
ENGROSSED SUBSTITUTE HOUSE BILL 1299

State of Washington

64th Legislature

2015 Regular Session

By House Transportation (originally sponsored by Representatives
Clibborn and Fey; by request of Governor Inslee)

READ FIRST TIME 04/07/15.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 43.19.642, 46.20.385, 46.63.170, 46.68.113, 47.28.030,
3 47.29.170, 47.56.403, 47.56.876, and 47.76.250; amending 2012 c 74 s
4 11 (uncodified); amending 2015 c ... s 11 (uncodified); amending 2014
5 c 222 ss 101, 103, 104, 105, 201-205, 207-223, 301, 303-311, 401,
6 402, 404-407, and 601 (uncodified); amending 2013 c 306 s 206
7 (uncodified); reenacting and amending RCW 46.18.060; adding a new
8 section to 2013 c 306 (uncodified); creating new sections; making
9 appropriations and authorizing expenditures for capital improvements;
10 providing an effective date; providing contingent effective dates;
11 and declaring an emergency.

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

13 **2015-2017 FISCAL BIENNIUM**

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

1 any final judgments arising out of such activities, for the period
2 ending June 30, 2017.

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

5 (a) "Fiscal year 2016" or "FY 2016" means the fiscal year ending
6 June 30, 2016.

7 (b) "Fiscal year 2017" or "FY 2017" means the fiscal year ending
8 June 30, 2017.

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

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

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

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

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

23 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

26 Motor Vehicle Account—State Appropriation. \$491,000

27 The appropriation in this section is subject to the following
28 conditions and limitations: The entire appropriation is provided
29 solely for staffing costs to be dedicated to state transportation
30 activities. Staff hired to support transportation activities must
31 have practical experience with complex construction projects.

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

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

1 The appropriation in this section is subject to the following
2 conditions and limitations: The utilities and transportation
3 commission shall coordinate a state agency work group in 2015 that
4 will identify issues, laws, and regulations relevant to consolidating
5 rail employee safety and regulatory functions in the utilities and
6 transportation commission, and report those findings to the joint
7 transportation committee by December 31, 2015. State agencies in the
8 work group must include the department of transportation, the
9 department of labor and industries, the emergency management division
10 of the state military department, and any other relevant agencies.
11 The report must address: An inventory of state rail employee safety
12 regulatory authority, including rail employee safety laws and
13 regulations; issues pertaining to state rail safety inspectors,
14 including enforcement authority, staffing, training, and retention;
15 and information relating to the enhancement of rail employee safety,
16 yard conditions, lighting, and appliance maintenance.

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

18 Motor Vehicle Account—State Appropriation.	\$1,797,000
19 Puget Sound Ferry Operations Account—State	
20 Appropriation.	\$185,000
21 TOTAL APPROPRIATION.	\$1,982,000

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

24 (1) \$100,000 of the motor vehicle account—state appropriation is
25 for the office of financial management, from amounts set aside out of
26 statewide fuel taxes distributed to counties per RCW 46.68.120(3), to
27 evaluate the concept of exchanging some amount of federal funds
28 received by counties for state funds in order to reduce the
29 administrative burden on counties associated with using federal funds
30 on relatively small, locally administered projects. The analysis and
31 findings must be done in consultation with the Washington state
32 association of counties and the department of transportation.
33 Preliminary findings, including a feasibility analysis and an outline
34 of one or more conceptual approaches, must be produced by December 1,
35 2015, and final recommendations, including implementation and timing
36 details for any preferred approaches, must be submitted to the
37 governor and the transportation committees of the legislature by
38 September 1, 2016.

1 (2) \$835,000 of the motor vehicle account—state appropriation is
2 provided solely for the office of financial management, from amounts
3 set aside out of statewide fuel taxes distributed to counties
4 according to RCW 46.68.120(3), to contract with the Washington state
5 association of counties to develop, implement, and report on
6 transportation metrics associated with transportation system policy
7 goals outlined in RCW 47.04.280. The Washington state association of
8 counties, in cooperation with state agencies, must: Evaluate and
9 implement opportunities to streamline reporting of county
10 transportation financial data; expand reporting and collection of
11 short-span bridge and culvert data; evaluate and report on the impact
12 of increased freight and rail traffic on county roads; and to
13 evaluate, implement, and report on the opportunities for improved
14 capital project management and delivery.

15 (3) \$100,000 of the motor vehicle account—state appropriation is
16 provided solely for the office of financial management, from funds
17 set aside out of statewide fuel taxes distributed to counties
18 according to RCW 46.68.120(3), to contract with the Washington state
19 association of counties to work with the department of fish and
20 wildlife to develop voluntary programmatic agreements for the
21 maintenance, preservation, rehabilitation, and replacement of water
22 crossing structures. A report must be presented to the legislature by
23 December 31, 2016, on the implementation of developed voluntary
24 programmatic agreements.

25 (4) \$70,000 of the Puget Sound ferry operations account—state
26 appropriation is provided solely for the state's share of the marine
27 salary survey.

28 NEW SECTION. **Sec. 104. FOR THE DEPARTMENT OF ENTERPRISE SERVICES**
29 Motor Vehicle Account—State Appropriation \$502,000

30 NEW SECTION. **Sec. 105. FOR THE STATE PARKS AND RECREATION**
31 **COMMISSION**
32 Motor Vehicle Account—State Appropriation \$986,000

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

36 NEW SECTION. **Sec. 106. FOR THE DEPARTMENT OF AGRICULTURE**

1 Motor Vehicle Account—State Appropriation. \$1,241,000

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

4 (1) \$368,000 of the motor vehicle account—state appropriation is
5 provided solely for costs associated with the motor fuel quality
6 program.

7 (2) \$873,000 of the motor vehicle account—state appropriation is
8 provided solely to test the quality of biofuel. The department must
9 test fuel quality at the biofuel manufacturer, distributor, and
10 retailer.

11 NEW SECTION. **Sec. 107. FOR THE LEGISLATIVE EVALUATION AND**
12 **ACCOUNTABILITY PROGRAM COMMITTEE**

13 Motor Vehicle Account—State Appropriation. \$585,000

14 NEW SECTION. **Sec. 108. FOR THE DEPARTMENT OF FISH AND WILDLIFE**

15 The department must work with the Washington state association of
16 counties to develop voluntary programmatic agreements for the
17 maintenance, preservation, rehabilitation, and replacement of water
18 crossing structures. Such programmatic agreements when agreed to by
19 the department and participating counties are binding agreements for
20 permitting, design, and mitigation of county water crossing
21 structures.

22 NEW SECTION. **Sec. 109. FOR THE DEPARTMENT OF REVENUE**

23 Motor Vehicle Account—State Appropriation \$23,000

24 Multimodal Transportation Account—State Appropriation . . . \$117,000

25 TOTAL APPROPRIATION. \$140,000

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

28 (1) \$23,000 of the motor vehicle account—state appropriation is
29 provided solely for the implementation of chapter . . . (House Bill
30 No. 1995), Laws of 2015 (new studded tire fee). If chapter . . .
31 (House Bill No. 1995), Laws of 2015 is not enacted by June 30, 2015,
32 the amount provided in this subsection lapses.

33 (2) \$114,000 of the multimodal transportation account—state
34 appropriation is provided solely for the implementation of
35 chapter . . . (House Bill No. 1396), Laws of 2015 (incentivizing the
36 use of alternative fuel commercial use vehicles with tax

1 preferences). If chapter . . . (House Bill No. 1396), Laws of 2015 is
2 not enacted by June 30, 2015, the amount provided in this subsection
3 lapses.

4 (3) \$3,000 of the multimodal transportation account—state
5 appropriation is provided solely for the implementation of
6 chapter . . . (House Bill No. 1822), Laws of 2015 (extending and
7 modifying the commute trip reduction tax credit). If chapter . . .
8 (House Bill No. 1822), Laws of 2015 is not enacted by June 30, 2015,
9 the amount provided in this subsection lapses.

10 **TRANSPORTATION AGENCIES—OPERATING**

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

13 Highway Safety Account—State Appropriation.	\$3,277,000
14 Highway Safety Account—Federal Appropriation.	\$27,523,000
15 Highway Safety Account—Private/Local Appropriation.	\$118,000
16 School Zone Safety Account—State Appropriation.	\$850,000
17 TOTAL APPROPRIATION.	\$31,768,000

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

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

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

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

35 (2) \$198,000 of the highway safety account—state appropriation is
36 provided solely for the implementation of chapter . . . (Substitute
37 House Bill No. 2127), Laws of 2015 or chapter . . . (Substitute

1 Senate Bill No. 5957), Laws of 2015 (pedestrian safety reviews). If
2 both chapter . . . (Substitute House Bill No. 2127), Laws of 2015 and
3 chapter . . . (Substitute Senate Bill No. 5957), Laws of 2015 are not
4 enacted by June 30, 2015, the amount provided in this subsection
5 lapses.

6 (3) \$6,500,000 of the highway safety account—federal
7 appropriation is provided solely for federal funds that may be
8 obligated to the commission pursuant to 23 U.S.C. Sec. 164 during the
9 2015-2017 fiscal biennium.

10 (4) Within current resources, the commission must examine the
11 declining revenue going to the school zone safety account with the
12 goal of identifying factors contributing to the decline. By December
13 31, 2015, the commission must provide a report to the transportation
14 committees of the legislature that summarizes its findings and
15 provides recommendations designed to ensure that the account is
16 receiving all amounts that should be deposited into the account.

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

18 Rural Arterial Trust Account—State Appropriation.	\$1,003,000
19 Motor Vehicle Account—State Appropriation.	\$2,372,000
20 County Arterial Preservation Account—State	
21 Appropriation.	\$1,521,000
22 TOTAL APPROPRIATION.	\$4,896,000

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

24 Transportation Improvement Account—State	
25 Appropriation.	\$4,027,000

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

27 Motor Vehicle Account—State Appropriation.	\$1,850,000
28 Multimodal Transportation Account—State Appropriation.	\$250,000
29 TOTAL APPROPRIATION.	\$2,100,000

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

32 (1)(a) \$90,000 of the motor vehicle account—state appropriation
33 is for a study of the feasibility of constructing a military tribute
34 bridge that spans Sinclair Inlet and that incorporates one or more
35 decommissioned aircraft carriers. As a part of this study, the joint
36 transportation committee must:

1 (i) Determine the cost and process associated with the state's
2 acquisition of a decommissioned aircraft carrier; and

3 (ii) Identify potential engineering options for incorporating
4 decommissioned aircraft carriers into a bridge.

5 (b) A report on the study must be submitted to the transportation
6 committees of the legislature by December 1, 2015.

7 (2)(a) \$250,000 of the motor vehicle account—state appropriation
8 is for a consultant study of Washington state patrol recruitment and
9 retention of troopers. The study must identify barriers to effective
10 candidate recruitment, candidates' successful completion of training,
11 and retention of trained troopers of various tenure. The study must
12 provide:

13 (i) An overview of current attrition rates;

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

16 (iii) Identification of best practices for recruitment and
17 retention of law enforcement officers;

18 (iv) Recommendations to improve existing recruitment and
19 selection programs;

20 (v) Recommendations for where salary and benefit adjustments
21 should be targeted to most effectively address recruitment and
22 retention challenges;

23 (vi) Recommendations regarding changes to the training and
24 education program; and

25 (vii) Other recommendations for cost-effective personnel
26 strategies.

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

31 (3)(a) \$125,000 of the motor vehicle account—state appropriation
32 is for a study of Washington state weigh station planning, placement,
33 and operations by the Washington state patrol and department of
34 transportation as they relate to roadway safety and preservation. The
35 study must:

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

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

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

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

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

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

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

20 (4)(a) \$250,000 of the multimodal transportation account—state
21 appropriation is for the joint transportation committee to coordinate
22 a work group that will make recommendations on consolidating rail
23 employee safety regulatory functions in Washington state into the
24 utilities and transportation commission.

25 (b) This work group must be composed of one representative from
26 each of the following: (i) The utilities and transportation
27 commission, (ii) the department of labor and industries, (iii) the
28 attorney general's office, (iv) a class 1 rail carrier, and (v) a
29 short line rail operator designated as a class 2 or 3 carrier. The
30 work group must also include two representatives from railroad
31 operating craft labor organizations, and four members of the
32 legislature with one member from each caucus of the house of
33 representatives and one member from each caucus of the senate. The
34 work group may consult with the department of transportation and the
35 emergency management division of the state military department as
36 needed.

37 (c) The work group's examination must include a review of other
38 states' efforts to consolidate rail employee safety regulatory
39 authority within a single agency and identify barriers to such
40 consolidation in Washington.

1 (d) By December 31, 2016, the joint transportation committee must
2 provide a final report to the legislature summarizing the work
3 group's findings, providing recommendations on how such a
4 consolidation of all state rail employee safety and employee safety
5 regulatory functions should occur, and including statutory revisions
6 that may be necessary to accomplish this consolidation.

7 (5) \$250,000 of the motor vehicle account—state appropriation,
8 from the cities' statewide fuel tax distributions under RCW
9 46.68.110(2), is for a study to be conducted in 2016 to identify
10 prominent road-rail conflicts, recommend a corridor-based
11 prioritization process for addressing the impacts of projected
12 increases in rail traffic, and identify areas of state public policy
13 interest, such as the critical role of freight movement to the
14 Washington economy and the state's competitiveness in world trade.
15 The study must consider the results of the updated marine cargo
16 forecast due to be delivered to the joint transportation committee on
17 December 1, 2015. In conducting the study, the joint transportation
18 committee must consult with the department of transportation, the
19 freight mobility strategic investment board, the utilities and
20 transportation commission, local governments, and other relevant
21 stakeholders. The joint transportation committee must issue a report
22 of its recommendations and findings by December 1, 2016.

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

24 Motor Vehicle Account—State Appropriation.	\$5,457,000
25 Multimodal Transportation Account—State	
26 Appropriation.	\$112,000
27 TOTAL APPROPRIATION.	\$5,569,000

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

30 (1) Consistent with RCW 43.135.055, 47.60.290, and 47.60.315,
31 during the 2015-2017 fiscal biennium, the legislature authorizes the
32 transportation commission to periodically review and, if necessary,
33 adjust the schedule of fares for the Washington state ferry system
34 only in amounts not greater than those sufficient to generate the
35 amount of revenue required by the biennial transportation budget.
36 When adjusting ferry fares, the commission must consider input from
37 affected ferry users by public hearing and by review with the

1 affected ferry advisory committees, in addition to the data gathered
2 from the current ferry user survey.

3 (2) Consistent with RCW 43.135.055 and 47.46.100, during the
4 2015-2017 fiscal biennium, the legislature authorizes the
5 transportation commission to periodically review and, if necessary,
6 adjust the schedule of toll charges applicable to the Tacoma Narrows
7 bridge only in amounts not greater than those sufficient to support
8 (a) any required costs for operating and maintaining the toll bridge,
9 including the cost of insurance, (b) any amount required by law to
10 meet the redemption of bonds and applicable interest payments, and
11 (c) repayment of the motor vehicle fund.

12 (3) Consistent with RCW 43.135.055 and 47.56.880, during the
13 2015-2017 fiscal biennium, the legislature authorizes the
14 transportation commission to set, periodically review, and, if
15 necessary, adjust the schedule of toll charges applicable to the
16 Interstate 405 express toll lanes.

17 (4) \$3,000,000 of the motor vehicle account—state appropriation
18 is provided solely to implement a statewide road usage charge pilot
19 project to test new methods of collecting a mileage-based fee as an
20 alternative to the state fuel tax, evaluate potential capital and
21 operating costs of such a system if implemented statewide in the
22 future, and provide public outreach and gauge public attitudes toward
23 a potential mileage-based fee system.

24 (a)(i) The transportation commission shall reconvene the road
25 usage charge steering committee authorized in chapter 222, Laws of
26 2014 for fiscal year 2015, for the purpose of advising the commission
27 in the design of the pilot project and assessment of public attitudes
28 toward road usage charges. Membership of the steering committee must
29 include, but is not limited to, members representing the following
30 interests: The trucking industry; business; cities and counties;
31 public transportation; environmental; user fee technology; auto and
32 light truck manufacturers; and the motoring public. In addition, four
33 legislators, including a member from each caucus of the senate,
34 appointed by the president of the senate, and a member from each
35 caucus of the house of representatives, appointed by the speaker of
36 the house of representatives, must serve on the steering committee.

