—state
5 appropriation is provided solely for pavement preservation at the
6 Wenatchee district office and the Spokane district office.

7 (8) \$700,000 of the state patrol highway account—state
8 appropriation is provided solely for energy upgrades at two district
9 offices and two detachments.

10 (9) \$300,000 of the state patrol highway account—state
11 appropriation is provided solely for repair of the academy training
12 tank.

13 (10) \$130,000 of the state patrol highway account—state
14 appropriation is provided solely for communication site roof repair
15 to reroof equipment shelters at radio communication sites statewide.

16 (11) \$275,000 of the state patrol highway account—state
17 appropriation is provided solely for the replacement of the broadcast
18 tower at the Steptoe Butte radio communications site.

19 (12) \$100,000 of the state patrol highway account—state
20 appropriation is provided solely for the dry-pipe fire suppression
21 system rebuild at the Marysville district office.

22 **Sec. 1003.** 2016 c 14 s 303 (uncodified) is amended to read as
23 follows:

24 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

25 Rural Arterial Trust Account—State

26 Appropriation.	((\$56,094,000))
	<u>\$45,055,000</u>
28 Motor Vehicle Account—State Appropriation.	\$10,706,000
29 County Arterial Preservation Account—State	
30 Appropriation.	\$32,344,000
31 TOTAL APPROPRIATION.	((\$99,144,000))
	<u>\$88,105,000</u>

32

33 **Sec. 1004.** 2016 c 14 s 304 (uncodified) is amended to read as
34 follows:

35 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

36 Small City Pavement and Sidewalk Account—State

37 Appropriation.	((\$4,301,000))
---------------------------	------------------------------

1		<u>\$2,551,000</u>
2	Highway Safety Account—State Appropriation.	\$10,000,000
3	Transportation Improvement Account—State	
4	Appropriation.	((\$249,988,000))
5		<u>\$218,488,000</u>
6	Multimodal Transportation Account—State	
7	Appropriation.	\$3,313,000
8	TOTAL APPROPRIATION.	((\$267,602,000))
9		<u>\$234,352,000</u>

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

12 (1) The highway safety account—state appropriation is provided
13 solely for:

14 (a) The arterial preservation program to help low tax-based,
15 medium-sized cities preserve arterial pavements;

16 (b) The small city pavement program to help cities meet urgent
17 preservation needs; and

18 (c) The small city low-energy street light retrofit demonstration
19 program.

20 (2) \$3,313,000 of the multimodal transportation account—state
21 appropriation is provided solely for the complete streets program.

22 **Sec. 1005.** 2016 c 14 s 305 (uncodified) is amended to read as
23 follows:

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

26	Transportation Partnership Account—State	
27	Appropriation.	((\$1,043,000))
28		<u>\$1,044,000</u>
29	Motor Vehicle Account—State Appropriation.	((\$7,276,000))
30		<u>\$7,387,000</u>
31	Connecting Washington Account—State Appropriation.	((\$14,000,000))
32		<u>\$4,847,000</u>
33	TOTAL APPROPRIATION.	((\$22,319,000))
34		<u>\$13,278,000</u>

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

1 (1) \$1,043,000 of the transportation partnership account—state
2 appropriation is provided solely for completion of a new traffic
3 management center in Shoreline, Washington. By September 30, 2015,
4 the department shall report to the transportation committees of the
5 legislature and the office of financial management on the resulting
6 vacancy rate of the existing regional headquarters building in
7 Shoreline, plans to consolidate department staff into the building,
8 and the schedule for terminating the current lease of the Goldsmith
9 building in Seattle, and provide an update on future plans to
10 consolidate agency staff within the region.

11 (2) (~~(\$4,000,000)~~) \$934,000 of the connecting Washington account—
12 state appropriation is provided solely for a new Olympic region
13 maintenance and administration facility to be located on the
14 department-owned site at the intersection of Marvin Road and 32nd
15 Avenue. The property purchase was approved by the 2005 legislature
16 for the site of the new Olympic region and the land was acquired by
17 the department in August 2005. The department must work with the
18 office of financial management's facilities oversight program to
19 develop a revised predesign for a new Olympic region facility, with
20 an estimated total cost of no more than forty million dollars.
21 Priority must be given to accommodating the maintenance and
22 operations functions of the Olympic region. The department must
23 provide a copy of the revised predesign to the transportation
24 committees of the legislature by December 2015.

25 (3) (~~(\$10,000,000)~~) \$3,913,000 of the connecting Washington
26 account—state appropriation is provided solely for a new
27 administration facility on Euclid Avenue in Wenatchee, Washington.

28 **Sec. 1006.** 2016 c 14 s 306 (uncodified) is amended to read as
29 follows:

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

31 Multimodal Transportation Account—State	
32 Appropriation.	((\$19,181,000))
33	<u>\$19,176,000</u>
34 Transportation Partnership Account—State	
35 Appropriation.	((\$1,065,758,000))
36	<u>\$994,147,000</u>
37 Motor Vehicle Account—State Appropriation.	((\$71,841,000))
38	<u>\$72,890,000</u>

1	Motor Vehicle Account—Federal Appropriation.	((\$315,447,000))
2		<u>\$293,164,000</u>
3	Motor Vehicle Account—Private/Local Appropriation.	((\$177,022,000))
4		<u>\$186,360,000</u>
5	Transportation 2003 Account (Nickel Account)—State	
6	Appropriation.	((\$79,064,000))
7		<u>\$76,668,000</u>
8	State Route Number 520 Corridor Account—State	
9	Appropriation.	((\$368,121,000))
10		<u>\$135,041,000</u>
11	State Route Number 520 Corridor Account—Federal	
12	Appropriation.	\$104,801,000
13	State Route Number 520 Civil Penalties Account—	
14	State Appropriation.	\$14,000,000
15	Special Category C Account—State Appropriation.	((\$6,000,000))
16		<u>\$5,855,000</u>
17	<u>Interstate 405 Express Toll Lanes Operations</u>	
18	<u>Account—State Appropriation.</u>	<u>\$9,500,000</u>
19	Connecting Washington Account—State Appropriation.	((\$229,425,000))
20		<u>\$181,837,000</u>
21	TOTAL APPROPRIATION.	((\$2,450,660,000))
22		<u>\$2,093,439,000</u>

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

25 (1) Except as provided otherwise in this section, the entire
26 transportation 2003 account (nickel account) appropriation and the
27 entire transportation partnership account appropriation are provided
28 solely for the projects and activities as listed by fund, project,
29 and amount in LEAP Transportation Document ((~~2016-1~~)) 2017-1 as
30 developed ((~~March 7, 2016~~)) April 20, 2017, Program - Highway
31 Improvements Program (I). However, limited transfers of specific
32 line-item project appropriations may occur between projects for those
33 amounts listed subject to the conditions and limitations in section
34 601 ((~~of this act~~)), chapter . . . (Engrossed Senate Bill No. 5096),
35 Laws of 2017.