37 (ii) The minimum pilot project design parameters are as follows:

38 (A) The pilot project must include at least one thousand total
39 participants;

1 (B) The pilot project must be carried out in at least three
2 geographic regions of the state, and must include rural residents
3 such that their participation is representative of rural residents'
4 share of the statewide population total, using the urban and rural
5 classification by the United States census bureau in the most recent
6 decennial census;

7 (C) The pilot project must include manual road usage charge
8 reporting options, including one based on distance traveled and one
9 based on a specified amount of time;

10 (D) The pilot project must include an automated road usage charge
11 recording and reporting option that utilizes wireless communications
12 devices such as a smartphone; and

13 (E) The pilot project may not include automated road usage charge
14 reporting technologies that have been previously tested in Oregon
15 state.

16 (iii)(A) The commission shall develop and implement a public
17 outreach and communications plan. The plan must:

18 (I) Through independent surveys or focus groups, or both, assess
19 public attitudes and opinions about road usage charges as a potential
20 future alternative to the state gas tax, both before and after the
21 pilot project; and

22 (II) Provide public information and outreach about the pilot
23 project including, but not limited to, public outreach and
24 involvement in those regions of the state where the pilot project
25 would be conducted.

26 (B) For the purposes of accomplishing the objectives of this
27 subsection (4)(a), the commission may use funds appropriated to it
28 elsewhere for the purposes of statewide surveys.

29 (iv) The commission shall convene and coordinate a technical
30 working group to oversee the statewide pilot project. At a minimum,
31 the working group must include representatives of the department of
32 licensing, the department of transportation, and the office of the
33 state treasurer.

34 (v) The commission shall engage a public research university to
35 conduct an independent evaluation of the results of the pilot
36 project. Based on evaluation criteria to be established by the road
37 usage charge steering committee, the independent evaluator shall
38 assess the results of the pilot project and, no later than one
39 hundred twenty days after the conclusion of the pilot project,

1 present a final report to the road usage charge steering committee
2 and the transportation commission.

3 (b) Based on the results of the pilot project, the commission
4 shall evaluate potential capital and operating costs of such a system
5 if implemented statewide in the future, and refine the financial
6 analysis previously conducted with respect to a potential road usage
7 charge system.

8 (c) The commission must provide periodic reports to the
9 governor's office and the house of representatives and senate
10 transportation committees, and a final report no later than one
11 hundred eighty days after the conclusion of the pilot project.

12 (d) The commission shall coordinate with the department of
13 transportation to jointly pursue any federal or other funds that are
14 or might become available and eligible for road usage charge pilot
15 projects. If such funds are obtained, the commission shall prioritize
16 the funding to first expand the pilot project to include additional
17 geographic areas of the state, including necessary public
18 involvement, and then to test interjurisdictional issues related to
19 road usage charges as applied to out-of-state drivers.

20 (5)(a) \$100,000 of the motor vehicle account—state appropriation
21 is provided solely for a bistate project legislative work group
22 coordinated and staffed by the transportation commission.

23 (b) The legislature finds that both Washington and Oregon
24 recognize the need for improving the capacity of Interstate 5
25 adjacent to and over the Columbia river and that the legislatures of
26 each state need basic oversight of the process. The legislature
27 recognizes that the development of a bistate project takes years of
28 hard work and difficult decisions and to achieve development of a
29 successful bistate project it must be pursued in a manner that will
30 build and maintain bistate trust and positive working relationships
31 to ensure economic growth and productivity in the entire region prior
32 to reaching a federal record of decision. The legislature also
33 recognizes that area legislators will be called upon to seek funding
34 of any project developed, and therefore must be involved in the
35 development of the project from the beginning.

36 (c) The legislature further finds that in order to accomplish the
37 findings in (b) of this subsection, it is necessary to form a bistate
38 bipartisan project legislative work group, and that it may be
39 beneficial to consult with the William D. Ruckelshaus center and the
40 Oregon consensus center to act as a neutral resource to gather input,

1 provide scoping of potential stakeholders to engage diverse
2 interests, and help facilitate the creation of the work group.
3 Although the primary purpose of this facilitated effort is to
4 establish a process that includes appropriate legislative
5 involvement, it is not the intention to exclude stakeholders or
6 existing expertise or useful work products already established. The
7 work group will define and recommend the ongoing legislative role in
8 moving forward with the bistate project and report that
9 recommendation to the legislature for any required action.

10 (d) The bistate project legislative work group shall facilitate
11 strong public participation and input throughout the initial
12 development stages to identify the most affordable, efficient project
13 that improves freight mobility, safety, relieves traffic congestion,
14 and meets the future needs of the region and the transportation
15 corridor.

16 (e) The bistate project legislative work group shall consist of
17 bipartisan members of the Washington and Oregon state legislatures
18 who represent the districts adjacent to the project and be members of
19 their respective transportation committees. Each legislative member
20 will have an equal vote on matters considered by the committee. The
21 work group will consider options for capacity, safety, sufficiency,
22 public support, and cost-effectiveness in developing a solution to
23 meet the needs of the corridor. To the extent feasible, the design
24 shall incorporate existing infrastructure and allow for its future
25 maintenance and improvement.

26 (f) While not official voting members of the bistate project
27 legislative work group, it is assumed that local, regional,
28 technical, legal, and other planning and transportation resources and
29 stakeholders required for a project of this type will not be
30 supplanted or precluded from appropriate involvement.

31 (g) The bistate project legislative work group must report its
32 final recommendations to the transportation committees of the
33 legislature by December 1, 2016, and will provide annual updates on
34 the project to the legislature thereafter until the project is
35 complete.

36 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
37 **INVESTMENT BOARD**

38 Motor Vehicle Account—State Appropriation \$1,007,000

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

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

11	State Patrol Highway Account—State	
12	Appropriation.	\$416,320,000
13	State Patrol Highway Account—Federal	
14	Appropriation.	\$13,319,000
15	State Patrol Highway Account—Private/Local	
16	Appropriation.	\$3,839,000
17	Highway Safety Account—State Appropriation.	\$2,809,000
18	Multimodal Transportation Account—State	
19	Appropriation.	\$276,000
20	TOTAL APPROPRIATION.	\$436,563,000

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

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

32 (2) The cost allocation for any costs incurred for the facilities
33 at the Olympia, Washington airport used for the Washington state
34 patrol aviation section must be split evenly between the state patrol
35 highway account and the general fund.

36 (3) \$23,000 of the state patrol highway account—state
37 appropriation is provided solely for the implementation of
38 chapter . . . (Engrossed Second Substitute House Bill No. 1276), Laws

1 of 2015 (impaired driving). If chapter . . . (Engrossed Second
2 Substitute House Bill No. 1276), Laws of 2015 is not enacted by June
3 30, 2015, the amount provided in this subsection lapses.

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

5	Marine Fuel Tax Refund Account—State	
6	Appropriation.	\$34,000
7	License Plate Technology Account—State	
8	Appropriation.	\$3,200,000
9	Motorcycle Safety Education Account—State	
10	Appropriation.	\$4,499,000
11	State Wildlife Account—State Appropriation.	\$1,012,000
12	Highway Safety Account—State Appropriation.	\$188,489,000
13	Highway Safety Account—Federal Appropriation.	\$3,573,000
14	Motor Vehicle Account—State Appropriation.	\$89,582,000
15	Motor Vehicle Account—Federal Appropriation.	\$362,000
16	Motor Vehicle Account—Private/Local Appropriation.	\$1,544,000
17	Ignition Interlock Device Revolving Account—State	
18	Appropriation.	\$5,110,000
19	Department of Licensing Services Account—State	
20	Appropriation.	\$6,747,000
21	TOTAL APPROPRIATION.	\$304,152,000

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

24 (1) \$24,212,000 of the highway safety account—state appropriation
25 and \$3,200,000 of the license plate technology account—state
26 appropriation are provided solely for business and technology
27 modernization.

28 (2) \$5,059,000 of the motor vehicle account—state appropriation
29 is provided solely for replacing prorated and fuel tax computer
30 systems used to administer interstate licensing and the collection of
31 fuel tax revenues.

32 (3) \$3,186,000 of the highway safety account—state appropriation
33 is provided solely for the implementation of an updated central
34 issuance system.

35 (4) The department when modernizing its computer systems must
36 place personal and company data elements in separate data fields to
37 allow the department to select discrete data elements when providing
38 information or data to persons or entities outside the department.

1 This requirement must be included as part of the systems design in
2 the department's business and technology modernization. A person's
3 photo, social security number, or medical information must not be
4 made available through public disclosure or data being provided under
5 RCW 46.12.630 or 46.12.635.

6 (5) \$57,000 of the motor vehicle account—state appropriation is
7 provided solely for the implementation of chapter . . . (Substitute
8 House Bill No. 1157), Laws of 2015 or chapter . . . (Substitute
9 Senate Bill No. 5025), Laws of 2015 (quick title service fees). If
10 both chapter . . . (Substitute House Bill No. 1157), Laws of 2015 and
11 chapter . . . (Substitute Senate Bill No. 5025), Laws of 2015 are not
12 enacted by June 30, 2015, the amount provided in this subsection
13 lapses.

14 (6) \$247,000 of the motor vehicle account—state appropriation is
15 provided solely for the implementation of chapter . . . (House Bill
16 No. 2159), Laws of 2015 or chapter . . . (Engrossed Senate Bill No.
17 5416), Laws of 2015 (vessel-related transactions). If both
18 chapter . . . (House Bill No. 2159), Laws of 2015 and chapter . . .
19 (Engrossed Senate Bill No. 5416), Laws of 2015 are not enacted by
20 June 30, 2015, the amount provided in this subsection lapses.

21 (7) \$250,000 of the motor vehicle account—state appropriation is
22 provided solely for the implementation of chapter . . . (House Bill
23 No. 1396), Laws of 2015 (alternative fuel commercial vehicles). If
24 chapter . . . (House Bill No. 1396), Laws of 2015 is not enacted by
25 June 30, 2015, the amount provided in this subsection lapses.

26 (8) \$382,000 of the motor vehicle account—state appropriation is
27 provided solely for the implementation of chapter . . . (Substitute
28 House Bill No. 1480), Laws of 2015 or chapter . . . (Senate Bill No.
29 5338), Laws of 2015 (intermittent-use trailer license plates). If
30 both chapter . . . (Substitute House Bill No. 1480), Laws of 2015 and
31 chapter . . . (Senate Bill No. 5338), Laws of 2015 are not enacted by
32 June 30, 2015, the amount provided in this subsection lapses.

33 (9) \$332,000 of the highway safety account—state appropriation is
34 provided solely for the implementation of chapter . . . (Engrossed
35 Second Substitute House Bill No. 1276), Laws of 2015 (impaired
36 driving). If chapter . . . (Engrossed Second Substitute House Bill
37 No. 1276), Laws of 2015 is not enacted by June 30, 2015, the amount
38 provided in this subsection lapses.

1 (10) \$370,000 of the motor vehicle account—state appropriation is
2 provided solely for the implementation of chapter . . . (House Bill
3 No. 2087), Laws of 2015 (alternative fuel vehicles). If chapter . . .
4 (House Bill No. 2087), Laws of 2015 is not enacted by June 30, 2015,
5 the amount provided in this subsection lapses.

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

8	High Occupancy Toll Lanes Operations Account—State	
9	Appropriation.	\$1,443,000
10	Motor Vehicle Account—State Appropriation.	\$2,502,000
11	State Route Number 520 Corridor Account—State	
12	Appropriation.	\$44,392,000
13	State Route Number 520 Civil Penalties Account—State	
14	Appropriation.	\$4,858,000
15	Tacoma Narrows Toll Bridge Account—State	
16	Appropriation.	\$25,547,000
17	Interstate 405 Express Toll Lanes Operations	
18	Account—State Appropriation.	\$9,931,000
19	TOTAL APPROPRIATION.	\$88,673,000

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

22 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
23 appropriation and \$8,157,000 of the state route number 520 corridor
24 account—state appropriation are provided solely for the purposes of
25 addressing unforeseen operations and maintenance costs on the Tacoma
26 Narrows bridge and the state route number 520 bridge, respectively.
27 The office of financial management shall place the amounts provided
28 in this section, which represent a portion of the required minimum
29 fund balance under the policy of the state treasurer, in unallotted
30 status. The office may release the funds only when it determines that
31 all other funds designated for operations and maintenance purposes
32 have been exhausted.

33 (2) \$4,858,000 of the state route number 520 civil penalties
34 account—state appropriation and \$1,408,000 of the Tacoma Narrows toll
35 bridge account—state appropriation are provided solely for
36 expenditures related to the toll adjudication process. The department
37 shall report on the civil penalty process to the office of financial
38 management and the house of representatives and senate transportation

1 committees by the end of each calendar quarter. The reports must
2 include a summary table for each toll facility that includes: The
3 number of notices of civil penalty issued; the number of recipients
4 who pay before the notice becomes a penalty; the number of recipients
5 who request a hearing and the number who do not respond; workload
6 costs related to hearings; the cost and effectiveness of debt
7 collection activities; and revenues generated from notices of civil
8 penalty.

9 (3) The department shall make detailed quarterly expenditure
10 reports available to the transportation commission and to the public
11 on the department's web site using current department resources. The
12 reports must include a summary of toll revenue by facility on all
13 operating toll facilities and high occupancy toll lane systems, and
14 an itemized depiction of the use of that revenue.

15 (4) \$9,931,000 of the Interstate 405 express toll lanes
16 operations account—state appropriation is provided solely for
17 operating and maintenance costs of the Interstate 405 express toll
18 lanes program, including staff costs related to operating an
19 additional toll facility, consulting support for operations, purchase
20 of transponders, costs related to adjudication, credit card fees,
21 printing and postage, and customer service center support.

22 (5) \$596,000 of the Tacoma Narrows toll bridge account—state
23 appropriation, \$1,124,000 of the state route number 520 corridor
24 account—state appropriation, and \$56,000 of the high occupancy toll
25 lanes operations account—state appropriation are provided solely for
26 preparation for the procurement of a new tolling customer service
27 center. The department shall continue to report quarterly to the
28 governor, legislature, and state auditor on: (a) The department's
29 effort to mitigate risk to the state, (b) the development of a
30 request for proposals, and (c) the overall progress towards procuring
31 a new tolling customer service center.

32 (6) The department shall make detailed quarterly reports to the
33 governor and the transportation committees of the legislature on the
34 following:

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

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

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

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

14 Transportation Partnership Account—State
15 Appropriation. \$1,460,000
16 Motor Vehicle Account—State Appropriation. \$69,245,000
17 Multimodal Transportation Account—State
18 Appropriation. \$2,883,000
19 Transportation 2003 Account (Nickel Account)—State
20 Appropriation. \$1,460,000
21 Puget Sound Ferry Operations Account—State
22 Appropriation. \$263,000
23 TOTAL APPROPRIATION. \$75,311,000

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

26 (1) \$290,000 of the motor vehicle account—state appropriation is
27 provided solely for the department's compliance with its national
28 pollution discharge elimination system permit.

29 (2) \$1,460,000 of the transportation partnership account—state
30 appropriation and \$1,460,000 of the transportation 2003 account
31 (nickel account)—state appropriation are provided solely for
32 maintaining the department's project management reporting system.

33 NEW SECTION. **Sec. 211. FOR THE DEPARTMENT OF TRANSPORTATION—**
34 **FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—**
35 **OPERATING**

36 Motor Vehicle Account—State Appropriation. \$27,734,000
37 State Route Number 520 Corridor Account—State

1	Appropriation.	\$34,000
2	TOTAL APPROPRIATION.	\$27,768,000

3 The appropriations in this section are subject to the following
4 conditions and limitations: \$169,000 of the motor vehicle account—
5 state appropriation is provided solely for the development of the
6 predesign plans to renovate the department's northwest regional
7 headquarters office building in Shoreline, Washington to house the
8 department's northwest regional headquarters, tenants from the
9 department of ecology's northwest regional headquarters, and other
10 small agencies as space allows. This is the maximum amount the
11 department may expend for this purpose. The predesign must be
12 developed in collaboration with representatives from the department
13 of ecology and the office of financial management's facilities
14 oversight program. The predesign must identify the best use of
15 existing space in a modern open office configuration supporting
16 alternative workplace strategies. The predesign must identify any
17 required mitigation, parking and road improvements, and schedule and
18 cost of construction. The predesign must document the anticipated
19 financing structure and repayment plan, including the expected lease
20 costs for the department of ecology. The predesign must be provided
21 to the appropriate fiscal committees of the legislature and the
22 office of financial management by December 31, 2015.

23 NEW SECTION. **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**
24 **AVIATION—PROGRAM F**

25	Aeronautics Account—State Appropriation.	\$7,582,000
26	Aeronautics Account—Federal Appropriation.	\$4,100,000
27	Aeronautics Account—Private/Local Appropriation.	\$60,000
28	TOTAL APPROPRIATION.	\$11,742,000

29 The appropriations in this section are subject to the following
30 conditions and limitations: \$3,500,000 of the aeronautics account—
31 state appropriation is provided solely for airport investment studies
32 and the airport aid grant program, which provides competitive grants
33 to public airports for pavement, safety, maintenance, planning, and
34 security.

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

1	Motor Vehicle Account—State Appropriation.	\$55,207,000
2	Motor Vehicle Account—Federal Appropriation.	\$500,000
3	Multimodal Transportation Account—State	
4	Appropriation.	\$250,000
5	TOTAL APPROPRIATION.	\$55,957,000

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

8 (1) \$4,423,000 of the motor vehicle account—state appropriation
9 is provided solely for the department's compliance with its national
10 pollution discharge elimination system permit.

11 (2) The real estate services division of the department must
12 recover the cost of its efforts from sale proceeds and fund
13 additional future sales from those proceeds.

14 (3) \$2,126,000 of the motor vehicle account—state appropriation
15 is provided solely to support increased departmental efforts to
16 dispose of surplus property as directed in subsection (2) of this
17 section. These additional funds are expected to result in up to
18 \$5,000,000 per fiscal biennium in additional revenues through
19 increasing the sale of surplus property. By December 1, 2015, the
20 department shall report to the governor and the chairs and ranking
21 members of the senate and house of representatives transportation
22 committees on the number of surplus property parcels sold and the
23 amount of revenue generated from those sales during 2015.

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

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

38 (b) Prior to completing the transfer in (a) of this subsection,
39 the department must ensure that provisions are made to accommodate

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

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

15 NEW SECTION. **Sec. 214. FOR THE DEPARTMENT OF TRANSPORTATION—**
16 **ECONOMIC PARTNERSHIPS—PROGRAM K**

17	Motor Vehicle Account—State Appropriation.	\$603,000
18	Multimodal Transportation Account—State	
19	Appropriation.	\$75,000
20	Electric Vehicle Charging Infrastructure	
21	Account—State Appropriation.	\$1,000,000
22	TOTAL APPROPRIATION.	\$1,678,000

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

25 (1) \$75,000 of the motor vehicle account—state appropriation is
26 provided solely to the economic partnerships program to study
27 opportunities for and barriers to implementing a revised use for the
28 Tacoma Narrows toll plaza, toll booths, and buildings.

29 (a) As part of the study, the program must evaluate the efficacy
30 of contracting with a private entity to provide services and collect
31 tolls. The study must:

32 (i) Identify options to contract with private sector partners to
33 collect tolls and provide services on the toll plaza property,
34 including the buildings and the toll booths;

35 (ii) Examine the fiscal impact of a potential lease of the
36 properties, including both potential additional revenue and potential
37 cost savings;

1 (iii) Identify the characteristics of private sector partners who
2 would be able to successfully undertake such a project; and

3 (iv) Provide suggested statutory changes needed, if any, to allow
4 for such a lease and suggested language that should be considered for
5 including in a request for proposals.

6 (b) In conducting the study, the program must convene an advisory
7 committee to guide its efforts. The advisory committee must include
8 legislators from both the house of representatives and the senate, a
9 consultant with expertise in public-private partnerships, a
10 representative from the transportation commission, a representative
11 from the office of the state treasurer, and a representative from the
12 Tacoma Narrows bridge citizen advisory committee. At least one
13 meeting of the advisory committee must take place in the community in
14 which the Tacoma Narrows bridge is located.

15 (c) The program must consult with the department's tolling
16 program to update work previously completed regarding the potential
17 repurposing of the toll plaza property.

18 (d) By December 1, 2015, the program must provide a report to the
19 governor and the transportation committees of the legislature on the
20 program's findings and recommendations.

21 (2) \$1,000,000 of the electric vehicle charging infrastructure
22 account—state appropriation is provided solely for the implementation
23 of chapter . . . (House Bill No. 2087), Laws of 2015 (alternative
24 fuel vehicles). If chapter . . . (House Bill No. 2087), Laws of 2015
25 is not enacted by June 30, 2015, the amount provided in this
26 subsection lapses.

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

29	Motor Vehicle Account—State Appropriation.	\$411,414,000
30	Motor Vehicle Account—Federal Appropriation.	\$7,000,000
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation.	\$1,235,000
33	TOTAL APPROPRIATION.	\$419,649,000

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

36 (1) \$10,910,000 of the motor vehicle account—state appropriation
37 is provided solely for the department's compliance with its national
38 pollution discharge elimination system permit.

1 (2) \$2,605,000 of the motor vehicle account—state appropriation
2 is provided solely for utility fees assessed by local governments as
3 authorized under RCW 90.03.525 for the mitigation of storm water
4 runoff from state highways.

5 (3) \$2,277,000 of the motor vehicle account—state appropriation
6 is provided solely to replace or rehabilitate critical equipment
7 needed to perform snow and ice removal activities and roadway
8 maintenance. These funds may not be used to purchase passenger cars
9 as defined in RCW 46.04.382.

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

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

14	Motor Vehicle Account—State Appropriation.	\$53,352,000
15	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
16	Motor Vehicle Account—Private/Local Appropriation.	\$250,000
17	TOTAL APPROPRIATION.	\$55,652,000

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

20 (1) \$6,000,000 of the motor vehicle account—state appropriation
21 is provided solely for low-cost enhancements. The department shall
22 give priority to low-cost enhancement projects that improve safety or
23 provide congestion relief. The department shall prioritize low-cost
24 enhancement projects on a statewide rather than regional basis. By
25 September 1st of each even-numbered year, the department shall
26 provide a report to the legislature listing all low-cost enhancement
27 projects prioritized on a statewide rather than regional basis
28 completed in the prior year.

29 (2) \$9,000,000 of the motor vehicle account—state appropriation
30 is provided solely for the department's incident response program.

31 (3) During the 2015-2017 fiscal biennium, the department shall
32 continue a pilot program that expands private transportation
33 providers' access to high occupancy vehicle lanes. Under the pilot
34 program, when the department reserves a portion of a highway based on
35 the number of passengers in a vehicle, the following vehicles must be
36 authorized to use the reserved portion of the highway if the vehicle
37 has the capacity to carry eight or more passengers, regardless of the
38 number of passengers in the vehicle: (a) Auto transportation company

1 vehicles regulated under chapter 81.68 RCW; (b) passenger charter
 2 carrier vehicles regulated under chapter 81.70 RCW, except marked or
 3 unmarked stretch limousines and stretch sport utility vehicles as
 4 defined under department of licensing rules; (c) private nonprofit
 5 transportation provider vehicles regulated under chapter 81.66 RCW;
 6 and (d) private employer transportation service vehicles. For
 7 purposes of this subsection, "private employer transportation
 8 service" means regularly scheduled, fixed-route transportation
 9 service that is offered by an employer for the benefit of its
 10 employees. Nothing in this subsection is intended to authorize the
 11 conversion of public infrastructure to private, for-profit purposes
 12 or to otherwise create an entitlement or other claim by private users
 13 to public infrastructure.

14 (4) \$102,000 of the motor vehicle account—state appropriation is
 15 provided solely to replace or rehabilitate critical equipment needed
 16 to perform traffic control. These funds may not be used to purchase
 17 passenger cars as defined in RCW 46.04.382.

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

20	Motor Vehicle Account—State Appropriation.	\$29,385,000
21	Motor Vehicle Account—Federal Appropriation.	\$280,000
22	Multimodal Transportation Account—State	
23	Appropriation.	\$1,131,000
24	TOTAL APPROPRIATION.	\$30,796,000

25 The appropriations in this section are subject to the following
 26 conditions and limitations: \$288,000 of the motor vehicle account—
 27 state appropriation is provided solely for enhanced disadvantaged
 28 business enterprise outreach to increase the pool of disadvantaged
 29 businesses available for department contracts and to collaborate with
 30 the department of labor and industries to recruit women and persons
 31 of color to participate in existing transportation apprenticeship
 32 programs. The department must submit a status report on disadvantaged
 33 business enterprise outreach and apprenticeship recruitment to the
 34 transportation committees of the legislature by November 15, 2015.

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

37	Motor Vehicle Account—State Appropriation.	\$24,907,000
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1 (3)(a) \$6,000,000 of the multimodal transportation account—state
2 appropriation is provided solely for a vanpool grant program for: (a)
3 Public transit agencies to add vanpools or replace vans; and (b)
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 (c) \$400,000 of the amount provided in this subsection is
15 provided solely for the purchase of additional vans for use by
16 vanpools serving or traveling through the Joint Base Lewis-McChord
17 I-5 corridor between mile post 116 and 127.

18 (4) \$10,000,000 of the regional mobility grant program account—
19 state appropriation is reappropriated and provided solely for the
20 regional mobility grant projects identified in LEAP Transportation
21 Document 2015-2 ALL PROJECTS - Public Transportation - Program (V) as
22 developed March 29, 2015.

23 (5)(a) \$50,000,000 of the regional mobility grant program account
24 —state appropriation is provided solely for the regional mobility
25 grant projects identified in LEAP Transportation Document 2015-2 ALL
26 PROJECTS - Public Transportation - Program (V) as developed March 29,
27 2015. The department shall review all projects receiving grant awards
28 under this program at least semiannually to determine whether the
29 projects are making satisfactory progress. Any project that has been
30 awarded funds, but does not report activity on the project within one
31 year of the grant award, must be reviewed by the department to
32 determine whether the grant should be terminated. The department
33 shall promptly close out grants when projects have been completed,
34 and any remaining funds must be used only to fund projects identified
35 in the LEAP transportation document referenced in this subsection.
36 The department shall provide annual status reports on December 15,
37 2015, and December 15, 2016, to the office of financial management
38 and the transportation committees of the legislature regarding the
39 projects receiving the grants. It is the intent of the legislature to

1 appropriate funds through the regional mobility grant program only
2 for projects that will be completed on schedule. A grantee may not
3 receive more than twenty-five percent of the amount appropriated in
4 this subsection. The department shall not approve any increases or
5 changes to the scope of a project for the purpose of a grantee
6 expending remaining funds on an awarded grant.

7 (b) In order to be eligible to receive a grant under (a) of this
8 subsection during the 2015-2017 fiscal biennium, a transit agency
9 must establish a process for private transportation providers to
10 apply for the use of park and ride facilities. For purposes of this
11 subsection, (i) "private transportation provider" means: An auto
12 transportation company regulated under chapter 81.68 RCW; a passenger
13 charter carrier regulated under chapter 81.70 RCW, except marked or
14 unmarked stretch limousines and stretch sport utility vehicles as
15 defined under department of licensing rules; a private nonprofit
16 transportation provider regulated under chapter 81.66 RCW; or a
17 private employer transportation service provider; and (ii) "private
18 employer transportation service" means regularly scheduled, fixed-
19 route transportation service that is offered by an employer for the
20 benefit of its employees.

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

24 (7) \$6,424,000 of the total appropriation in this section is
25 provided solely for CTR grants and activities. Of this amount:

26 (a) \$3,900,000 of the multimodal transportation account—state
27 appropriation is provided solely for grants to local jurisdictions,
28 selected by the CTR board, for the purpose of assisting employers
29 meet CTR goals;

30 (b) \$1,770,000 of the multimodal transportation account—state
31 appropriation is provided solely for state costs associated with CTR.
32 The department shall develop more efficient methods of CTR assistance
33 and survey procedures; and

34 (c) \$754,000 of the state vehicle parking account—state
35 appropriation is provided solely for CTR-related expenditures,
36 including all expenditures related to the guaranteed ride home
37 program and the STAR pass program.

1 (8) An affected urban growth area that has not previously
2 implemented a commute trip reduction program as of the effective date
3 of this section is exempt from the requirements in RCW 70.94.527.

4 (9) \$200,000 of the multimodal transportation account—state
5 appropriation is contingent on the timely development of an annual
6 report summarizing the status of public transportation systems as
7 identified under RCW 35.58.2796.

8 (10)(a) \$1,000,000 of the multimodal transportation account—state
9 appropriation is provided solely for the Everett connector service
10 for Island and Skagit transit agencies. The amount provided in this
11 subsection is contingent on the charging of a fare for the Everett
12 connector service that achieves a farebox recovery ratio similar to
13 comparable routes that charge a fare.

14 (b) The amount provided in (a) of this subsection must be held in
15 unallotted status until the office of financial management determines
16 that a fare policy has been adopted for the Everett connector service
17 that achieves a farebox recovery ratio similar to comparable routes
18 that charge a fare.

19 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**
20 **MARINE—PROGRAM X**

21	Puget Sound Ferry Operations Account—State	
22	Appropriation.	\$489,597,000
23	Puget Sound Ferry Operations Account—Private/Local	
24	Appropriation.	\$121,000
25	TOTAL APPROPRIATION.	\$489,718,000

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

28 (1) The office of financial management budget instructions
29 require agencies to recast enacted budgets into activities. The
30 Washington state ferries shall include a greater level of detail in
31 its 2015-2017 supplemental and 2017-2019 omnibus transportation
32 appropriations act requests, as determined jointly by the office of
33 financial management, the Washington state ferries, and the
34 transportation committees of the legislature. This level of detail
35 must include the administrative functions in the operating as well as
36 capital programs.

1 (2) For the 2015-2017 fiscal biennium, the department may enter
2 into a distributor controlled fuel hedging program and other methods
3 of hedging approved by the fuel hedging committee.

4 (3) \$87,036,000 of the Puget Sound ferry operations account—state
5 appropriation is provided solely for auto ferry vessel operating fuel
6 in the 2015-2017 fiscal biennium. The amount provided in this
7 subsection represents the fuel budget for the purposes of calculating
8 any ferry fare fuel surcharge.

9 (4) \$100,000 of the Puget Sound ferry operations account—state
10 appropriation is provided solely for the department's compliance with
11 its national pollution discharge elimination system permit.

12 (5) When purchasing uniforms that are required by collective
13 bargaining agreements, the department shall contract with the lowest
14 cost provider.

15 (6) During the 2015-2017 fiscal biennium, the department shall
16 not operate a winter sailing schedule for a time period longer than
17 twelve weeks.

18 (7) \$496,000 of the Puget Sound ferry operations account—state
19 appropriation is provided solely for ferry terminal traffic control
20 at the Fauntleroy ferry terminal. The department shall utilize
21 existing contracts to provide a uniformed officer to assist with
22 ferry terminal traffic control at the Fauntleroy ferry terminal.

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

25 Multimodal Transportation Account—State
26 Appropriation. \$58,819,000
27 Multimodal Transportation Account—Private/Local
28 Appropriation. \$45,000
29 TOTAL APPROPRIATION. \$58,864,000

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

32 (1) \$51,281,000 of the multimodal transportation account—state
33 appropriation is provided solely for operating and maintaining state-
34 supported passenger rail service.

35 (2) Amtrak Cascades runs may not be eliminated.

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

1 (5) \$500,000 of the state patrol highway account—state
2 appropriation is provided solely for replacement of generators at
3 Marysville, Baw Faw, Gardner, Pilot Rock, and Ridpath.

4 (6) \$150,000 of the state patrol highway account—state
5 appropriation is provided solely for painting and caulking in several
6 locations.

7 (7) \$350,000 of the state patrol highway account—state
8 appropriation is provided solely for pavement preservation at the
9 Wenatchee district office and the Spokane district office.

10 (8) \$700,000 of the state patrol highway account—state
11 appropriation is provided solely for energy upgrades at two district
12 offices and two detachments.

13 (9) \$300,000 of the state patrol highway account—state
14 appropriation is provided solely for repair of the academy training
15 tank.