36 (2) Except as provided otherwise in this section, the entire
37 motor vehicle account—state appropriation and motor vehicle account—
38 federal appropriation are provided solely for the projects and
39 activities listed in LEAP Transportation Document ((~~2016-2~~)) 2017-2

1 ALL PROJECTS as developed (~~March 7, 2016~~) April 20, 2017, Program -
2 Highway Improvements Program (I). Any federal funds gained through
3 efficiencies, adjustments to the federal funds forecast, additional
4 congressional action not related to a specific project or purpose, or
5 the federal funds redistribution process must then be applied to
6 highway and bridge preservation activities. However, no additional
7 federal funds may be allocated to the I-5/Columbia River Crossing
8 project (400506A).

9 (3) Within the motor vehicle account—state appropriation and
10 motor vehicle account—federal appropriation, the department may
11 transfer funds between programs I and P, except for funds that are
12 otherwise restricted in this act.

13 (4) The transportation 2003 account (nickel account)—state
14 appropriation includes up to (~~(\$79,064,000)~~) \$76,666,000 in proceeds
15 from the sale of bonds authorized by RCW 47.10.861.

16 (5) The transportation partnership account—state appropriation
17 includes up to \$546,857,000 in proceeds from the sale of bonds
18 authorized in RCW 47.10.873.

19 (6) (~~(\$4,359,000)~~) \$4,360,000 of the motor vehicle account—state
20 appropriation is provided solely for the I-5/JBLM Early Corridor
21 Design project (300596S) to complete an environmental impact
22 statement for a project that creates additional general purpose lanes
23 on Interstate 5 in the Joint Base Lewis-McChord corridor. The design
24 of this project must be high occupancy vehicle lane ready for a
25 future connection to the Interstate 5 high occupancy vehicle lane
26 system that currently terminates in Tacoma.

27 (7) (~~(\$267,071,000)~~) \$266,277,000 of the transportation
28 partnership account—state appropriation, (~~(\$55,389,000)~~) \$55,390,000
29 of the motor vehicle account—federal appropriation, (~~(\$156,423,000)~~)
30 \$166,423,000 of the motor vehicle account—private/local
31 appropriation, (~~(\$45,400,000)~~) \$45,401,000 of the transportation 2003
32 account (nickel account)—state appropriation, and \$2,139,000 of the
33 multimodal transportation account—state appropriation are provided
34 solely for the SR 99/Alaskan Way Viaduct Replacement project
35 (809936Z).

36 (8) \$17,000,000 of the multimodal transportation account—state
37 appropriation and \$1,676,000 of the transportation partnership
38 account—state appropriation are provided solely for transit
39 mitigation for the SR 99/Viaduct Project - Construction Mitigation

1 project (809940B). The transportation partnership account—state
2 appropriation must be placed in unallotted status and may only be
3 released by the office of financial management for unpaid invoices
4 from the 2013-2015 fiscal biennium.

5 (9) Within existing resources, during the regular sessions of the
6 legislature, the department of transportation shall participate in
7 work sessions, before the transportation committees of the house of
8 representatives and senate, on the Alaskan Way viaduct replacement
9 project. These work sessions must include a report on current
10 progress of the project, timelines for completion, outstanding
11 claims, the financial status of the project, and any other
12 information necessary for the legislature to maintain appropriate
13 oversight of the project. The parties invited to present may include
14 the department of transportation, the Seattle tunnel partners, and
15 other appropriate stakeholders.

16 (10) (~~(\$22,191,000)~~) \$21,463,000 of the transportation
17 partnership account—state appropriation, (~~(\$5,576,000)~~) \$6,342,000 of
18 the transportation 2003 account (nickel account)—state appropriation,
19 (~~(\$42,000)~~) \$37,000 of the multimodal transportation account—state
20 appropriation, (~~(\$6,000,000)~~) \$5,855,000 of the special category C
21 account—state appropriation, \$368,000 of the motor vehicle account—
22 state appropriation, (~~(\$13,000)~~) \$14,000 of the motor vehicle account
23 —private/local appropriation, and (~~(\$12,976,000)~~) \$12,696,000 of the
24 motor vehicle account—federal appropriation are provided solely for
25 the US 395/North Spokane Corridor project (600010A). Any future
26 savings on the project must stay on the US 395/Interstate 90 corridor
27 and be made available to the current phase of the North Spokane
28 corridor project or any future phase of the project in 2015-2017.

29 (11) (~~(\$34,732,000)~~) (a) \$31,225,000 of the transportation
30 partnership account—state appropriation, (~~(\$7,329,000)~~) \$6,274,000 of
31 the transportation 2003 account (nickel account)—state appropriation,
32 and \$56,000 of the motor vehicle account—private/local appropriation
33 are provided solely for the I-405/Kirkland Vicinity Stage 2 -
34 Widening project (8BI1002). This project must be completed as soon as
35 practicable as a design-build project. Any future savings on this
36 project or other Interstate 405 corridor projects must stay on the
37 Interstate 405 corridor and be made available to (~~either~~) the
38 I-405/SR 167 Interchange - Direct Connector project (140504C) (~~or~~),
39 the I-405 Renton to Bellevue project (M00900R), or the I-405/SR 522

1 to I-5 Capacity Improvements project (L2000234) in the 2015-2017
2 fiscal biennium.

3 (b) \$3,500,000 of the transportation partnership account—state
4 appropriation is provided solely for preliminary engineering for
5 adding capacity on Interstate 405 between state route number 522 and
6 Interstate 5. The funding is a transfer from the I-405/Kirkland
7 Vicinity Stage 2 - Widening project due to savings, and will start an
8 additional phase of this I-405 project.

9 (12)(a) The SR 520 Bridge Replacement and HOV project (8BI1003)
10 is supported over time from multiple sources, including a
11 \$300,000,000 TIFIA loan, \$923,000,000 in Garvee bonds, toll revenues,
12 state bonds, interest earnings, and other miscellaneous sources.

13 (b) The state route number 520 corridor account—state
14 appropriation includes up to \$343,834,000 in proceeds from the sale
15 of bonds authorized in RCW 47.10.879 and 47.10.886.

16 (c) The state route number 520 corridor account—federal
17 appropriation includes up to \$104,801,000 in proceeds from the sale
18 of bonds authorized in RCW 47.10.879 and 47.10.886.

19 (d) ~~((\$126,937,000))~~ \$45,680,000 of the transportation
20 partnership account—state appropriation, \$104,801,000 of the state
21 route number 520 corridor account—federal appropriation, and
22 ~~((\$368,121,000))~~ \$110,910,000 of the state route number 520 corridor
23 account—state appropriation are provided solely for the SR 520 Bridge
24 Replacement and HOV project (8BI1003). ~~((Of the amounts appropriated~~
25 ~~in this subsection (12)(d), \$233,085,000 of the state route number~~
26 ~~520 corridor account—state appropriation must be put into unallotted~~
27 ~~status and is subject to review by the office of financial~~
28 ~~management. The director of the office of financial management shall~~
29 ~~consult with the joint transportation committee prior to making a~~
30 ~~decision to allot these funds.))~~

31 (e) When developing the financial plan for the project, the
32 department shall assume that all maintenance and operation costs for
33 the new facility are to be covered by tolls collected on the toll
34 facility and not by the motor vehicle account.