16 **NEW SECTION. Sec. 303. FOR THE COUNTY ROAD ADMINISTRATION BOARD**
17 Rural Arterial Trust Account—State
18 Appropriation. \$41,000,000
19 Motor Vehicle Account—State Appropriation. \$10,706,000
20 County Arterial Preservation Account—State
21 Appropriation. \$31,250,000
22 TOTAL APPROPRIATION. \$82,956,000

23 **NEW SECTION. Sec. 304. FOR THE TRANSPORTATION IMPROVEMENT BOARD**
24 Small City Pavement and Sidewalk Account—State
25 Appropriation. \$3,931,000
26 Highway Safety Account—State Appropriation. \$10,000,000
27 Transportation Improvement Account—State
28 Appropriation. \$179,452,000
29 TOTAL APPROPRIATION. \$193,383,000

30 The appropriations in this section are subject to the following
31 conditions and limitations: The highway safety account—state
32 appropriation is provided solely for:

- 33 (1) The arterial preservation program to help low tax-based,
34 medium-sized cities preserve arterial pavements;
35 (2) The small city pavement program to help cities meet urgent
36 preservation needs; and

1 (3) The small city low-energy street light retrofit demonstration
2 program.

3 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**
4 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
5 **CAPITAL**

6 Transportation Partnership Account—State
7 Appropriation. \$211,000
8 Motor Vehicle Account—State Appropriation. \$4,270,000
9 TOTAL APPROPRIATION. \$4,481,000

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

12 Multimodal Transportation Account—State
13 Appropriation. \$22,379,000
14 Transportation Partnership Account—State
15 Appropriation. \$1,128,376,000
16 Motor Vehicle Account—State Appropriation. \$54,601,000
17 Motor Vehicle Account—Federal Appropriation. \$263,238,000
18 Motor Vehicle Account—Private/Local Appropriation. . . . \$167,259,000
19 Transportation 2003 Account (Nickel Account)—State
20 Appropriation. \$104,366,000
21 State Route Number 520 Corridor Account—State
22 Appropriation. \$367,792,000
23 State Route Number 520 Corridor Account—Federal
24 Appropriation. \$104,801,000
25 State Route Number 520 Civil Penalties Account—
26 State Appropriation. \$17,000,000
27 Alaskan Way Viaduct Replacement Project Account—
28 State Appropriation. \$50,110,000
29 Special Category C Account—State Appropriation. \$6,000,000
30 TOTAL APPROPRIATION. \$2,285,922,000

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

33 (1) Except as provided otherwise in this section, the entire
34 transportation 2003 account (nickel account) appropriation and the
35 entire transportation partnership account appropriation are provided
36 solely for the projects and activities as listed by fund, project,

1 and amount in LEAP Transportation Document 2015-1 as developed March
2 29, 2015, Program - Highway Improvements Program (I). However,
3 limited transfers of specific line-item project appropriations may
4 occur between projects for those amounts listed subject to the
5 conditions and limitations in section 601 of this act.

6 (2) 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 2015-2 ALL PROJECTS
10 as developed March 29, 2015, Program - Highway Improvements Program
11 (I). However, no additional federal funds may be allocated to the
12 I-5/Columbia River Crossing project (400506A).

13 (3) Within the motor vehicle account—state appropriation and
14 motor vehicle account—federal appropriation, the department may
15 transfer funds between programs I and P, except for funds that are
16 otherwise restricted in this act.

17 (4) The transportation 2003 account (nickel account)—state
18 appropriation includes up to \$70,341,000 in proceeds from the sale of
19 bonds authorized by RCW 47.10.861.

20 (5) The transportation partnership account—state appropriation
21 includes up to \$569,502,000 in proceeds from the sale of bonds
22 authorized in RCW 47.10.873.

23 (6) \$346,263,000 of the transportation partnership account—state
24 appropriation, \$15,300,000 of the motor vehicle account—federal
25 appropriation, \$154,263,000 of the motor vehicle account—private/
26 local appropriation, \$69,479,000 of the transportation 2003 account
27 (nickel account)—state appropriation, \$50,110,000 of the Alaskan Way
28 viaduct replacement project account—state appropriation, and
29 \$4,346,000 of the multimodal transportation account—state
30 appropriation are provided solely for the SR 99/Alaskan Way Viaduct
31 Replacement project (809936Z).

32 (7) \$17,000,000 of the multimodal transportation account—state
33 appropriation is provided solely for transit mitigation for the SR
34 99/Alaskan Way Viaduct Replacement project (809940B).

35 (8) \$13,881,000 of the transportation partnership account—state
36 appropriation, \$9,753,000 of the transportation 2003 account (nickel
37 account)—state appropriation, \$42,000 of the multimodal
38 transportation account—state appropriation, \$6,000,000 of the special
39 category C account—state appropriation, and \$6,348,000 of the motor

1 vehicle account—federal appropriation are provided solely for the US
2 395/North Spokane Corridor project (600010A). Any future savings on
3 the project must stay on the US 395/Interstate 90 corridor and be
4 made available to the current phase of the North Spokane corridor
5 project or any future phase of the project in 2015-2017.

6 (9) \$46,894,000 of the transportation partnership account—state
7 appropriation, \$10,317,000 of the transportation 2003 account (nickel
8 account)—state appropriation, and \$1,000 of the motor vehicle account
9 —private/local appropriation are provided solely for the I-405/
10 Kirkland Vicinity Stage 2 - Widening project (8BI1002). This project
11 must be completed as soon as practicable as a design-build project.
12 Any future savings on this project or other Interstate 405 corridor
13 projects must stay on the Interstate 405 corridor and be made
14 available to either the I-405/SR 167 Interchange - Direct Connector
15 project (140504C) or the I-405 Renton to Bellevue project in
16 2015-2017.

17 (10)(a) The SR 520 Bridge Replacement and HOV project (8BI1003)
18 is supported over time from multiple sources, including a
19 \$300,000,000 TIFIA loan, \$923,000,000 in Garvee bonds, toll revenues,
20 state bonds, interest earnings, and other miscellaneous sources.

21 (b) The state route number 520 corridor account—state
22 appropriation includes up to \$343,505,000 in proceeds from the sale
23 of bonds authorized in RCW 47.10.879 and 47.10.886.

24 (c) The state route number 520 corridor account—federal
25 appropriation includes up to \$104,801,000 in proceeds from the sale
26 of bonds authorized in RCW 47.10.879 and 47.10.886.

27 (d) \$135,262,000 of the transportation partnership account—state
28 appropriation, \$104,801,000 of the state route number 520 corridor
29 account—federal appropriation, and \$367,792,000 of the state route
30 number 520 corridor account—state appropriation are provided solely
31 for the SR 520 Bridge Replacement and HOV project (8BI1003). Of the
32 amounts appropriated in this subsection (10)(d), \$232,598,000 of the
33 state route number 520 corridor account—state appropriation must be
34 put into unallotted status and is subject to review by the office of
35 financial management. The director of the office of financial
36 management shall consult with the joint transportation committee
37 prior to making a decision to allot these funds.

38 (e) When developing the financial plan for the project, the
39 department shall assume that all maintenance and operation costs for

1 the new facility are to be covered by tolls collected on the toll
2 facility and not by the motor vehicle account.

3 (11) \$17,000,000 of the state route number 520 civil penalties
4 account—state appropriation is provided solely for the department to
5 continue to work with the Seattle department of transportation in
6 their joint planning, design, right-of-way acquisition, outreach, and
7 operation of the remaining west side elements including, but not
8 limited to, the Montlake lid, the bicycle/pedestrian path, the
9 effective network of transit connections, and the Portage Bay bridge
10 of the SR 520 Bridge Replacement and HOV project.

11 (12) \$548,000 of the motor vehicle account—federal appropriation
12 and \$19,000 of the motor vehicle account—state appropriation are
13 provided solely for the 31st Ave SW Overpass Widening and Improvement
14 project (L1100048).

15 (13) The legislature finds that there are sixteen companies
16 involved in wood preserving in the state that employ four hundred
17 workers and have an annual payroll of fifteen million dollars. Prior
18 to the department's switch to steel guardrails, ninety percent of the
19 twenty-five hundred mile guardrail system was constructed of
20 preserved wood and one hundred ten thousand wood guardrail posts were
21 produced annually for state use. Moreover, the policy of using steel
22 posts requires the state to use imported steel. Given these findings,
23 where practicable, and until June 30, 2017, the department shall
24 include the design option to use wood guardrail posts, in addition to
25 steel posts, in new guardrail installations. The selection of posts
26 must be consistent with the agency design manual policy that existed
27 before December 2009.

28 (14) For urban corridors that are all or partially within a
29 metropolitan planning organization boundary, for which the department
30 has not initiated environmental review, and that require an
31 environmental impact statement, at least one alternative must be
32 consistent with the goals set out in RCW 47.01.440.

33 (15) The department shall itemize all future requests for the
34 construction of buildings on a project list and submit them through
35 the transportation executive information system as part of the
36 department's 2016 budget submittal. It is the intent of the
37 legislature that new facility construction must be transparent and
38 not appropriated within larger highway construction projects.

1 (16) Practical design offers targeted benefits to a state
2 transportation system within available fiscal resources. This
3 delivers value not just for individual projects, but for the entire
4 system. Applying practical design standards will also preserve and
5 enhance safety and mobility. The department shall implement a
6 practical design strategy for transportation design standards. By
7 June 30, 2016, the department shall report to the governor and the
8 house of representatives and senate transportation committees on
9 where practical design has been applied or is intended to be applied
10 in the department and the cost savings resulting from the use of
11 practical design. This subsection takes effect if chapter . . .
12 (Substitute House Bill No. 2012), Laws of 2015 is not enacted by June
13 30, 2015.

14 (17)(a) \$15,000,000 of the motor vehicle account—state
15 appropriation is provided solely for stage 2 of the SR 28 Eastside
16 Corridor project (L1000065). This project is designed to improve
17 mobility and safety. The project has received design funds and a
18 value engineering study that was completed in 2008, and the project's
19 final environmental impact statement was approved in 2007.

20 (b) \$1,000,000 of the appropriation provided in this subsection
21 may be used to prepare, market, and sell the seven-acre Wenatchee
22 Avenue property. The sale proceeds from the Wenatchee Avenue property
23 and other surplus property identified by the department in Chelan and
24 Douglas counties as surplus property up to fifteen million dollars
25 must be deposited into the motor vehicle account to offset the cost
26 of stage 2 of the SR 28 Eastside Corridor project.

27 (c) \$14,000,000 of the appropriation provided in this subsection
28 must be held in unallotted status and is contingent upon surplus
29 property sales in Chelan and Douglas counties that are sufficient to
30 cover the cost of the project, at which time the director of the
31 office of financial management may allot the funds.

32 (18) \$991,000 of the multimodal transportation account—state
33 appropriation is provided solely for transit mitigation for the I-5/
34 Tacoma HOV Improvements project.

35 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
36 **PRESERVATION—PROGRAM P**
37 Transportation Partnership Account—State
38 Appropriation. \$12,057,000

1	Motor Vehicle Account—State Appropriation.	\$93,532,000
2	Motor Vehicle Account—Federal Appropriation.	\$395,173,000
3	Motor Vehicle Account—Private/Local Appropriation.	\$8,104,000
4	Transportation 2003 Account (Nickel Account)—State	
5	Appropriation.	\$40,457,000
6	Tacoma Narrows Toll Bridge Account—State	
7	Appropriation.	\$4,564,000
8	Recreational Vehicle Account—State Appropriation.	\$1,509,000
9	High Occupancy Toll Lanes Operations Account—State	
10	Appropriation.	\$800,000
11	State Route Number 520 Corridor Account—State	
12	Appropriation.	\$1,723,000
13	TOTAL APPROPRIATION.	\$557,919,000

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 transportation 2003 account (nickel account) appropriation and the
18 entire transportation partnership account appropriation are provided
19 solely for the projects and activities as listed by fund, project,
20 and amount in LEAP Transportation Document 2015-1 as developed March
21 29, 2015, 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 provided otherwise in this section, the entire
26 motor vehicle account—state appropriation and motor vehicle account—
27 federal appropriation are provided solely for the projects and
28 activities listed in LEAP Transportation Document 2015-2 ALL PROJECTS
29 as developed March 29, 2015, Program - Highway Preservation Program
30 (P). However, no additional federal funds may be allocated to the
31 I-5/Columbia River Crossing project (400506A).

32 (3) Within the motor vehicle account—state appropriation and
33 motor vehicle account—federal appropriation, the department may
34 transfer funds between programs I and P, except for funds that are
35 otherwise restricted in this act.

36 (4) The department shall examine the use of electric arc furnace
37 slag for use as an aggregate for new roads and paving projects in
38 high traffic areas and report back to the legislature by December 1,
39 2015, on its current use in other areas of the country and any

1 characteristics that can provide greater wear resistance and skid
2 resistance in new pavement construction.

3 (5) \$38,100,000 of the motor vehicle account—state appropriation
4 and \$41,900,000 of the motor vehicle account—federal appropriation
5 are provided solely for structurally deficient bridges (L1000068).
6 The department's delivery of these projects must result in the most
7 efficient use of the funding provided.

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

10	Motor Vehicle Account—State Appropriation.	\$5,898,000
11	Motor Vehicle Account—Federal Appropriation.	\$6,132,000
12	Motor Vehicle Account—Private/Local Appropriation.	\$200,000
13	TOTAL APPROPRIATION.	\$12,230,000

14 The appropriations in this section are subject to the following
15 conditions and limitations: \$791,000 of the motor vehicle account—
16 state appropriation is provided solely for project 000005Q as state
17 matching funds for federally selected competitive grants or
18 congressional earmark projects. These moneys must be placed into
19 reserve status until such time as federal funds are secured that
20 require a state match.

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

23	Capital Vessel Replacement Account—State Appropriation.	\$55,000,000
24	Puget Sound Capital Construction Account—State	
25	Appropriation.	\$44,655,000
26	Puget Sound Capital Construction Account—Federal	
27	Appropriation.	\$112,112,000
28	Puget Sound Capital Construction Account—Private/Local	
29	Appropriation.	\$10,331,000
30	Multimodal Transportation Account—State	
31	Appropriation.	\$3,779,000
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation.	\$35,991,000
34	TOTAL APPROPRIATION.	\$261,868,000

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed in LEAP Transportation Document 2015-2 ALL
4 PROJECTS as developed March 29, 2015, Program - Washington State
5 Ferries Capital Program (W).

6 (2) \$18,000,000 of the transportation 2003 account (nickel
7 account)—state appropriation and \$55,000,000 of the capital vessel
8 replacement account—state appropriation are provided solely for the
9 acquisition of a 144-car vessel (L1000063). The department shall use
10 as much already procured equipment as practicable on the 144-car
11 vessels.

12 (3) \$30,164,000 of the Puget Sound capital construction account—
13 federal appropriation, \$608,000 of the Puget Sound capital
14 construction account—state appropriation, \$9,408,000 of the
15 transportation 2003 account (nickel account)—state appropriation, and
16 \$1,045,000 of the multimodal transportation account—state
17 appropriation are provided solely for the Mukilteo ferry terminal
18 (952515P). To the greatest extent practicable, the department shall
19 seek additional federal funding for this project. Within the
20 multimodal transportation account—state appropriation amount provided
21 in this subsection, the department shall lease to the city in which
22 the project is located a portion of the department's property
23 associated with this project to provide safe, temporary public access
24 from the easterly terminus of First Street to the vicinity of Front
25 Street. The department shall provide the lease at no cost in
26 recognition of the impacts of this project to the city and require
27 appropriate liability and maintenance coverage in the terms of the
28 lease. Public access must be installed and removed at no cost to the
29 state prior to construction of the multimodal terminal project.

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

34 (5) Consistent with RCW 47.60.662, which requires the Washington
35 state ferry system to collaborate with passenger-only ferry and
36 transit providers to provide service at existing terminals, the
37 department shall ensure that multimodal access, including for
38 passenger-only ferries and transit service providers, is not
39 precluded by any future terminal modifications.

1 (6) The transportation 2003 account (nickel account)—state
2 appropriation includes up to \$18,000,000 in proceeds from the sale of
3 bonds authorized in RCW 47.10.861.

4 (7) If the department pursues a conversion of the existing diesel
5 powered Issaquah class fleet to a different fuel source or engine
6 technology or the construction of a new vessel powered by a fuel
7 source or engine technology that is not diesel powered, the
8 department must use a design-build procurement process.

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

11	Essential Rail Assistance Account—State	
12	Appropriation.	\$10,820,000
13	Transportation Infrastructure Account—State	
14	Appropriation.	\$12,168,000
15	Multimodal Transportation Account—State	
16	Appropriation.	\$11,659,000
17	Multimodal Transportation Account—Federal	
18	Appropriation.	\$363,318,000
19	Multimodal Transportation Account—Private/Local	
20	Appropriation.	\$506,000
21	TOTAL APPROPRIATION.	\$398,471,000

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

24 (1)(a) Except as provided otherwise in this section, the entire
25 appropriations in this section are provided solely for the projects
26 and activities as listed by project and amount in LEAP Transportation
27 Document 2015-2 ALL PROJECTS as developed March 29, 2015, Program -
28 Rail Program (Y).

29 (b) Within the amounts provided in this section, \$4,219,000 of
30 the transportation infrastructure account—state appropriation is for
31 low-interest loans through the freight rail investment bank program
32 identified in the LEAP transportation document referenced in (a) of
33 this subsection. The department shall issue freight rail investment
34 bank program loans with a repayment period of no more than ten years,
35 and only so much interest as is necessary to recoup the department's
36 costs to administer the loans.

37 (c) Within the amounts provided in this section, \$3,414,000 of
38 the multimodal transportation account—state appropriation, \$88,000 of

1 the transportation infrastructure account—state appropriation, and
2 \$270,000 of the essential rail assistance account—state appropriation
3 are for statewide emergent freight rail assistance projects
4 identified in the LEAP transportation document referenced in (a) of
5 this subsection.

6 (2) Unsuccessful 2014 freight rail assistance program grant
7 applicants may be awarded freight rail investment bank program loans,
8 if eligible.

9 (3) \$363,191,000 of the multimodal transportation account—federal
10 appropriation and \$5,740,000 of the multimodal transportation account
11 —state appropriation are provided solely for expenditures related to
12 passenger high-speed rail grants.

13 (4) \$6,831,000 of the transportation infrastructure account—state
14 appropriation and \$506,000 of the multimodal transportation account—
15 private/local appropriation are provided solely for the Palouse river
16 and Coulee City railroad central Washington branch rehabilitation
17 project (700100D).

18 (5)(a) \$10,000,000 of the essential rail assistance account—state
19 appropriation is provided solely for the maintenance and improvement
20 of state-owned railroads and emergent freight rail assistance
21 projects. A minimum of fifty percent of the appropriation must be
22 used for the maintenance and improvement of state-owned railroads.

23 (b) This appropriation must be held in unallotted status and an
24 amount equal to the transfer by the state treasurer from the
25 multimodal transportation account into this account may only be
26 allotted once the office of financial management determines that such
27 funds are available.

28 NEW SECTION. **Sec. 311. FOR THE DEPARTMENT OF TRANSPORTATION—**
29 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

30	Highway Infrastructure Account—State Appropriation.	\$782,000
31	Highway Infrastructure Account—Federal	
32	Appropriation.	\$202,000
33	Transportation Partnership Account—State	
34	Appropriation.	\$1,510,000
35	Highway Safety Account—State Appropriation.	\$9,970,000
36	Motor Vehicle Account—State Appropriation.	\$500,000
37	Motor Vehicle Account—Federal Appropriation.	\$17,825,000
38	Multimodal Transportation Account—State	

1	Appropriation.	\$15,328,000
2	TOTAL APPROPRIATION.	\$46,117,000

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 2015-2 ALL PROJECTS as developed March 29, 2015, Program -
9 Local Programs (Z).

10 (2) With each department budget submittal, the department shall
11 provide an update on the status of the repayment of the twenty
12 million dollars of unobligated federal funds authority advanced by
13 the department in September 2010 to the city of Tacoma for the Murray
14 Morgan/11th Street bridge project.

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

18 (a) \$13,820,000 of the multimodal transportation account—state
19 appropriation and \$1,507,000 of the transportation partnership
20 account—state appropriation are provided solely for pedestrian and
21 bicycle safety program projects.

22 (b) \$6,100,000 of the motor vehicle account—federal appropriation
23 and \$6,750,000 of the highway safety account—state appropriation are
24 provided solely for newly selected safe routes to school projects.
25 \$6,794,000 of the motor vehicle account—federal appropriation,
26 \$1,133,000 of the multimodal transportation account—state
27 appropriation, and \$3,215,000 of the highway safety account—state
28 appropriation are reappropriated for safe routes to school projects
29 selected in the previous biennia.

30 (4) The department shall submit a report to the transportation
31 committees of the legislature by December 1, 2015, and December 1,
32 2016, on the status of projects funded as part of the pedestrian
33 safety/safe routes to school grant program (0LP600P). The report must
34 include, but is not limited to, a list of projects selected and a
35 brief description of each project's status.

36 (5) \$500,000 of the motor vehicle account—state appropriation is
37 provided solely for the Edmonds waterfront at-grade train crossings
38 alternatives analysis project (L2000135). The department shall work
39 with the city of Edmonds and provide a preliminary report of key

1 findings to the transportation committees of the legislature and the
2 office of financial management by December 1, 2015.

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

5 (1) As part of its budget submittal for the 2016 supplemental
6 budget, the department of transportation shall provide an update to
7 the report provided to the legislature in 2015 that: (a) Compares the
8 original project cost estimates approved in the 2003 and 2005 project
9 lists to the completed cost of the project, or the most recent
10 legislatively approved budget and total project costs for projects
11 not yet completed; (b) identifies highway projects that may be
12 reduced in scope and still achieve a functional benefit; (c)
13 identifies highway projects that have experienced scope increases and
14 that can be reduced in scope; (d) identifies highway projects that
15 have lost significant local or regional contributions that were
16 essential to completing the project; and (e) identifies contingency
17 amounts allocated to projects.

18 (2) As part of its budget submittal for the 2016 supplemental
19 budget, the department of transportation shall provide an annual
20 report on the number of toll credits the department has accumulated
21 and how the department has used the toll credits.

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

24 On a quarterly basis, the department of transportation shall
25 provide to the office of financial management and the legislative
26 transportation committees the following reports for all capital
27 programs:

- 28 (1) For active projects, the report must include:
- 29 (a) A TEIS version containing actual capital expenditures for all
30 projects consistent with the structure of the most recently enacted
31 budget;
- 32 (b) Anticipated cost savings, cost increases, reappropriations,
33 and schedule adjustments for all projects consistent with the
34 structure of the most recently enacted budget;
- 35 (c) The award amount, the engineer's estimate, and the number of
36 bidders for all active projects consistent with the structure of the
37 most recently enacted budget;

1 (d) Projected costs and schedule for individual projects that are
2 funded at a programmatic level for projects relating to bridge rail,
3 guard rail, fish passage barrier removal, roadside safety projects,
4 and seismic bridges. Projects within this programmatic level funding
5 must be completed on a priority basis and scoped to be completed
6 within the current programmatic budget;

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

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

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

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

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

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

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

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

24 (a) Identify the estimated advertisement date for all projects
25 consistent with the structure of the most recently enacted
26 transportation budget that are going to advertisement during the
27 current fiscal biennium;

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

32 (c) Identify the estimated cost of completion for all projects
33 consistent with the structure of the most recently enacted
34 transportation budget that are going to advertisement during the
35 current fiscal biennium.

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

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

4 **TRANSFERS AND DISTRIBUTIONS**

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

9 Transportation Partnership Account—State

10	Appropriation.	\$2,848,000
11	Highway Bond Retirement Account—State	
12	Appropriation.	\$1,170,702,000
13	Ferry Bond Retirement Account—State Appropriation.	\$29,230,000
14	Transportation Improvement Board Bond Retirement	
15	Account—State Appropriation.	\$16,129,000
16	Nondebt-Limit Reimbursable Bond Retirement Account—	
17	State Appropriation.	\$25,837,000
18	Toll Facility Bond Retirement Account—State	
19	Appropriation.	\$62,885,000
20	Transportation 2003 Account (Nickel Account)—State	
21	Appropriation.	\$442,000
22	TOTAL APPROPRIATION.	\$1,308,073,000

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

26 Transportation Partnership Account—State

27	Appropriation.	\$570,000
28	Transportation 2003 Account (Nickel Account)—State	
29	Appropriation.	\$88,000
30	TOTAL APPROPRIATION.	\$658,000

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

34 Toll Facility Bond Retirement Account—Federal

35	Appropriation.	\$200,637,000
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1 NEW SECTION. **Sec. 404. FOR THE STATE TREASURER—STATE REVENUES**
2 **FOR DISTRIBUTION**

3 Motor Vehicle Account—State Appropriation: For
4 motor vehicle fuel tax distributions to cities
5 and counties. \$489,359,000

6 NEW SECTION. **Sec. 405. FOR THE STATE TREASURER—TRANSFERS**

7 Motor Vehicle Account—State Appropriation: For
8 motor vehicle fuel tax refunds and statutory
9 transfers. \$1,269,319,000

10 NEW SECTION. **Sec. 406. FOR THE DEPARTMENT OF LICENSING—**
11 **TRANSFERS**

12 Motor Vehicle Account—State Appropriation:
13 For motor vehicle fuel tax refunds and transfers. \$143,664,000

14 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—ADMINISTRATIVE**
15 **TRANSFERS**

16 (1) Multimodal Transportation Account—State
17 Appropriation: For transfer to the Puget Sound
18 Ferry Operations Account—State. \$33,000,000

19 (2) Capital Vessel Replacement Account—State
20 Appropriation: For transfer to the Transportation
21 2003 Account (Nickel Account)—State. \$6,550,000

22 (3) Multimodal Transportation Account—State
23 Appropriation: For transfer to the Puget Sound
24 Capital Construction Account—State. \$8,000,000

25 (4) State Route Number 520 Civil Penalties
26 Account—State Appropriation: For transfer to the
27 State Route Number 520 Corridor Account—State. \$916,000

28 (5) Highway Safety Account—State Appropriation:
29 For transfer to the State Patrol Highway
30 Account—State. \$19,000,000

31 (6) Highway Safety Account—State
32 Appropriation: For transfer to the Puget Sound Capital
33 Construction Account—State. \$20,000,000

34 (7) Tacoma Narrows Toll Bridge Account—State
35 Appropriation: For transfer to the Motor Vehicle
36 Account—State. \$950,000

1 funded with lidded grants or dedicated fund sources with insufficient
2 revenue, additional funding from other sources is not provided.

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

5 An agreement has been reached between the governor and the office
6 and professional employees international union local eight (OPEIU)
7 through an interest arbitration decision pursuant to chapter 47.64
8 RCW for the 2015-2017 fiscal biennium. Funding is provided for the
9 awarded three percent general wage increase effective July 1, 2015,
10 and a two and one-half percent general wage increase effective July
11 1, 2016. The agreement also includes and funding is provided to move
12 the relief dispatcher classification to the next higher
13 classification and increase in call back pay.

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

16 An agreement has been reached between the governor and the ferry
17 agents, supervisors, and project administrators association through
18 an interest arbitration decision pursuant to chapter 47.64 RCW for
19 the 2015-2017 fiscal biennium. Funding is provided for the awarded
20 three percent general wage increase effective July 1, 2015, and a
21 three percent general wage increase effective July 1, 2016. The
22 agreement also includes and funding is provided for an increase in
23 the vacation accrual rate schedule for employees hired before June
24 30, 2011, effective July 1, 2015.

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

27 An agreement has been reached between the governor and the
28 service employees international union local six pursuant to chapter
29 47.64 RCW for the 2015-2017 fiscal biennium. Funding is provided for
30 the negotiated three percent general wage increase effective July 1,
31 2015, and a one and eight-tenths percent general wage increase
32 effective July 1, 2016. The agreement also includes and funding is
33 provided for an increase in shift premium and foreman pay.

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

1 An agreement has been reached between the governor and the
2 Pacific Northwest regional council of carpenters through an interest
3 arbitration award pursuant to chapter 47.64 RCW for the 2015-2017
4 fiscal biennium. Funding is provided for the awarded three percent
5 general wage increase effective July 1, 2015, and a three percent
6 general wage increase effective July 1, 2016.

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

9 An agreement has been reached between the governor and the Puget
10 Sound metal trades council through an interest arbitration decision
11 pursuant to chapter 47.64 RCW for the 2015-2017 fiscal biennium.
12 Funding is provided for the awarded three percent general wage
13 increase effective July 1, 2015, and a four percent general wage
14 increase effective July 1, 2016.

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

17 An agreement has been reached between the governor and the marine
18 engineers' beneficial association unlicensed engine room employees
19 through an interest arbitration decision pursuant to chapter 47.64
20 RCW for the 2015-2017 fiscal biennium. Funding is provided for the
21 awarded four percent general wage increase effective July 1, 2015,
22 and a two and three-quarters percent general wage increase effective
23 July 1, 2016. The agreement also includes and funding is provided for
24 an increase in holiday pay from eight hours to twelve hours per
25 holiday, an increase in maintenance and cure payments to injured
26 employees, and an increase in the contribution to the training
27 school.

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

30 An agreement has been reached between the governor and the marine
31 engineers' beneficial association licensed engineer officers through
32 an interest arbitration decision pursuant to chapter 47.64 RCW for
33 the 2015-2017 fiscal biennium. Funding is provided for the awarded
34 four percent general wage increase effective July 1, 2015, and a two
35 and three-quarters percent general wage increase effective July 1,
36 2016. The agreement also includes and funding is provided for an

1 increase holiday pay from eight hours to twelve hours per holiday,
2 reimbursement for the cost of obtaining specified credentials, an
3 increase in the contribution to temporary relief for employee's
4 health care, an increase in maintenance and cure payments to injured
5 employees, and an increase in the contribution to the training
6 school.

7 NEW SECTION. **Sec. 510. DEPARTMENT OF TRANSPORTATION MARINE**
8 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MATES**

9 An agreement has been reached between the governor and the
10 masters, mates, and pilots - mates through an interest arbitration
11 decision pursuant to chapter 47.64 RCW for the 2015-2017 fiscal
12 biennium. Funding is provided for the awarded three percent general
13 wage increase effective July 1, 2015, and three percent general wage
14 increase effective July 1, 2016. The agreement also includes and
15 funding is provided for an increase in call back pay and an increase
16 in the Friday Harbor stipend. The agreement also eliminates a two-
17 tiered vacation accrual schedule, replacing it with one schedule that
18 includes increased accrual rates, effective July 1, 2016.

19 NEW SECTION. **Sec. 511. DEPARTMENT OF TRANSPORTATION MARINE**
20 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P MASTERS**

21 An agreement has been reached between the governor and the
22 masters, mates, and pilots - masters through an interest arbitration
23 decision pursuant to chapter 47.64 RCW for the 2015-2017 fiscal
24 biennium. Funding is provided for the awarded three percent general
25 wage increase effective July 1, 2015. The agreement also includes and
26 funding is provided for increased vacation accrual rates for those
27 employees hired before June 30, 2011, effective July 1, 2015, an
28 increase in call back pay, an increase in assignment pay, and an
29 increase in the Friday Harbor stipend.

30 NEW SECTION. **Sec. 512. DEPARTMENT OF TRANSPORTATION MARINE**
31 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH SUPERVISORS**

32 An agreement has been reached between the governor and the
33 masters, mates, and pilots - watch supervisors through an interest
34 arbitration decision pursuant to chapter 47.64 RCW for the 2015-2017
35 fiscal biennium. Funding is provided for the awarded five percent
36 general wage increase effective July 1, 2015, and five percent

1 general wage increase effective July 1, 2016. The agreement also
2 includes and funding is provided for an increase in the basic shift
3 premium, effective July 1, 2015.

4 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
5 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—IBU**

6 An agreement has been reached between the governor and the
7 inlandboatmen's union of the Pacific through an interest arbitration
8 decision pursuant to chapter 47.64 RCW for the 2015-2017 fiscal
9 biennium. Funding is provided for the awarded two and one-half
10 percent general wage increase effective July 1, 2015, and a two and
11 one-half percent general wage increase effective July 1, 2016. The
12 agreement also eliminates the entry level rate schedule and moves
13 those employees to the higher temporary rate schedule, for which
14 funding is provided.