35 (13) \$14,000,000 of the state route number 520 civil penalties
36 account—state appropriation is provided solely for the department to
37 continue to work with the Seattle department of transportation in
38 their joint planning, design, right-of-way acquisition, outreach, and
39 operation of the remaining west side elements including, but not

1 limited to, the Montlake lid, the bicycle/pedestrian path, the
2 effective network of transit connections, and the Portage Bay bridge
3 of the SR 520 Bridge Replacement and HOV project.

4 (14) \$1,056,000 of the motor vehicle account—federal
5 appropriation and \$38,000 of the motor vehicle account—state
6 appropriation are provided solely for the 31st Ave SW Overpass
7 Widening and Improvement project (L1100048).

8 (15) The legislature finds that there are sixteen companies
9 involved in wood preserving in the state that employ four hundred
10 workers and have an annual payroll of fifteen million dollars. Prior
11 to the department's switch to steel guardrails, ninety percent of the
12 twenty-five hundred mile guardrail system was constructed of
13 preserved wood and one hundred ten thousand wood guardrail posts were
14 produced annually for state use. Moreover, the policy of using steel
15 posts requires the state to use imported steel. Given these findings,
16 where practicable, and until June 30, 2017, the department shall
17 include the design option to use wood guardrail posts, in addition to
18 steel posts, in new guardrail installations. The selection of posts
19 must be consistent with the agency design manual policy that existed
20 before December 2009.

21 (16) For urban corridors that are all or partially within a
22 metropolitan planning organization boundary, for which the department
23 has not initiated environmental review, and that require an
24 environmental impact statement, at least one alternative must be
25 consistent with the goals set out in RCW 47.01.440.

26 (17) The department shall itemize all future requests for the
27 construction of buildings on a project list and submit them through
28 the transportation executive information system as part of the
29 department's 2016 budget submittal. It is the intent of the
30 legislature that new facility construction must be transparent and
31 not appropriated within larger highway construction projects.

32 (18) (~~(\$52,869,000)~~) \$44,742,000 of the motor vehicle account—
33 federal appropriation, (~~(\$4,439,000)~~) \$4,381,000 of the motor vehicle
34 account—state appropriation, and (~~(\$1,085,000)~~) \$529,000 of the motor
35 vehicle account—private/local appropriation are provided solely for
36 fish passage barrier and chronic deficiency improvements (0BI4001).

37 (19) Any new advisory group that the department convenes during
38 the 2015-2017 fiscal biennium must consider the interests of the
39 entire state of Washington.

1 (20) Except as provided otherwise in this section, the entire
2 connecting Washington account appropriation is provided solely for
3 the projects and activities as listed by fund, project, and amount in
4 LEAP Transportation Document ((2016-1)) 2017-1 as developed ((~~March~~
5 ~~7, 2016~~) April 20, 2017, Program - Highway Improvements Program (I).

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

15 (22) Of the amounts allocated to the Puget Sound Gateway project
16 (M00600R) in LEAP Transportation Document ((2016-1)) 2017-1 as
17 developed ((~~March 7, 2016~~) April 20, 2017, \$4,000,000 must be used
18 to complete the bridge connection at 28th/24th Street over state
19 route number 509 in the city of SeaTac. The bridge connection must be
20 completed prior to other construction on the state route number 509
21 segment of the project.

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

32 (24) It is the intent of the legislature that, for the I-5/North
33 Lewis County Interchange project (L2000204), the department develop
34 and design the project with the objective of significantly improving
35 access to the industrially zoned properties in north Lewis
36 county. The design must consider the county's process of
37 investigating alternatives to improve such access from Interstate 5
38 that began in March 2015.

39 (25) ((~~\$1,500,000~~) \$901,000 of the motor vehicle account—state
40 appropriation is provided solely for the department to ((~~complete~~))

1 continue to work on an interchange justification report (IJR) for the
2 U.S. 2 trestle, covering the state route number 204 and 20th Street
3 interchanges at the end of the westbound structure.

4 (a) The department shall develop the IJR in close collaboration
5 with affected local jurisdictions, including Snohomish county and the
6 cities of Everett, Lake Stevens, Marysville, Snohomish, and Monroe.

7 (b) Within the amount provided for the IJR, the department must
8 address public outreach and the overall operational approval of the
9 IJR.

10 (c) The department shall complete the IJR and submit the final
11 report to the governor and the transportation committees of the
12 legislature by July 1, 2018.

13 (26)(a) The department must conduct outreach to local transit
14 agencies during the planning process for highway construction
15 projects led by the department.

16 (b) The department must develop process recommendations for best
17 practices in minimizing impacts to transit and freight during project
18 construction. A report on best practices must be submitted to the
19 transportation committees of the legislature by December 1, 2016.

20 (27) The legislature finds that project efficiencies and savings
21 may be gained by combining the I-5 Marine Drive project (I5OTC1A1)
22 and the SR 529/I-5 Interchange project (N52900R). The department must
23 deliver them as one project, the I-5 Peak Hour Use Lanes and
24 Interchange Improvements project (L2000229), using a design-build
25 approach.

26 (28)(a) The legislature recognizes that the city of Mercer Island
27 has unique access issues that require the use of Interstate 90 to
28 leave the island and that this access may be impeded by the I-90/Two-
29 Way Transit and HOV Improvements project. (~~The department must~~
30 ~~continue to work with the city of Mercer Island to address potential~~
31 ~~access solutions as the project nears completion~~) One of the most
32 heavily traveled on-ramps from Mercer Island to the westbound
33 Interstate 90 general purpose lanes is from Island Crest Way. The
34 department must continue to consult with the city of Mercer Island
35 and the other signatories to the 1976 memorandum of agreement to
36 preserve access provided to Mercer Island by the Island Crest Way on-
37 ramp, and thus grandfather-in the current use of the on-ramp for both
38 high occupancy vehicles as well as vehicles seeking to access the
39 general purpose lanes of Interstate 90. The department must consider
40 all reasonable access solutions, including allowing all vehicles to

1 use the Island Crest Way on-ramp to access the new high occupancy
2 vehicle lane with a reasonable and safe distance provided for single-
3 occupancy vehicles to merge into the general purpose lanes.

4 (b) A final access solution must consider the following criteria:
5 Safety; operational effects on all users, including maintaining
6 historic access to Interstate 90 provided from Mercer Island by
7 Island Crest Way; enforcement requirements; and compliance with state
8 and federal law.

9 (c) The department may not restrict by occupancy the westbound
10 on-ramp from Island Crest Way until a final access solution that
11 meets the criteria in (b) of this subsection has been reached.

12 (29) \$9,500,000 of the Interstate 405 express toll lanes
13 operations account—state appropriation is provided solely for the
14 I-405 NB Hard Shoulder Running - SR 527 to I-5 project (L1000163).

15 **Sec. 1007.** 2016 c 14 s 307 (uncodified) is amended to read as
16 follows:

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

18 Transportation Partnership Account—State

19 Appropriation. ((\$6,489,000))
20 \$6,434,000

21 Motor Vehicle Account—State Appropriation. ((\$70,908,000))
22 \$68,694,000

23 Motor Vehicle Account—Federal Appropriation. ((\$475,025,000))
24 \$525,688,000

25 Motor Vehicle Account—Private/Local Appropriation. . . ((\$8,647,000))
26 \$8,092,000

27 Transportation 2003 Account (Nickel Account)—State

28 Appropriation. ((\$28,032,000))
29 \$26,654,000

30 Tacoma Narrows Toll Bridge Account—State

31 Appropriation. ((\$4,564,000))
32 \$1,038,000

33 Recreational Vehicle Account—State Appropriation. . . ((\$2,194,000))
34 \$2,197,000

35 High Occupancy Toll Lanes Operations Account—State

36 Appropriation. \$1,000,000

37 State Route Number 520 Corridor Account—State

38 Appropriation. ((\$1,730,000))

1		<u>\$1,460,000</u>
2	Connecting Washington Account—State Appropriation.	((\$79,963,000))
3		<u>\$77,134,000</u>
4	TOTAL APPROPRIATION.	((\$678,552,000))
5		<u>\$718,391,000</u>

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

8 (1) Except as provided otherwise in this section, the entire
9 transportation 2003 account (nickel account) appropriation and the
10 entire transportation partnership account appropriation are provided
11 solely for the projects and activities as listed by fund, project,
12 and amount in LEAP Transportation Document ((~~2016-1~~)) 2017-1 as
13 developed ((~~March 7, 2016~~)) April 20, 2017, Program - Highway
14 Preservation Program (P). However, limited transfers of specific
15 line-item project appropriations may occur between projects for those
16 amounts listed subject to the conditions and limitations in section
17 601 ((~~of this act~~)), chapter . . . (Engrossed Senate Bill No. 5096),
18 Laws of 2017.

19 (2) Except as provided otherwise in this section, the entire
20 motor vehicle account—state appropriation and motor vehicle account—
21 federal appropriation are provided solely for the projects and
22 activities listed in LEAP Transportation Document ((~~2016-2~~)) 2017-2
23 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program -
24 Highway Preservation Program (P). Any federal funds gained through
25 efficiencies, adjustments to the federal funds forecast, additional
26 congressional action not related to a specific project or purpose, or
27 the federal funds redistribution process must then be applied to
28 highway and bridge preservation activities. However, no additional
29 federal funds may be allocated to the I-5/Columbia River Crossing
30 project (400506A).

31 (3) Within the motor vehicle account—state appropriation and
32 motor vehicle account—federal appropriation, the department may
33 transfer funds between programs I and P, except for funds that are
34 otherwise restricted in this act.

35 (4) The transportation 2003 account (nickel account)—state
36 appropriation includes up to ((~~\$28,032,000~~)) \$26,654,000 in proceeds
37 from the sale of bonds authorized in RCW 47.10.861.

38 (5) The department shall examine the use of electric arc furnace
39 slag for use as an aggregate for new roads and paving projects in

1 high traffic areas and report back to the legislature by December 1,
2 2015, on its current use in other areas of the country and any
3 characteristics that can provide greater wear resistance and skid
4 resistance in new pavement construction.

5 (6) (~~(\$38,142,000)~~) \$6,545,000 of the motor vehicle account—
6 federal appropriation and (~~(\$858,000)~~) \$188,000 of the motor vehicle
7 account—state appropriation are provided solely for the preservation
8 of structurally deficient bridges or bridges that are at risk of
9 becoming structurally deficient. These funds must be used widely
10 around the state of Washington. The department shall provide a report
11 that identifies the scope, cost, and benefit of each project funded
12 in this subsection as part of its 2016 agency budget request.

13 (7) Except as provided otherwise in this section, the entire
14 connecting Washington account appropriation in this section is
15 provided solely for the projects and activities as listed in LEAP
16 Transportation Document (~~(2016-1)~~) 2017-1 as developed (~~(March 7,~~
17 ~~2016)~~) April 20, 2017, Program - Highway Preservation Program (P).

18 (8) It is the intent of the legislature that, with respect to the
19 amounts provided for highway preservation from the connecting
20 Washington account, the department consider the preservation and
21 rehabilitation of concrete roadway on Interstate 5 from the Canadian
22 border to the Oregon border to be a priority within the preservation
23 program.

24 (9) \$5,000,000 of the motor vehicle account—state appropriation
25 is provided solely for extraordinary costs incurred from litigation
26 awards, settlements, or dispute mitigation activities not eligible
27 for funding from the self-insurance fund. The amount provided in this
28 subsection must be held in unallotted status until the department
29 submits a request to the office of financial management that includes
30 documentation detailing litigation-related expenses. The office of
31 financial management may release the funds only when it determines
32 that all other funds designated for litigation awards, settlements,
33 and dispute mitigation activities have been exhausted. No funds
34 provided in this subsection may be expended on any legal fees related
35 to the SR99/Alaskan Way viaduct replacement project.

36 (10)(a) The department and the Washington state patrol must work
37 collaboratively to develop a comprehensive plan for weigh station
38 construction and preservation for the entire state. The plan must be

1 submitted to the transportation committees of the legislature by
2 January 1, 2017.

3 (b) As part of the 2017-2019 biennial budget submittal, the
4 department and the Washington state patrol must jointly submit a
5 prioritized list of weigh station projects for legislative approval.

6 (11) The department must consult with the Washington state patrol
7 during the design phase of a department-led improvement or
8 preservation project that could impact weigh station operations. The
9 department must ensure that the designs of the projects do not
10 prevent or interfere with weigh station operations.

11 **Sec. 1008.** 2016 c 14 s 308 (uncodified) is amended to read as
12 follows:

13	FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—	
14	CAPITAL	
15	Motor Vehicle Account—State Appropriation.	((\$7,190,000))
16		<u>\$6,783,000</u>
17	Motor Vehicle Account—Federal Appropriation.	((\$7,567,000))
18		<u>\$6,716,000</u>
19	Motor Vehicle Account—Private/Local Appropriation.	((\$200,000))
20		<u>\$201,000</u>
21	TOTAL APPROPRIATION.	((\$14,957,000))
22		<u>\$13,700,000</u>

23 The appropriations in this section are subject to the following
24 conditions and limitations: The department shall set aside a
25 sufficient portion of the motor vehicle account—state appropriation
26 for federally selected competitive grants or congressional earmark
27 projects that require matching state funds. State funds set aside as
28 matching funds for federal projects must be accounted for in project
29 000005Q and remain in unallotted status until needed for those
30 federal projects.