15 NEW SECTION. **Sec. 514. COLLECTIVE BARGAINING AGREEMENTS—PTE**
16 **LOCAL 17**

17 An agreement has been reached between the governor and the
18 professional and technical employees local seventeen under chapter
19 41.80 RCW for the 2015-2017 fiscal biennium. Funding is provided for
20 the negotiated three percent general wage increase effective July 1,
21 2015, and a one and eight-tenths percent general wage increase or a
22 one percent general wage increase plus a flat twenty dollars per
23 month, whichever is greater, effective July 1, 2016. The agreement
24 also includes targeted job classification specific increases.

25 NEW SECTION. **Sec. 515. COLLECTIVE BARGAINING AGREEMENTS—WSP**
26 **TROOPERS ASSOCIATION**

27 An agreement has been reached between the governor and the
28 Washington state patrol troopers association through an interest
29 arbitration decision under chapter 41.56 RCW for the 2015-2017 fiscal
30 biennium. Funding is provided for the awarded seven percent general
31 wage increase effective July 1, 2015, and a three percent general
32 wage increase effective July 1, 2016. Funding is also provided for a
33 three percent specialty pay for breath alcohol concentration
34 technicians.

1 NEW SECTION. **Sec. 516. COLLECTIVE BARGAINING AGREEMENTS—WSP**

2 **LIEUTENANTS ASSOCIATION**

3 An agreement has been reached between the governor and the
4 Washington state patrol lieutenants association through an interest
5 arbitration decision under chapter 41.56 RCW for the 2015-2017 fiscal
6 biennium. Funding is provided for the awarded five percent salary
7 increase effective July 1, 2015, and a five percent salary increase
8 effective July 1, 2016. Funding is also provided to increase the
9 annual clothing allowance and increase accumulated holiday credits.

10 NEW SECTION. **Sec. 517. COMPENSATION—REPRESENTED EMPLOYEES—**

11 **SUPER COALITION—INSURANCE BENEFITS**

12 An agreement was reached for the 2015-2017 biennium between the
13 governor and the health care super coalition under the provisions of
14 chapter 41.80 RCW. Appropriations in this act for state agencies,
15 including institutions of higher education are sufficient to
16 implement the provisions of the 2015-2017 collective bargaining
17 agreement, and are subject to the following conditions and
18 limitations:

19 (1)(a) The monthly employer funding rate for insurance benefit
20 premiums, public employees' benefits board administration, and the
21 uniform medical plan, must not exceed \$869 per eligible employee for
22 fiscal year 2016. For fiscal year 2017, the monthly employer funding
23 rate must not exceed \$937 per eligible employee.

24 (b) Except as provided by the parties' health care agreement, in
25 order to achieve the level of funding provided for health benefits,
26 the public employees' benefits board must require any or all of the
27 following: Employee premium copayments, increases in point-of-service
28 cost sharing, the implementation of managed competition, or other
29 changes to benefits consistent with RCW 41.05.065.

30 (c) The health care authority must deposit any moneys received on
31 behalf of the uniform medical plan as a result of rebates on
32 prescription drugs, audits of hospitals, subrogation payments, or any
33 other moneys recovered as a result of prior uniform medical plan
34 claims payments into the public employees' and retirees' insurance
35 account to be used for insurance benefits. Such receipts must not be
36 used for administrative expenditures.

37 (2) The health care authority, subject to the approval of the
38 public employees' benefits board, must provide subsidies for health

1 benefit premiums to eligible retired or disabled public employees and
2 school district employees who are eligible for medicare, pursuant to
3 RCW 41.05.085. For calendar years 2016 and 2017, the subsidy must be
4 up to \$150.00 per month.

5 NEW SECTION. **Sec. 518. COMPENSATION—REPRESENTED EMPLOYEES**
6 **OUTSIDE SUPER COALITION—INSURANCE BENEFITS**

7 Appropriations for state agencies in this act are sufficient for
8 represented employees outside the super coalition for health
9 benefits, and are subject to the following conditions and
10 limitations:

11 (1)(a) The monthly employer funding rate for insurance benefit
12 premiums, public employees' benefits board administration, and the
13 uniform medical plan, must not exceed \$869 per eligible employee for
14 fiscal year 2016. For fiscal year 2017, the monthly employer funding
15 rate must not exceed \$937 per eligible employee.

16 (b) In order to achieve the level of funding provided for health
17 benefits, the public employees' benefits board must require any or
18 all of the following: Employee premium copayments, increases in
19 point-of-service cost sharing, the implementation of managed
20 competition, or other changes to benefits consistent with RCW
21 41.05.065.

22 (c) The health care authority must deposit any moneys received on
23 behalf of the uniform medical plan as a result of rebates on
24 prescription drugs, audits of hospitals, subrogation payments, or any
25 other moneys recovered as a result of prior uniform medical plan
26 claims payments, into the public employees' and retirees' insurance
27 account to be used for insurance benefits. Such receipts must not be
28 used for administrative expenditures.

29 (2) The health care authority, subject to the approval of the
30 public employees' benefits board, must provide subsidies for health
31 benefit premiums to eligible retired or disabled public employees and
32 school district employees who are eligible for medicare, pursuant to
33 RCW 41.05.085. For calendar years 2016 and 2017, the subsidy must be
34 up to \$150.00 per month.

35 NEW SECTION. **Sec. 519. COMPENSATION—NONREPRESENTED EMPLOYEES—**
36 **INSURANCE BENEFITS**

1 Appropriations for state agencies in this act are sufficient for
2 nonrepresented state employee health benefits for state agencies,
3 including institutions of higher education, and are subject to the
4 following conditions and limitations:

5 (1)(a) The monthly employer funding rate for insurance benefit
6 premiums, public employees' benefits board administration, and the
7 uniform medical plan must not exceed \$869 per eligible employee for
8 fiscal year 2016. For fiscal year 2017, the monthly employer funding
9 rate must not exceed \$937 per eligible employee.

10 (b) In order to achieve the level of funding provided for health
11 benefits, the public employees' benefits board must require any of
12 the following: Employee premium copayments, increases in point-of-
13 service cost sharing, the implementation of managed competition, or
14 other changes to benefits consistent with RCW 41.05.065.

15 (c) The health care authority must deposit any moneys received on
16 behalf of the uniform medical plan as a result of rebates on
17 prescription drugs, audits of hospitals, subrogation payments, or any
18 other moneys recovered as a result of prior uniform medical plan
19 claims payments into the public employees' and retirees' insurance
20 account to be used for insurance benefits. Such receipts must not be
21 used for administrative expenditures.

22 (2) The health care authority, subject to the approval of the
23 public employees' benefits board, must provide subsidies for health
24 benefit premiums to eligible retired or disabled public employees and
25 school district employees who are eligible for medicare, pursuant to
26 RCW 41.05.085. For calendar years 2016 and 2017, the subsidy must be
27 up to \$150.00 per month.

28 **NEW SECTION. Sec. 520. GENERAL WAGE INCREASES**

29 (1) Funding provided for state agency employee compensation for
30 employees who are not represented or who bargain under statutory
31 authority other than chapter 41.80 or 47.64 RCW or RCW 41.56.473 or
32 41.56.475 is sufficient for general wage increases.

33 (2) Funding is provided for a three percent general wage increase
34 effective July 1, 2015, for all classified employees, as specified in
35 subsection (1) of this section. Also included are employees in the
36 Washington management service and exempt employees under the
37 jurisdiction of the director of the office of financial management.
38 The appropriations are also sufficient to fund a three percent salary
39 increase effective July 1, 2015, for executive, legislative, and

1 judicial branch employees exempt from merit system rules whose
2 maximum salaries are not set by the commission on salaries for
3 elected officials.

4 (3) Funding is provided for a general wage increase of one and
5 eight-tenths percent or a one percent general wage increase plus
6 twenty dollars per month, whichever is greater, effective July 1,
7 2016, for all classified employees, as specified in subsection (1) of
8 this section. Also included are employees in the Washington
9 management service and exempt employees under the jurisdiction of the
10 director of the office of financial management. The appropriations
11 are also sufficient to fund a one and eight-tenths percent salary
12 increase effective July 1, 2016, for executive, legislative, and
13 judicial branch employees exempt from merit system rules whose
14 maximum salaries are not set by the commission on salaries for
15 elected officials.

16 NEW SECTION. **Sec. 521. TARGETED COMPENSATION INCREASES**

17 Funding is provided for salary adjustments for targeted job
18 classifications, as specified by the office of financial management,
19 of classified state employees, except those represented by a
20 collective bargaining unit under chapters 41.80 and 47.64 RCW and RCW
21 41.56.473 and 41.56.475.

22 NEW SECTION. **Sec. 522. COMPENSATION—REVISE PENSION CONTRIBUTION**
23 **RATES**

24 The appropriations for school districts and state agencies,
25 including institutions of higher education, are subject to the
26 following conditions and limitations: Appropriations are adjusted to
27 reflect changes to agency appropriations to reflect pension
28 contribution rates adopted by the pension funding council and the law
29 enforcement officers' and firefighters' retirement system plan 2
30 board.

31 **IMPLEMENTING PROVISIONS**

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

33 (1) The transportation 2003 projects or improvements and the 2005
34 transportation partnership projects or improvements are listed in the
35 LEAP list titled 2015-1 as developed March 29, 2015, which consists
36 of a list of specific projects by fund source and amount over a ten-

1 year period. Current fiscal biennium funding for each project is a
2 line-item appropriation, while the outer year funding allocations
3 represent a ten-year plan. The department is expected to use the
4 flexibility provided in this section to assist in the delivery and
5 completion of all transportation partnership account and
6 transportation 2003 account (nickel account) projects on the LEAP
7 transportation documents referenced in this act. However, this
8 section does not apply to the I-5/Columbia River Crossing project
9 (400506A). For the 2013-2015 and 2015-2017 project appropriations,
10 unless otherwise provided in this act, the director of financial
11 management may authorize a transfer of appropriation authority
12 between projects funded with transportation 2003 account (nickel
13 account) appropriations, or transportation partnership account
14 appropriations, in order to manage project spending and efficiently
15 deliver all projects in the respective program under the following
16 conditions and limitations:

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

19 (b) Transfers from a project may not be made as a result of the
20 reduction of the scope of a project or be made to support increases
21 in the scope of a project;

22 (c) Each transfer between projects may only occur if the director
23 of financial management finds that any resulting change will not
24 hinder the completion of the projects as approved by the legislature.
25 Until the legislature reconvenes to consider the 2016 supplemental
26 omnibus transportation appropriations act, any unexpended 2013-2015
27 appropriation balance as approved by the office of financial
28 management, in consultation with the legislative staff of the house
29 of representatives and senate transportation committees, may be
30 considered when transferring funds between projects;

31 (d) Transfers from a project may be made if the funds
32 appropriated to the project are in excess of the amount needed to
33 complete the project;

34 (e) Transfers may not occur for projects not identified on the
35 applicable project list;

36 (f) Transfers may not be made while the legislature is in
37 session; and

38 (g) Transfers between projects may be made, without the approval
39 of the director of the office of financial management, by the
40 department of transportation until the transfer amount by project

1 exceeds two hundred fifty thousand dollars, or ten percent of the
2 total project, whichever is less. These transfers must be reported
3 quarterly to the director of financial management and the chairs of
4 the house of representatives and senate transportation committees.

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

8 (3) The office of financial management shall work with
9 legislative staff of the house of representatives and senate
10 transportation committees to review the requested transfers in a
11 timely manner.

12 (4) The office of financial management shall document approved
13 transfers and schedule changes in the transportation executive
14 information system, compare changes to the legislative baseline
15 funding and schedules identified by project identification number
16 identified in the LEAP transportation documents referenced in this
17 act, and transmit revised project lists to chairs of the
18 transportation committees of the legislature on a quarterly basis.

19 NEW SECTION. **Sec. 602. FOR THE DEPARTMENT OF TRANSPORTATION**

20 As part of its 2016 supplemental budget submittal, the department
21 shall provide a report to the legislature and the office of financial
22 management that:

23 (1) Identifies, by capital project, the amount of state funding
24 that has been reappropriated from the 2013-2015 fiscal biennium into
25 the 2015-2017 fiscal biennium; and

26 (2) Identifies, for each project, the amount of cost savings or
27 increases in funding that have been identified as compared to the
28 2015 enacted omnibus transportation appropriations act.

29 NEW SECTION. **Sec. 603. FOR THE DEPARTMENT OF TRANSPORTATION**

30 (1) The department shall submit a report to the transportation
31 committees of the legislature detailing engineering errors on highway
32 construction projects resulting in project cost increases in excess
33 of one hundred thousand dollars. The department must submit a full
34 report within ninety days of the negotiated change order resulting
35 from the engineering error.

36 (2) The department's full report must include an assessment and
37 review of:

38 (a) How the engineering error happened;

1 (b) The department of the employee or employees responsible for
2 the engineering error, without disclosing the name of the employee or
3 employees;

4 (c) What corrective action was taken;

5 (d) The estimated total cost of the engineering error and how the
6 department plans to mitigate that cost;

7 (e) Whether the cost of the engineering error will impact the
8 overall project financial plan; and

9 (f) What action the secretary has recommended to avoid similar
10 engineering errors in the future.

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

12 The department of transportation may provide up to \$3,000,000 in
13 toll credits to Kitsap Transit for its role in passenger-only ferry
14 service and ferry corridor-related projects. The number of toll
15 credits provided must be equal to, but no more than, the number
16 sufficient to meet federal match requirements for grant funding for
17 passenger-only ferry service, but must not exceed the amount
18 authorized in this section.

19 **NEW SECTION. Sec. 605.** To the extent that any appropriation

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

34 **NEW SECTION. Sec. 606. FOR THE DEPARTMENT OF TRANSPORTATION—WEB**
35 **SITE REPORTING REQUIREMENTS**

36 (1) The department of transportation shall post on its web site
37 every report that is due from the department to the legislature

1 during the 2015-2017 fiscal biennium on one web page. The department
2 must post both completed reports and planned reports on a single web
3 page.

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

7 **MISCELLANEOUS 2015-2017 FISCAL BIENNIUM**

8 **Sec. 701.** RCW 43.19.642 and 2013 c 306 s 701 are each amended to
9 read as follows:

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

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

23 (3) All state agencies using biodiesel fuel shall, beginning on
24 July 1, 2006, file biannual reports with the department of enterprise
25 services documenting the use of the fuel and a description of how any
26 problems encountered were resolved.

27 (4) By December 1, 2009, the department of enterprise services
28 shall:

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

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

34 (5) During the 2011-2013 (~~and~~), 2013-2015, and 2015-2017 fiscal
35 biennia, the Washington state ferries is required to use a minimum of
36 five percent biodiesel as compared to total volume of all diesel
37 purchases made by the Washington state ferries for the operation of
38 the Washington state ferries diesel-powered vessels, as long as the

1 price of a B5 biodiesel blend does not exceed the price of
2 conventional diesel fuel by five percent or more.

3 **Sec. 702.** RCW 46.18.060 and 2014 c 77 s 5 and 2014 c 6 s 4 are
4 each reenacted and amended to read as follows:

5 (1) The department must review and either approve or reject
6 special license plate applications submitted by sponsoring
7 organizations.

8 (2) Duties of the department include, but are not limited to, the
9 following:

10 (a) Review and approve the annual financial reports submitted by
11 sponsoring organizations with active special license plate series and
12 present those annual financial reports to the joint transportation
13 committee;

14 (b) Report annually to the joint transportation committee on the
15 special license plate applications that were considered by the
16 department;

17 (c) Issue approval and rejection notification letters to
18 sponsoring organizations, the executive committee of the joint
19 transportation committee, and the legislative sponsors identified in
20 each application. The letters must be issued within seven days of
21 making a determination on the status of an application; and

22 (d) Review annually the number of plates sold for each special
23 license plate series created after January 1, 2003. The department
24 may submit a recommendation to discontinue a special plate series to
25 the executive committee of the joint transportation committee.

26 (3) In order to assess the effects and impact of the
27 proliferation of special license plates, the legislature declares a
28 temporary moratorium on the issuance of any additional plates until
29 July 1, (~~(2015)~~) 2017. During this period of time, the department is
30 prohibited from accepting, reviewing, processing, or approving any
31 applications. Additionally, a special license plate may not be
32 enacted by the legislature during the moratorium, unless the proposed
33 license plate has been approved by the former special license plate
34 review board before February 15, 2005.