31 **Sec. 1009.** 2016 c 14 s 309 (uncodified) is amended to read as
32 follows:

33	FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES	
34	CONSTRUCTION—PROGRAM W	
35	Puget Sound Capital Construction Account—State	
36	Appropriation.	((\$57,764,000))
37		<u>\$57,037,000</u>

1	Puget Sound Capital Construction Account—Federal	
2	Appropriation.	((\$153,647,000))
3		<u>\$136,346,000</u>
4	Puget Sound Capital Construction Account—Private/Local	
5	Appropriation.	\$3,730,000
6	Transportation 2003 Account (Nickel Account)—State	
7	Appropriation.	\$122,089,000
8	Connecting Washington Account—State Appropriation.	((\$68,805,000))
9		<u>\$72,689,000</u>
10	TOTAL APPROPRIATION.	((\$406,035,000))
11		<u>\$391,891,000</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 ((2016-2))
17 2017-2 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017,
18 Program - Washington State Ferries Capital Program (W).

19 (2) \$90,545,000 of the transportation 2003 account (nickel
20 account)—state appropriation is provided solely for the acquisition
21 of a 144-car vessel (L1000063). The department shall use as much
22 already procured equipment as practicable on the 144-car vessels.

23 (3) ((~~\$46,989,000~~)) \$26,742,000 of the Puget Sound capital
24 construction account—federal appropriation, ((~~\$2,000,000~~)) \$5,884,000
25 of the connecting Washington account—state appropriation, \$562,000 of
26 the transportation 2003 account (nickel account)—state appropriation,
27 and ((~~\$490,000~~)) \$491,000 of the Puget Sound capital construction
28 account—state appropriation are provided solely for the Mukilteo
29 ferry terminal (952515P). It is the intent of the legislature, over
30 the sixteen-year investment program, to provide ((~~\$155,000,000~~))
31 \$159,061,000 to complete the Mukilteo Terminal Replacement project
32 (952515P). These funds are identified in the LEAP transportation
33 document referenced in subsection (1) of this section. To the
34 greatest extent practicable and within available resources, the
35 department shall design the new terminal to be a net zero energy
36 building. To achieve this goal, the department shall evaluate using
37 highly energy efficient equipment and systems, and the most
38 appropriate renewable energy systems for the needs and location of
39 the terminal.

1 (4) \$7,000,000 of the Puget Sound capital construction account—
2 state appropriation is provided solely for emergency capital repair
3 costs (999910K). Funds may only be spent after approval by the office
4 of financial management.

5 (5) Consistent with RCW 47.60.662, which requires the Washington
6 state ferry system to collaborate with passenger-only ferry and
7 transit providers to provide service at existing terminals, the
8 department shall ensure that multimodal access, including for
9 passenger-only ferries and transit service providers, is not
10 precluded by any future terminal modifications.

11 (6) If the department pursues a conversion of the existing diesel
12 powered Issaquah class fleet to a different fuel source or engine
13 technology or the construction of a new vessel powered by a fuel
14 source or engine technology that is not diesel powered, the
15 department must use a design-build procurement process.

16 (7) Funding is included in the future biennia of the LEAP
17 transportation document referenced in subsection (1) of this section
18 for future vessel purchases. Given that the recent purchase of new
19 vessels varies from the current long range plan, the department shall
20 include in its updated long range plan revised estimates for new
21 vessel costs, size, and purchase time frames. Additionally, the long
22 range plan must include a vessel retirement schedule and associated
23 reserve vessel policy recommendations.

24 (8) \$325,000 of the Puget Sound capital construction account—
25 state appropriation is provided solely for the ferry system to
26 participate in the development of one account-based system for
27 customers of both the ferry system and tolling system. The current
28 Wave2Go ferry ticketing system is reaching the end of its useful life
29 and the department is expected to develop a replacement account-based
30 system as part of the new tolling division customer service center
31 toll collection system.

32 (9) Within existing resources, the department must evaluate the
33 feasibility of utilizing the federal EB-5 immigrant investor program
34 for financing the construction of a safety of life at sea (SOLAS)
35 certificated vessel for the Anacortes-Sidney ferry route. The
36 department must establish a group that includes, but is not limited
37 to, the department of commerce and entities or individuals
38 experienced with vessel engineering and EB-5 financing for assistance
39 in evaluating the applicability of the EB-5 immigrant investor
40 program. The department must deliver a report containing the results

1 of the evaluation to the transportation committees of the legislature
2 and the office of financial management by December 1, 2015.

3 (10) It is the intent of the legislature, over the sixteen-year
4 investment program, to provide (~~(\$316,000,000)~~) \$349,500,000 to
5 complete the Seattle Terminal Replacement project (900010L),
6 including: (a) Design work and selection of a preferred plan, (b)
7 replacing timber pilings with pilings sufficient to support a
8 selected terminal design, (c) replacing the timber portion of the
9 dock with a new and reconfigured steel and concrete dock, and (d)
10 other staging and construction work as the amount allows. These funds
11 are identified in the LEAP transportation document referenced in
12 subsection (1) of this section.

13 (11) It is the intent of the legislature, over the sixteen-year
14 new investment program, to provide \$122,000,000 in state funds to
15 complete the acquisition of a fourth 144-car vessel (L2000109). These
16 funds are identified in the LEAP transportation document referenced
17 in subsection (1) of this section.

18 (12) \$300,000 of the Puget Sound capital construction account—
19 state appropriation is provided solely to issue a request for
20 proposals and purchase pilot program customer counting equipment. By
21 June 30, 2017, the department must report to the governor and the
22 transportation committees of the legislature on the most effective
23 way to count ferry passengers.

24 (13) (~~(\$1,430,000)~~) \$1,255,000 of the Puget Sound capital
25 construction account—federal appropriation and (~~(\$1,366,000)~~)
26 \$889,000 of the Puget Sound capital construction—state appropriation
27 are provided solely for installation of security access control and
28 video monitoring systems, and for enhancing wireless network capacity
29 to handle higher security usage, increase connectivity between
30 vessels and land-based facilities, and isolate the security portion
31 of the network from regular business (~~((project))~~) 998925A).

32 (14) The transportation 2003 account (nickel account)—state
33 appropriation includes up to (~~(\$4,131,000)~~) \$17,817,000 in proceeds
34 from the sale of bonds authorized in RCW 47.10.861.

35 (15) The department shall submit a cost estimate to procure a
36 fifth 144-car vessel to the governor and the transportation
37 committees of the legislature by June 30, 2017. The estimate must
38 include, but is not limited to, construction costs, estimated

1 operating costs, and any potential savings from replacing a currently
2 operating vessel with a fifth 144-car vessel.

3 **Sec. 1010.** 2016 c 14 s 310 (uncodified) is amended to read as
4 follows:

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

6	Essential Rail Assistance Account—State	
7	Appropriation.	\$1,459,000
8	Transportation Infrastructure Account—State	
9	Appropriation.	\$7,154,000
10	Multimodal Transportation Account—State	
11	Appropriation.	((\$37,205,000))
12		<u>\$31,320,000</u>
13	Multimodal Transportation Account—Federal	
14	Appropriation.	((\$492,217,000))
15		<u>\$491,591,000</u>
16	TOTAL APPROPRIATION.	((\$538,035,000))
17		<u>\$531,524,000</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 ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7,~~
24 ~~2016~~)) April 20, 2017, Program - Rail Program (Y).

25 (2) \$5,000,000 of the transportation infrastructure account—state
26 appropriation is provided solely for new low-interest loans approved
27 by the department through the freight rail investment bank (FRIB)
28 program. The department shall issue FRIB program loans with a
29 repayment period of no more than ten years, and charge only so much
30 interest as is necessary to recoup the department's costs to
31 administer the loans. For the 2015-2017 fiscal biennium, the
32 department shall first award loans to 2015-2017 FRIB loan applicants
33 in priority order, and then offer loans to 2015-2017 unsuccessful
34 freight rail assistance program grant applicants, if eligible. If any
35 funds remain in the FRIB program, the department may reopen the loan
36 program and shall evaluate new applications in a manner consistent
37 with past practices as specified in section 309, chapter 367, Laws of
38 2011. The department shall report annually to the transportation

1 committees of the legislature and the office of financial management
2 on all FRIB loans issued.

3 (3)(a) (~~(\$5,484,000)~~) \$5,429,000 of the multimodal transportation
4 account—state appropriation, \$270,000 of the essential rail
5 assistance account—state appropriation, and \$455,000 of the
6 transportation infrastructure account—state appropriation are
7 provided solely for new statewide emergent freight rail assistance
8 projects identified in the LEAP transportation document referenced in
9 subsection (1) of this section.

10 (b) Of the amounts provided in this subsection, \$367,000 of the
11 transportation infrastructure account—state appropriation and
12 \$1,100,000 of the multimodal transportation account—state
13 appropriation are provided solely to reimburse Highline Grain, LLC
14 for approved work completed on Palouse River and Coulee City (PCC)
15 railroad track in Spokane county between the BNSF Railway Interchange
16 at Cheney and Geiger Junction and must be administered in a manner
17 consistent with freight rail assistance program projects. The value
18 of the public benefit of this project is expected to meet or exceed
19 the cost of this project in: Shipper savings on transportation costs;
20 jobs saved in rail-dependent industries; and/or reduced future costs
21 to repair wear and tear on state and local highways due to fewer
22 annual truck trips (reduced vehicle miles traveled). The amounts
23 provided in this subsection are not a commitment for future
24 legislatures, but it is the legislature's intent that future
25 legislatures will work to approve biennial appropriations until the
26 full \$7,337,000 cost of this project is reimbursed.

27 (4) (~~(\$487,297,000)~~) \$487,163,000 of the multimodal
28 transportation account—federal appropriation and (~~(\$13,679,000)~~)
29 \$10,991,000 of the multimodal transportation account—state
30 appropriation are provided solely for expenditures related to
31 passenger high-speed rail grants. Except for the Mount Vernon project
32 (P01101A), the multimodal transportation account—state funds reflect
33 no more than one and one-half percent of the total project funds, and
34 are provided solely for expenditures that are not eligible for
35 federal reimbursement.

36 (5)(a) \$1,114,000 of the essential rail assistance account—state
37 appropriation, \$766,000 of the multimodal transportation account—
38 state appropriation, and \$68,000 of the transportation infrastructure
39 account—state appropriation are provided solely for the purpose of

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

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

5 (i) Revenues deposited into the essential rail assistance account
6 from leases and sale of property pursuant to RCW 47.76.290; and

7 (ii) Revenues transferred from the miscellaneous program account
8 to the essential rail assistance account, pursuant to RCW 47.76.360,
9 for the purpose of sustaining the grain train program by maintaining
10 the Palouse river and Coulee City railroad.

11 (6) The department shall issue a call for projects for the
12 freight rail assistance program, and shall evaluate the applications
13 in a manner consistent with past practices as specified in section
14 309, chapter 367, Laws of 2011. By November 15, 2016, the department
15 shall submit a prioritized list of recommended projects to the office
16 of financial management and the transportation committees of the
17 legislature.

18 **Sec. 1011.** 2016 c 14 s 311 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
21 **CAPITAL**

22 Highway Infrastructure Account—State Appropriation.	\$790,000
23 Highway Infrastructure Account—Federal	
24 Appropriation.	\$503,000
25 Transportation Partnership Account—State	
26 Appropriation.	(\$4,054,000)
27	<u>\$2,911,000</u>
28 Highway Safety Account—State Appropriation.	(\$11,647,000)
29	<u>\$9,259,000</u>
30 Motor Vehicle Account—State Appropriation.	(\$1,271,000)
31	<u>\$1,171,000</u>
32 Motor Vehicle Account—Federal Appropriation.	(\$28,043,000)
33	<u>\$17,571,000</u>
34 Multimodal Transportation Account—State	
35 Appropriation.	(\$34,031,000)
36	<u>\$26,119,000</u>
37 Connecting Washington Account—State Appropriation.	(\$47,669,000)
38	<u>\$27,069,000</u>

1 TOTAL APPROPRIATION. ((~~\$128,008,000~~))
2 \$85,393,000

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

5 (1) Except as provided otherwise in this section, the entire
6 appropriations in this section are provided solely for the projects
7 and activities as listed by project and amount in LEAP Transportation
8 Document ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7,~~
9 ~~2016~~)) April 20, 2017, Program - Local Programs Program (Z).

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

13 (a) ((~~\$20,653,000~~)) \$14,221,000 of the multimodal transportation
14 account—state appropriation and ((~~\$3,579,000~~)) \$2,436,000 of the
15 transportation partnership account—state appropriation are provided
16 solely for pedestrian and bicycle safety program projects
17 ((~~project~~)) L2000188).

18 (b) ((~~\$11,400,000~~)) \$6,303,000 of the motor vehicle account—
19 federal appropriation, ((~~\$1,750,000~~)) \$925,000 of the multimodal
20 transportation account—state appropriation, and ((~~\$6,750,000~~))
21 \$4,690,000 of the highway safety account—state appropriation are
22 provided solely for newly selected safe routes to school projects.
23 ((~~\$8,782,000~~)) \$7,507,000 of the motor vehicle account—federal
24 appropriation, ((~~\$124,000~~)) \$26,000 of the multimodal transportation
25 account—state appropriation, and ((~~\$4,897,000~~)) \$4,569,000 of the
26 highway safety account—state appropriation are reappropriated for
27 safe routes to school projects selected in the previous biennia
28 ((~~project~~)) L2000189). The department may consider the special
29 situations facing high-need areas, as defined by schools or project
30 areas in which the percentage of the children eligible to receive
31 free and reduced-price meals under the national school lunch program
32 is equal to, or greater than, the state average as determined by the
33 department, when evaluating project proposals against established
34 funding criteria while ensuring continued compliance with federal
35 eligibility requirements.

36 (3) The department shall submit a report to the transportation
37 committees of the legislature by December 1, 2015, and December 1,
38 2016, on the status of projects funded as part of the pedestrian
39 safety/safe routes to school grant program. The report must include,

1 but is not limited to, a list of projects selected and a brief
2 description of each project's status.