35 (4) The limitations under subsection (3) of this section do not
36 apply to the following special license plates:

37 (a) 4-H license plates created under RCW 46.18.200;

38 (b) Breast cancer awareness license plates created under RCW
39 46.18.200;

- 1 (c) Gold star license plates created under RCW 46.18.245;
2 (d) Music Matters license plates created under RCW 46.18.200;
3 (e) Seattle Seahawks license plates created under RCW 46.18.200;
4 (f) Seattle Sounders FC license plates created under RCW
5 46.18.200;
6 (g) Seattle University license plates created under RCW
7 46.18.200;
8 (h) State flower license plates created under RCW 46.18.200;
9 (i) Volunteer firefighter license plates created under RCW
10 46.18.200.

11 **Sec. 703.** RCW 46.20.385 and 2013 2nd sp.s. c 35 s 20 are each
12 amended to read as follows:

13 (1)(a) Beginning January 1, 2009, any person licensed under this
14 chapter who is convicted of a violation of RCW 46.61.502 or 46.61.504
15 or an equivalent local or out-of-state statute or ordinance, or a
16 violation of RCW 46.61.520(1)(a) or 46.61.522(1)(b), or who has had
17 or will have his or her license suspended, revoked, or denied under
18 RCW 46.20.3101, or who is otherwise permitted under subsection (8) of
19 this section, may submit to the department an application for an
20 ignition interlock driver's license. The department, upon receipt of
21 the prescribed fee and upon determining that the petitioner is
22 eligible to receive the license, may issue an ignition interlock
23 driver's license.

24 (b) A person may apply for an ignition interlock driver's license
25 anytime, including immediately after receiving the notices under RCW
26 46.20.308 or after his or her license is suspended, revoked, or
27 denied. A person receiving an ignition interlock driver's license
28 waives his or her right to a hearing or appeal under RCW 46.20.308.

29 (c) An applicant under this subsection shall provide proof to the
30 satisfaction of the department that a functioning ignition interlock
31 device has been installed on all vehicles operated by the person.

32 (i) The department shall require the person to maintain the
33 device on all vehicles operated by the person and shall restrict the
34 person to operating only vehicles equipped with the device, for the
35 remainder of the period of suspension, revocation, or denial. Subject
36 to the provisions of RCW 46.20.720(3)(b)(ii), the installation of an
37 ignition interlock device is not necessary on vehicles owned, leased,
38 or rented by a person's employer and on those vehicles whose care
39 and/or maintenance is the temporary responsibility of the employer,

1 and driven at the direction of a person's employer as a requirement
2 of employment during working hours. The person must provide the
3 department with a declaration pursuant to RCW 9A.72.085 from his or
4 her employer stating that the person's employment requires the person
5 to operate a vehicle owned by the employer or other persons during
6 working hours.

7 (ii) Subject to any periodic renewal requirements established by
8 the department under this section and subject to any applicable
9 compliance requirements under this chapter or other law, an ignition
10 interlock driver's license granted upon a suspension or revocation
11 under RCW 46.61.5055 or 46.20.3101 extends through the remaining
12 portion of any concurrent or consecutive suspension or revocation
13 that may be imposed as the result of administrative action and
14 criminal conviction arising out of the same incident.

15 (iii) The time period during which the person is licensed under
16 this section shall apply on a day-for-day basis toward satisfying the
17 period of time the ignition interlock device restriction is required
18 under RCW 46.20.720 and 46.61.5055. Beginning with incidents
19 occurring on or after September 1, 2011, when calculating the period
20 of time for the restriction under RCW 46.20.720(3), the department
21 must also give the person a day-for-day credit for the time period,
22 beginning from the date of the incident, during which the person kept
23 an ignition interlock device installed on all vehicles the person
24 operates. For the purposes of this subsection (1)(c)(iii), the term
25 "all vehicles" does not include vehicles that would be subject to the
26 employer exception under RCW 46.20.720(3).

27 (2) An applicant for an ignition interlock driver's license who
28 qualifies under subsection (1) of this section is eligible to receive
29 a license only if the applicant files satisfactory proof of financial
30 responsibility under chapter 46.29 RCW.

31 (3) Upon receipt of evidence that a holder of an ignition
32 interlock driver's license granted under this subsection no longer
33 has a functioning ignition interlock device installed on all vehicles
34 operated by the driver, the director shall give written notice by
35 first-class mail to the driver that the ignition interlock driver's
36 license shall be canceled. If at any time before the cancellation
37 goes into effect the driver submits evidence that a functioning
38 ignition interlock device has been installed on all vehicles operated
39 by the driver, the cancellation shall be stayed. If the cancellation
40 becomes effective, the driver may obtain, at no additional charge, a

1 new ignition interlock driver's license upon submittal of evidence
2 that a functioning ignition interlock device has been installed on
3 all vehicles operated by the driver.

4 (4) A person aggrieved by the decision of the department on the
5 application for an ignition interlock driver's license may request a
6 hearing as provided by rule of the department.

7 (5) The director shall cancel an ignition interlock driver's
8 license after receiving notice that the holder thereof has been
9 convicted of operating a motor vehicle in violation of its
10 restrictions, no longer meets the eligibility requirements, or has
11 been convicted of or found to have committed a separate offense or
12 any other act or omission that under this chapter would warrant
13 suspension or revocation of a regular driver's license. The
14 department must give notice of the cancellation as provided under RCW
15 46.20.245. A person whose ignition interlock driver's license has
16 been canceled under this section may reapply for a new ignition
17 interlock driver's license if he or she is otherwise qualified under
18 this section and pays the fee required under RCW 46.20.380.

19 (6)(a) Except as provided in this subsection (6)(a), unless costs
20 are waived by the ignition interlock company or the person is
21 indigent under RCW 10.101.010, the applicant shall pay the cost of
22 installing, removing, and leasing the ignition interlock device and
23 shall pay an additional fee of twenty dollars per month, or twenty-
24 five dollars per month during the 2015-2017 fiscal biennium. Payments
25 shall be made directly to the ignition interlock company. The company
26 shall remit the additional (~~twenty dollar~~) fee to the department.

27 (b) The department shall deposit the proceeds of the (~~twenty~~
28 ~~dollar~~) fee under (a) of this subsection into the ignition interlock
29 device revolving account. Expenditures from the account may be used
30 only to administer and operate the ignition interlock device
31 revolving account program. The department shall adopt rules to
32 provide monetary assistance according to greatest need and when funds
33 are available.

34 (7) The department shall adopt rules to implement ignition
35 interlock licensing. The department shall consult with the
36 administrative office of the courts, the state patrol, the Washington
37 association of sheriffs and police chiefs, ignition interlock
38 companies, and any other organization or entity the department deems
39 appropriate.

1 (8)(a) Any person licensed under this chapter who is convicted of
2 a violation of RCW 46.61.500 when the charge was originally filed as
3 a violation of RCW 46.61.502 or 46.61.504, or an equivalent local
4 ordinance, may submit to the department an application for an
5 ignition interlock driver's license under this section.

6 (b) A person who does not have any driver's license under this
7 chapter, but who would otherwise be eligible under this section to
8 apply for an ignition interlock license, may submit to the department
9 an application for an ignition interlock license. The department may
10 require the person to take any driver's licensing examination under
11 this chapter and may require the person to also apply and qualify for
12 a temporary restricted driver's license under RCW 46.20.391.

13 **Sec. 704.** RCW 46.63.170 and 2013 c 306 s 711 are each amended to
14 read as follows:

15 (1) The use of automated traffic safety cameras for issuance of
16 notices of infraction is subject to the following requirements:

17 (a) The appropriate local legislative authority must prepare an
18 analysis of the locations within the jurisdiction where automated
19 traffic safety cameras are proposed to be located: (i) Before
20 enacting an ordinance allowing for the initial use of automated
21 traffic safety cameras; and (ii) before adding additional cameras or
22 relocating any existing camera to a new location within the
23 jurisdiction. Automated traffic safety cameras may be used to detect
24 one or more of the following: Stoplight, railroad crossing, or school
25 speed zone violations. At a minimum, the local ordinance must contain
26 the restrictions described in this section and provisions for public
27 notice and signage. Cities and counties using automated traffic
28 safety cameras before July 24, 2005, are subject to the restrictions
29 described in this section, but are not required to enact an
30 authorizing ordinance. Beginning one year after June 7, 2012, cities
31 and counties using automated traffic safety cameras must post an
32 annual report of the number of traffic accidents that occurred at
33 each location where an automated traffic safety camera is located as
34 well as the number of notices of infraction issued for each camera
35 and any other relevant information about the automated traffic safety
36 cameras that the city or county deems appropriate on the city's or
37 county's web site.

38 (b) Use of automated traffic safety cameras is restricted to the
39 following locations only: (i) Intersections of two arterials with

1 traffic control signals that have yellow change interval durations in
2 accordance with RCW 47.36.022, which interval durations may not be
3 reduced after placement of the camera; (ii) railroad crossings; and
4 (iii) school speed zones.

5 (c) During the (~~2011-2013 and~~) 2013-2015 and 2015-2017 fiscal
6 biennia, automated traffic safety cameras may be used to detect speed
7 violations for the purposes of (~~section 201(2), chapter 367, Laws of~~
8 ~~2011 and~~) section 201(4), chapter 306, Laws of 2013 and section
9 201(1) of this act if the local legislative authority first enacts an
10 ordinance authorizing the use of cameras to detect speed violations.

11 (d) Automated traffic safety cameras may only take pictures of
12 the vehicle and vehicle license plate and only while an infraction is
13 occurring. The picture must not reveal the face of the driver or of
14 passengers in the vehicle. The primary purpose of camera placement is
15 to take pictures of the vehicle and vehicle license plate when an
16 infraction is occurring. Cities and counties shall consider
17 installing cameras in a manner that minimizes the impact of camera
18 flash on drivers.

19 (e) A notice of infraction must be mailed to the registered owner
20 of the vehicle within fourteen days of the violation, or to the
21 renter of a vehicle within fourteen days of establishing the renter's
22 name and address under subsection (3)(a) of this section. The law
23 enforcement officer issuing the notice of infraction shall include
24 with it a certificate or facsimile thereof, based upon inspection of
25 photographs, microphotographs, or electronic images produced by an
26 automated traffic safety camera, stating the facts supporting the
27 notice of infraction. This certificate or facsimile is prima facie
28 evidence of the facts contained in it and is admissible in a
29 proceeding charging a violation under this chapter. The photographs,
30 microphotographs, or electronic images evidencing the violation must
31 be available for inspection and admission into evidence in a
32 proceeding to adjudicate the liability for the infraction. A person
33 receiving a notice of infraction based on evidence detected by an
34 automated traffic safety camera may respond to the notice by mail.

35 (f) The registered owner of a vehicle is responsible for an
36 infraction under RCW 46.63.030(1)(d) unless the registered owner
37 overcomes the presumption in RCW 46.63.075, or, in the case of a
38 rental car business, satisfies the conditions under subsection (3) of
39 this section. If appropriate under the circumstances, a renter

1 identified under subsection (3)(a) of this section is responsible for
2 an infraction.

3 (g) Notwithstanding any other provision of law, all photographs,
4 microphotographs, or electronic images prepared under this section
5 are for the exclusive use of law enforcement in the discharge of
6 duties under this section and are not open to the public and may not
7 be used in a court in a pending action or proceeding unless the
8 action or proceeding relates to a violation under this section. No
9 photograph, microphotograph, or electronic image may be used for any
10 purpose other than enforcement of violations under this section nor
11 retained longer than necessary to enforce this section.

12 (h) All locations where an automated traffic safety camera is
13 used must be clearly marked at least thirty days prior to activation
14 of the camera by placing signs in locations that clearly indicate to
15 a driver that he or she is entering a zone where traffic laws are
16 enforced by an automated traffic safety camera. Signs placed in
17 automated traffic safety camera locations after June 7, 2012, must
18 follow the specifications and guidelines under the manual of uniform
19 traffic control devices for streets and highways as adopted by the
20 department of transportation under chapter 47.36 RCW.

21 (i) If a county or city has established an authorized automated
22 traffic safety camera program under this section, the compensation
23 paid to the manufacturer or vendor of the equipment used must be
24 based only upon the value of the equipment and services provided or
25 rendered in support of the system, and may not be based upon a
26 portion of the fine or civil penalty imposed or the revenue generated
27 by the equipment.

28 (2) Infractions detected through the use of automated traffic
29 safety cameras are not part of the registered owner's driving record
30 under RCW 46.52.101 and 46.52.120. Additionally, infractions
31 generated by the use of automated traffic safety cameras under this
32 section shall be processed in the same manner as parking infractions,
33 including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120,
34 and 46.20.270(~~(+3)~~) (2). The amount of the fine issued for an
35 infraction generated through the use of an automated traffic safety
36 camera shall not exceed the amount of a fine issued for other parking
37 infractions within the jurisdiction. However, the amount of the fine
38 issued for a traffic control signal violation detected through the
39 use of an automated traffic safety camera shall not exceed the

1 monetary penalty for a violation of RCW 46.61.050 as provided under
2 RCW 46.63.110, including all applicable statutory assessments.

3 (3) If the registered owner of the vehicle is a rental car
4 business, the law enforcement agency shall, before a notice of
5 infraction being issued under this section, provide a written notice
6 to the rental car business that a notice of infraction may be issued
7 to the rental car business if the rental car business does not,
8 within eighteen days of receiving the written notice, provide to the
9 issuing agency by return mail:

10 (a) A statement under oath stating the name and known mailing
11 address of the individual driving or renting the vehicle when the
12 infraction occurred; or

13 (b) A statement under oath that the business is unable to
14 determine who was driving or renting the vehicle at the time the
15 infraction occurred because the vehicle was stolen at the time of the
16 infraction. A statement provided under this subsection must be
17 accompanied by a copy of a filed police report regarding the vehicle
18 theft; or

19 (c) In lieu of identifying the vehicle operator, the rental car
20 business may pay the applicable penalty.

21 Timely mailing of this statement to the issuing law enforcement
22 agency relieves a rental car business of any liability under this
23 chapter for the notice of infraction.

24 (4) Nothing in this section prohibits a law enforcement officer
25 from issuing a notice of traffic infraction to a person in control of
26 a vehicle at the time a violation occurs under RCW 46.63.030(1) (a),
27 (b), or (c).

28 (5) For the purposes of this section, "automated traffic safety
29 camera" means a device that uses a vehicle sensor installed to work
30 in conjunction with an intersection traffic control system, a
31 railroad grade crossing control system, or a speed measuring device,
32 and a camera synchronized to automatically record one or more
33 sequenced photographs, microphotographs, or electronic images of the
34 rear of a motor vehicle at the time the vehicle fails to stop when
35 facing a steady red traffic control signal or an activated railroad
36 grade crossing control signal, or exceeds a speed limit in a school
37 speed zone as detected by a speed measuring device. During the
38 ~~((2011-2013 and))~~ 2013-2015 and 2015-2017 fiscal biennia, an
39 automated traffic safety camera includes a camera used to detect
40 speed violations for the purposes of ~~((section 201(2), chapter 367,~~

1 ~~Laws of 2011 and~~) section 201(4), chapter 306, Laws of 2013 and
2 section 201(1) of this act.

3 (6) During the 2011-2013 and 2013-2015 fiscal biennia, this
4 section does not apply to automated traffic safety cameras for the
5 purposes of section 216(5), chapter 367, Laws of 2011 and section
6 216(6), chapter 306, Laws of 2013.

7 **Sec. 705.** RCW 46.68.113 and 2013 c 306 s 704 are each amended to
8 read as follows:

9 (1) During the 2013-2015 and 2015-2017 fiscal (~~biennium~~)
10 biennia, cities and towns shall provide to the transportation
11 commission, or its successor entity, preservation rating information
12 on at least seventy percent of the total city and town arterial
13 network. Thereafter, the preservation rating information requirement
14 shall increase in five percent increments in subsequent biennia, but
15 in no case shall it exceed eighty percent. The rating system used by
16 cities and towns must be based upon the Washington state pavement
17 rating method or an equivalent standard approved by the department of
18 transportation. Beginning January 1, 2007, the preservation rating
19 information shall be submitted to the department.

20 (2) Cities and towns are exempt from the requirement to report
21 preservation rating information to the department or the
22 transportation commission through the 2013-2015 and 2015-2017 fiscal
23 (~~biennium~~) biennia.