3 (4) \$500,000 of the motor vehicle account—state appropriation is
4 provided solely for the Edmonds waterfront at-grade train crossings
5 alternatives analysis project (L2000135). The department shall work
6 with the city of Edmonds and provide a preliminary report of key
7 findings to the transportation committees of the legislature and the
8 office of financial management by December 1, 2015.

9 (5)((~~(a) \$9,900,000~~) \$9,343,000 of the multimodal transportation
10 account—state appropriation is provided solely for bicycle and
11 pedestrian projects listed in the LEAP transportation document
12 ~~((2016 4 as developed March 7, 2016. Funds must first be used for~~
13 ~~projects that are identified as priority one projects. As additional~~
14 ~~funds become available or if a priority one project is delayed,~~
15 ~~funding must be provided to priority two projects and then to~~
16 ~~priority three projects. If a higher priority project is bypassed, it~~
17 ~~must be funded in the first round after the project is ready. If~~
18 ~~funds become available as a result of projects being removed from~~
19 ~~this list or completed under budget, the department may submit~~
20 ~~additional bicycle and pedestrian safety projects for consideration~~
21 ~~by the legislature. The department must submit a report annually with~~
22 ~~its budget submittal that, at a minimum, includes information about~~
23 ~~the listed bicycle and pedestrian projects that have been funded and~~
24 ~~projects that have been bypassed, including an estimated time frame~~
25 ~~for when the project will be funded.~~

26 ~~(b) Within existing resources, the local programs division must~~
27 ~~develop recommendations regarding potential modifications to the~~
28 ~~process by which funding is provided to the projects listed in the~~
29 ~~LEAP transportation document identified in (a) of this subsection.~~
30 ~~These modifications should include, but are not limited to, options~~
31 ~~for accelerating delivery of the listed projects and options for~~
32 ~~further prioritizing the listed projects. The department must submit~~
33 ~~a report regarding its recommendations to the transportation~~
34 ~~committees of the legislature by November 15, 2016)) referenced in
35 subsection (1) of this section.~~

36 TRANSFERS AND DISTRIBUTIONS

37 **Sec. 1101.** 2016 c 14 s 401 (uncodified) is amended to read as
38 follows:

1 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 2 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 3 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 4 **REVENUE**

5	Transportation Partnership Account—State	
6	Appropriation.	\$3,610,000
7	Highway Bond Retirement Account—State	
8	Appropriation.	((\$1,176,906,000))
9		<u>\$1,173,441,000</u>
10	Ferry Bond Retirement Account—State Appropriation.	((\$29,230,000))
11		<u>\$29,231,000</u>
12	Transportation Improvement Board Bond Retirement	
13	Account—State Appropriation.	((\$16,129,000))
14		<u>\$16,080,000</u>
15	State Route Number 520 Corridor Account—State	
16	Appropriation.	\$559,000
17	Nondebt-Limit Reimbursable Bond Retirement Account—	
18	State Appropriation.	((\$25,837,000))
19		<u>\$25,332,000</u>
20	Toll Facility Bond Retirement Account—State	
21	Appropriation.	((\$72,880,000))
22		<u>\$67,850,000</u>
23	Motor Vehicle Account—State Appropriation.	\$2,500,000
24	Transportation 2003 Account (Nickel Account)—State	
25	Appropriation.	\$477,000
26	TOTAL APPROPRIATION.	((\$1,328,128,000))
27		<u>\$1,319,080,000</u>

28 The appropriations in this section are subject to the following
 29 conditions and limitations: \$2,500,000 of the motor vehicle account—
 30 state appropriation is provided solely for debt service payment and
 31 withholding for the Tacoma Narrows bridge, with the intent of
 32 forestalling the need for the Washington state transportation
 33 commission to raise toll rates for the Tacoma Narrows bridge for
 34 fiscal year 2017.

35 **Sec. 1102.** 2016 c 14 s 402 (uncodified) is amended to read as
 36 follows:

1 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
2 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**
3 **FISCAL AGENT CHARGES**

4 Transportation Partnership Account—State
5 Appropriation. \$697,000
6 Transportation 2003 Account (Nickel Account)—State
7 Appropriation. \$87,000
8 State Route Number 520 Corridor Account—State
9 Appropriation. \$134,000
10 TOTAL APPROPRIATION. ((~~\$784,000~~))
11 \$918,000

12 **Sec. 1103.** 2016 c 14 s 403 (uncodified) is amended to read as
13 follows:

14 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
15 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**
16 **STATUTORILY PRESCRIBED REVENUE**

17 Toll Facility Bond Retirement Account—Federal
18 Appropriation. ((~~\$200,215,000~~))
19 \$200,216,000
20 ((~~Toll Facility Bond Retirement Account—State~~
21 ~~Appropriation. \$12,009,000~~
22 ~~TOTAL APPROPRIATION. \$212,224,000~~))

23 **Sec. 1104.** 2016 c 14 s 404 (uncodified) is amended to read as
24 follows:

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

26 Motor Vehicle Account—State Appropriation: For
27 motor vehicle fuel tax distributions to cities
28 and counties. ((~~\$497,071,000~~))
29 \$496,685,000

30 **Sec. 1105.** 2016 c 14 s 406 (uncodified) is amended to read as
31 follows:

32 **FOR THE STATE TREASURER—TRANSFERS**

33 Motor Vehicle Account—State Appropriation: For
34 motor vehicle fuel tax refunds and statutory
35 transfers. ((~~\$1,831,879,000~~))
36 \$1,856,065,000

1 (10) State Patrol Highway Account—State Appropriation:
 2 For transfer to the Connecting Washington Account—State. . . \$9,690,000
 3 (11) Transportation Partnership Account—State
 4 Appropriation: For transfer to the Connecting Washington
 5 Account—State. \$4,998,000
 6 (12) Motor Vehicle Account—State Appropriation:
 7 For transfer to the Connecting Washington Account—
 8 State. \$25,781,000
 9 (13) Puget Sound Ferry Operations Account—State
 10 Appropriation: For transfer to the Connecting Washington
 11 Account—State. \$596,000
 12 (14) Transportation 2003 Account (Nickel Account)—State
 13 Appropriation: For transfer to the Connecting Washington
 14 Account—State. \$2,270,000
 15 (15) Highway Safety Account—State Appropriation:
 16 For transfer to the Multimodal Transportation
 17 Account—State. \$5,000,000
 18 (16) Motor Vehicle Account—State Appropriation:
 19 For transfer to the Freight Mobility Investment
 20 Account—State. \$1,922,000
 21 (17) Motor Vehicle Account—State Appropriation:
 22 For transfer to the Transportation Improvement
 23 Account—State. \$2,188,000
 24 (18) Motor Vehicle Account—State Appropriation:
 25 For transfer to the Rural Arterial Trust Account—State. . . \$1,094,000
 26 (19) Motor Vehicle Account—State Appropriation:
 27 For transfer to the County Arterial Preservation
 28 Account—State. \$1,094,000
 29 (20) Multimodal Transportation Account—State
 30 Appropriation: For transfer to the Freight Mobility
 31 Multimodal Account—State. \$1,922,000
 32 (21) Multimodal Transportation Account—State
 33 Appropriation: For transfer to the Regional Mobility
 34 Grant Program Account—State. \$6,250,000
 35 (22) Multimodal Transportation Account—State
 36 Appropriation: For transfer to the Rural Mobility
 37 Grant Program Account—State. \$3,438,000
 38 (23) Multimodal Transportation Account—State

1 Appropriation: For transfer to the Electric Vehicle
2 Charging Infrastructure Account—State. \$1,000,000
3 (24) Capital Vessel Replacement Account—State
4 Appropriation: For transfer to the Connecting
5 Washington Account—State. ((~~\$59,000,000~~))
6 \$58,000,000
7 (25) Multimodal Transportation Account—State
8 Appropriation: For transfer to the Connecting
9 Washington Account—State. \$8,000,000
10 (26) Multimodal Transportation Account—State
11 Appropriation: For transfer to the Aeronautics
12 Account—State. ((~~\$250,000~~))
13 \$550,000

14 **MISCELLANEOUS 2015-2017 FISCAL BIENNIUM**

15 NEW SECTION. **Sec. 1201.** A new section is added to 2016 c 14
16 (uncodified) to read as follows:

17 The appropriations to the department of transportation in chapter
18 14, Laws of 2016 and this act must be expended for the programs and
19 in the amounts specified in this act. However, after May 1, 2017,
20 unless specifically prohibited, the department may transfer state
21 appropriations for the 2015-2017 fiscal biennium among operating
22 programs after approval by the director of the office of financial
23 management. However, the department shall not transfer state moneys
24 that are provided solely for a specific purpose. The department shall
25 not transfer funds, and the director of the office of financial
26 management shall not approve the transfer, unless the transfer is
27 consistent with the objective of conserving, to the maximum extent
28 possible, the expenditure of state funds and not federal funds. The
29 director of the office of financial management shall notify the
30 transportation committees of the legislature in writing no fewer than
31 seven days before approving any allotment modifications or transfers
32 under this section. The written notification must include a narrative
33 explanation and justification of the changes, along with expenditures
34 and allotments by program and appropriation, both before and after
35 any allotment modifications or transfers.

36 **MISCELLANEOUS**

1 NEW SECTION. **Sec. 1301.** If any provision of this act or its
2 application to any person or circumstance is held invalid, the
3 remainder of the act or the application of the provision to other
4 persons or circumstances is not affected.

5 NEW SECTION. **Sec. 1302.** Except for sections 705 and 706 of this
6 act, this act is necessary for the immediate preservation of the
7 public peace, health, or safety, or support of the state government
8 and its existing public institutions, and takes effect immediately.

9 *NEW SECTION. **Sec. 1303.** *Section 705 of this act takes effect*
10 *if chapter . . . (Senate Bill No. 5037), Laws of 2017 is enacted by*
11 *June 30, 2017.*

**Sec. 1303 was vetoed. See message at end of chapter.*

12 NEW SECTION. **Sec. 1304.** Section 706 of this act is necessary
13 for the immediate preservation of the public peace, health, or
14 safety, or support of the state government and its existing public
15 institutions, and takes effect July 1, 2017.

Passed by the Senate April 21, 2017.

Passed by the House April 20, 2017.

Approved by the Governor May 16, 2017, with the exception of
certain items that were vetoed.

Filed in Office of Secretary of State May 16, 2017.

Note: Governor's explanation of partial veto is as follows:

"I am returning herewith, without my approval as to Sections
209(9), 215(6), 306(17), 702, 705, and 1303, Engrossed Senate Bill
No. 5096 entitled:

"AN ACT Relating to transportation funding and appropriations."

**Section 209(9), pages 21-22, Department of Transportation, Toll
Operations and Maintenance**

Section 209(9) directs the Department of Transportation's Toll
Operations and Maintenance program to study and report to the
legislative transportation committees on the potential of converting
two staffed tollbooths on the Tacoma Narrows Bridge to unstaffed. No
funding was provided for the study. For this reason, I have vetoed
Section 209(9).

**Section 215(6), page 27, Department of Transportation, Highway
Maintenance**

Section 215(6) requires the department to create and maintain a
separate maintenance budget for the Hood Canal Bridge. The department
is not required to maintain separate budgets for other bridges and
roads, and this would limit the department's flexibility to manage
its budget. For these reasons, I have vetoed Section 215(6).

Section 306(17), page 43, Department of Transportation, Improvements

Section 306(17) creates a new I-5/Exit 274 interchange project in Blaine to be funded with \$12,100,000 of Connecting Washington Account-State funds in the 2023-25 biennium. It directs the LEAP transportation document referenced in Section 306(1) to be modified accordingly. The I-5/Exit 274 interchange project in Blaine does not appear in LEAP Transportation Document 2017-1, nor is there any information about project scope. This LEAP transportation document should not be amended for a project without sufficient information about its scope and cost. For this reason, I have vetoed Section 306(17).

Section 702, pages 75-76, Settlement Funds Expenditure

Section 702 provides a legislative finding that it is appropriate to provide a framework for the administration of mitigation funds provided to the state as a beneficiary of the consent decree entered into between the United States, Volkswagen AG, and other parties that settle emission-related claims for certain models of diesel vehicles (commonly referred as the VW Settlement). Accordingly, the section provides that the omnibus capital budget for the Department of Ecology includes necessary provisions to administer the mitigation funds and development of the mitigation plan. The Legislature has not adopted an omnibus capital budget. Therefore, it is not possible to determine at this time what provisions the final capital budget may contain nor whether such provisions will be acceptable. For this reason, I have vetoed Section 702.

I will continue to work with the Legislature to ensure prompt administration of the settlement funds under the terms of the consent decree. I also have directed the departments of Ecology and Transportation to jointly develop the proposed mitigation plan for public comment and submittal to the trustee.

Section 705, pages 78-79, DUI Fee

Section 705 amends RCW 46.61.5054. This same statute was amended in two other bills—Section 5 of Senate Bill 5037 and Section 13 of Engrossed Second Substitute House Bill 1614, which I will sign into law on May 16, 2017. The amendment in Engrossed Second Substitute House Bill 1614 renders moot the amendment in Section 705. For this reason, I have vetoed Section 705.

Section 1303, page 157, Effective Date of Section 705

Section 1303 enables Section 705 of the transportation budget to take effect if Senate Bill 5037 is enacted by June 30, 2017. Since I am vetoing Section 705, this section is no longer required. For this reason, I have vetoed Section 1303.

For these reasons I have vetoed Sections 209(9), 215(6), 306(17), 702, 705, and 1303 of Engrossed Senate Bill No. 5096.

With the exception of Sections 209(9), 215(6), 306(17), 702, 705, and 1303, Engrossed Senate Bill No. 5096 is approved."

(End of Bill)

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