24 **Sec. 706.** RCW 47.28.030 and 2014 c 222 s 701 are each amended to
25 read as follows:

26 (1)(a) A state highway shall be constructed, altered, repaired,
27 or improved, and improvements located on property acquired for
28 right-of-way purposes may be repaired or renovated pending the use of
29 such right-of-way for highway purposes, by contract or state forces.
30 The work or portions thereof may be done by state forces when the
31 estimated costs thereof are less than fifty thousand dollars and
32 effective July 1, 2005, sixty thousand dollars.

33 (b) When delay of performance of such work would jeopardize a
34 state highway or constitute a danger to the traveling public, the
35 work may be done by state forces when the estimated cost thereof is
36 less than eighty thousand dollars and effective July 1, 2005, one
37 hundred thousand dollars.

1 (c) When the department of transportation determines to do the
2 work by state forces, it shall enter a statement upon its records to
3 that effect, stating the reasons therefor.

4 (d) To enable a larger number of small businesses and veteran,
5 minority, and women contractors to effectively compete for department
6 of transportation contracts, the department may adopt rules providing
7 for bids and award of contracts for the performance of work, or
8 furnishing equipment, materials, supplies, or operating services
9 whenever any work is to be performed and the engineer's estimate
10 indicates the cost of the work would not exceed eighty thousand
11 dollars and effective July 1, 2005, one hundred thousand dollars.

12 (2) The rules adopted under this section:

13 (a) Shall provide for competitive bids to the extent that
14 competitive sources are available except when delay of performance
15 would jeopardize life or property or inconvenience the traveling
16 public; and

17 (b) Need not require the furnishing of a bid deposit nor a
18 performance bond, but if a performance bond is not required then
19 progress payments to the contractor may be required to be made based
20 on submittal of paid invoices to substantiate proof that
21 disbursements have been made to laborers, material suppliers,
22 mechanics, and subcontractors from the previous partial payment; and

23 (c) May establish prequalification standards and procedures as an
24 alternative to those set forth in RCW 47.28.070, but the
25 prequalification standards and procedures under RCW 47.28.070 shall
26 always be sufficient.

27 (3) The department of transportation shall comply with such goals
28 and rules as may be adopted by the office of minority and women's
29 business enterprises to implement chapter 39.19 RCW with respect to
30 contracts entered into under this chapter. The department may adopt
31 such rules as may be necessary to comply with the rules adopted by
32 the office of minority and women's business enterprises under chapter
33 39.19 RCW.

34 (4)(a) For the period of March 15, 2014, through June 30,
35 (~~(2015)~~) 2017, work for less than (~~(one)~~) two hundred (~~(twenty)~~)
36 forty thousand dollars may be performed on ferry vessels and
37 terminals by state forces. When the estimated cost of work to be
38 performed by state forces is between one hundred twenty thousand
39 dollars and the dollar amount set by this subsection (4)(a), the
40 department shall first contact, by mail or electronic mail,

1 contractors that appear on the department's small works roster as
2 created pursuant to procedures in chapter 39.04 RCW to do specific
3 work the contractors are qualified to do to determine if any
4 contractor is interested and capable of doing the work. If there is a
5 response of interest within seventy-two hours, the small works roster
6 procedures commence. If no qualified contractors respond with
7 interest and availability to do the work, the department may perform
8 the work using state forces. If the secretary determines the work to
9 be completed is an emergency, procedures governing emergencies apply.

10 (b) The department shall hire a disinterested, third party to
11 conduct an independent analysis to identify methods of reducing out-
12 of-service times for vessel maintenance, preservation, and
13 improvement projects. The analysis must include options that consider
14 consolidating work while vessels are at shipyards by having state
15 forces perform services traditionally performed at Eagle Harbor at
16 the shipyard and decreasing the allowable time at shipyards. The
17 analysis must also compare the out-of-service vessel times of
18 performing services by state forces versus contracting out those
19 services which in turn must be used to form a recommendation as to
20 what the threshold of work performed on ferry vessels and terminals
21 by state forces should be. This analysis must be presented to the
22 transportation committees of the senate and house of representatives
23 by December 1, 2010.

24 (c) The department shall develop a proposed ferry vessel
25 maintenance, preservation, and improvement program and present it to
26 the transportation committees of the senate and house of
27 representatives by December 1, 2010. The proposed program must:

28 (i) Improve the basis for budgeting vessel maintenance,
29 preservation, and improvement costs and for projecting those costs
30 into a sixteen-year financial plan;

31 (ii) Limit the amount of planned out-of-service time to the
32 greatest extent possible, including options associated with
33 department staff as well as commercial shipyards; and

34 (iii) Be based on the service plan in the capital plan,
35 recognizing that vessel preservation and improvement needs may vary
36 by route.

37 (d) In developing the proposed ferry vessel maintenance,
38 preservation, and improvement program, the department shall consider
39 the following, related to reducing vessel out-of-service time:

1 (i) The costs compared to benefits of Eagle Harbor repair and
2 maintenance facility operations options to include staffing costs and
3 benefits in terms of reduced out-of-service time;

4 (ii) The maintenance requirements for on-vessel staff, including
5 the benefits of a systemwide standard;

6 (iii) The costs compared to benefits of staff performing
7 preservation or maintenance work, or both, while the vessel is
8 underway, tied up between sailings, or not deployed;

9 (iv) A review of the department's vessel maintenance,
10 preservation, and improvement program contracting process and
11 contractual requirements;

12 (v) The costs compared to benefits of allowing for increased
13 costs associated with expedited delivery;

14 (vi) A method for comparing the anticipated out-of-service time
15 of proposed projects and other projects planned during the same
16 construction period;

17 (vii) Coordination with required United States coast guard dry
18 dockings;

19 (viii) A method for comparing how proposed projects relate to the
20 service requirements of the route on which the vessel normally
21 operates; and

22 (ix) A method for evaluating the ongoing maintenance and
23 preservation costs associated with proposed improvement projects.

24 **Sec. 707.** RCW 47.29.170 and 2013 c 306 s 708 are each amended to
25 read as follows:

26 Before accepting any unsolicited project proposals, the
27 commission must adopt rules to facilitate the acceptance, review,
28 evaluation, and selection of unsolicited project proposals. These
29 rules must include the following:

30 (1) Provisions that specify unsolicited proposals must meet
31 predetermined criteria;

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

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

38 (4) Provisions that require concept proposals to include at least
39 the following information: Proposers' qualifications and experience;

1 description of the proposed project and impact; proposed project
2 financing; and known public benefits and opposition; and

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

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

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

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

15 The commission may adopt other rules as necessary to avoid
16 conflicts with existing laws, statutes, or contractual obligations of
17 the state.

18 The commission may not accept or consider any unsolicited
19 proposals before July 1, (~~2015~~) 2017.

20 **Sec. 708.** RCW 47.56.403 and 2013 c 306 s 709 are each amended to
21 read as follows:

22 (1) The department may provide for the establishment,
23 construction, and operation of a pilot project of high occupancy toll
24 lanes on state route 167 high occupancy vehicle lanes within King
25 county. The department may issue, buy, and redeem bonds, and deposit
26 and expend them; secure and remit financial and other assistance in
27 the construction of high occupancy toll lanes, carry insurance, and
28 handle any other matters pertaining to the high occupancy toll lane
29 pilot project.

30 (2) Tolls for high occupancy toll lanes will be established as
31 follows:

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

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

37 (c) The department shall establish performance standards for the
38 state route 167 high occupancy toll lane pilot project. The
39 department must automatically adjust the toll charge, using dynamic

1 tolling, to ensure that toll-paying single-occupant vehicle users are
2 only permitted to enter the lane to the extent that average vehicle
3 speeds in the lane remain above forty-five miles per hour at least
4 ninety percent of the time during peak hours. The toll charge may
5 vary in amount by time of day, level of traffic congestion within the
6 highway facility, vehicle occupancy, or other criteria, as the
7 commission may deem appropriate. The commission may also vary toll
8 charges for single-occupant inherently low-emission vehicles such as
9 those powered by electric batteries, natural gas, propane, or other
10 clean burning fuels.

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

14 (3) The department shall monitor the state route 167 high
15 occupancy toll lane pilot project and shall annually report to the
16 transportation commission and the legislature on operations and
17 findings. At a minimum, the department shall provide facility use
18 data and review the impacts on:

19 (a) Freeway efficiency and safety;

20 (b) Effectiveness for transit;

21 (c) Person and vehicle movements by mode;

22 (d) Ability to finance improvements and transportation services
23 through tolls; and

24 (e) The impacts on all highway users. The department shall
25 analyze aggregate use data and conduct, as needed, separate surveys
26 to assess usage of the facility in relation to geographic,
27 socioeconomic, and demographic information within the corridor in
28 order to ascertain actual and perceived questions of equitable use of
29 the facility.

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

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

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

39 (b) If high occupancy vehicle tolls are being collected on June
40 30, (~~2015~~) 2017.

1 (6) The department of transportation shall adopt rules that allow
2 automatic vehicle identification transponders used for electronic
3 toll collection to be compatible with other electronic payment
4 devices or transponders from the Washington state ferry system, other
5 public transportation systems, or other toll collection systems to
6 the extent that technology permits.

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

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

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

15 **Sec. 709.** 2012 c 74 s 11 (uncodified) is amended to read as
16 follows:

17 Section 10 ((of this act)), chapter 74, Laws of 2012 expires on
18 the effective date of legislation enacted by the legislature that
19 imposes a vehicle miles traveled fee or tax, except if such fee or
20 tax is imposed during the 2015-2017 fiscal biennium as part of a road
21 usage charge pilot project authorized in section 205(4) of this act.

22 **Sec. 710.** 2015 c ... (House Bill No. 2087) s 11 (uncodified) is
23 amended to read as follows:

24 Section 7 ((of this act)), chapter . . . (House Bill No. 2087),
25 Laws of 2015 expires on the effective date of legislation enacted by
26 the legislature that imposes a vehicle miles traveled fee or tax,
27 except if such fee or tax is imposed during the 2015-2017 fiscal
28 biennium as part of a road usage charge pilot project authorized in
29 section 205(4) of this act.

30 **Sec. 711.** RCW 47.56.876 and 2013 c 306 s 710 are each amended to
31 read as follows:

32 A special account to be known as the state route number 520 civil
33 penalties account is created in the state treasury. All state route
34 number 520 bridge replacement and HOV program civil penalties
35 generated from the nonpayment of tolls on the state route number 520
36 corridor must be deposited into the account, as provided under RCW
37 47.56.870(4)(b)(vii). Moneys in the account may be spent only after

1 appropriation. Expenditures from the account may be used to fund any
2 project within the state route number 520 bridge replacement and HOV
3 program, including mitigation. During the (~~(2011-2013 and)~~) 2013-2015
4 and 2015-2017 fiscal biennia, the legislature may transfer from the
5 state route number 520 civil penalties account to the state route
6 number 520 corridor account such amounts as reflect the excess fund
7 balance of the state route number 520 civil penalties account. Funds
8 transferred must be used solely for capital expenditures for the
9 state route number 520 bridge replacement and HOV project
10 (~~(8BI1003)~~).

11 **Sec. 712.** RCW 47.76.250 and 2009 c 160 s 1 are each amended to
12 read as follows:

13 (1) The essential rail assistance account is created in the state
14 treasury. Moneys in the account may be appropriated only for the
15 purposes specified in this section.

16 (2) Moneys appropriated from the account to the department of
17 transportation may be used by the department or distributed by the
18 department to cities, county rail districts, counties, economic
19 development councils, port districts, and privately or publicly owned
20 railroads for the purpose of:

21 (a) Acquiring, rebuilding, rehabilitating, or improving rail
22 lines;

23 (b) Purchasing or rehabilitating railroad equipment necessary to
24 maintain essential rail service;

25 (c) Constructing railroad improvements to mitigate port access or
26 mainline congestion;

27 (d) Construction of loading facilities to increase business on
28 light density lines or to mitigate the impacts of abandonment;

29 (e) Preservation, including operation, of light density lines, as
30 identified by the Washington state department of transportation, in
31 compliance with this chapter; or

32 (f) Preserving rail corridors for future rail purposes by
33 purchase of rights-of-way. The department shall first pursue
34 transportation enhancement program funds, available under the federal
35 surface transportation program, to the greatest extent practicable to
36 preserve rail corridors. Purchase of rights-of-way may include track,
37 bridges, and associated elements, and must meet the following
38 criteria:

1 (i) The right-of-way has been identified and evaluated in the
2 state rail plan prepared under this chapter;

3 (ii) The right-of-way may be or has been abandoned; and

4 (iii) The right-of-way has potential for future rail service.

5 (3) The department or the participating local jurisdiction is
6 responsible for maintaining any right-of-way acquired under this
7 chapter, including provisions for drainage management, fire and weed
8 control, and liability associated with ownership.

9 (4) Nothing in this section impairs the reversionary rights of
10 abutting landowners, if any, without just compensation.

11 (5) The department, cities, county rail districts, counties, and
12 port districts may grant franchises to private railroads for the
13 right to operate on lines acquired under this chapter.

14 (6) The department, cities, county rail districts, counties, and
15 port districts may grant trackage rights over rail lines acquired
16 under this chapter.

17 (7) If rail lines or rail rights-of-way are used by county rail
18 districts, port districts, state agencies, or other public agencies
19 for the purposes of rail operations and are later abandoned, the rail
20 lines or rail rights-of-way cannot be used for any other purposes
21 without the consent of the underlying fee title holder or
22 reversionary rights holder, or until compensation has been made to
23 the underlying fee title holder or reversionary rights holder.

24 (8) The department of transportation shall develop criteria for
25 prioritizing freight rail projects that meet the minimum eligibility
26 requirements for state assistance under RCW 47.76.240. The department
27 shall develop criteria in consultation with the Washington state
28 freight rail policy advisory committee. Project criteria should
29 consider the level of local financial commitment to the project as
30 well as cost/benefit ratio. Counties, local communities, railroads,
31 shippers, and others who benefit from the project should participate
32 financially to the greatest extent practicable.

33 (9) Moneys received by the department from franchise fees,
34 trackage rights fees, and loan payments shall be redeposited in the
35 essential rail assistance account. Repayment of loans made under this
36 section shall occur within a period not longer than fifteen years, as
37 set by the department. The repayment schedule and rate of interest,
38 if any, shall be determined before the distribution of the moneys.

39 (10) The state shall maintain a contingent interest in any
40 equipment, property, rail line, or facility that has outstanding

1 grants or loans. The owner may not use the line as collateral, remove
2 track, bridges, or associated elements for salvage, or use it in any
3 other manner subordinating the state's interest without permission
4 from the department.

5 (11) Moneys may be granted for improvements to privately owned
6 railroads, railroad property, or other private property under this
7 chapter for freight rail projects that meet the minimum eligibility
8 criteria for state assistance under RCW 47.76.240, and which are
9 supported by contractual consideration. At a minimum, such
10 contractual consideration shall consist of defined benefits to the
11 public with a value equal to or greater than the grant amount, and
12 where the grant recipient provides the state a contingent interest
13 adequate to ensure that such public benefits are realized.

14 (12)(a) During the 2013-2015 and 2015-2017 fiscal biennia, by the
15 last day of each biennium, the state treasurer shall transfer from
16 the multimodal transportation account to the essential rail
17 assistance account such amounts as reflect the excess fund balance of
18 the multimodal transportation account not to exceed ten million
19 dollars.

20 (b) A minimum of fifty percent of the moneys deposited in the
21 account pursuant to (a) of this subsection must be expended by the
22 department for the maintenance and improvement of state-owned
23 railroads.

24 **2013-2015 FISCAL BIENNIUM**

25 **GENERAL GOVERNMENT AGENCIES—OPERATING**

26 **Sec. 801.** 2014 c 222 s 101 (uncodified) is amended to read as
27 follows:

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

29 Motor Vehicle Account—State Appropriation.	(\$433,000)
30	<u>\$432,000</u>

31 The appropriation in this section is subject to the following
32 conditions and limitations: The entire appropriation is provided
33 solely for staffing costs to be dedicated to state transportation
34 activities. Staff hired to support transportation activities must
35 have practical experience with complex construction projects.

1 (2) (~~\$857,000~~) \$852,000 of the motor vehicle account—state
2 appropriation is provided solely to test the quality of biofuel. The
3 department must test fuel quality at the biofuel manufacturer,
4 distributor, and retailer.

5 **Sec. 804.** 2014 c 222 s 105 (uncodified) is amended to read as
6 follows:

7 **FOR THE LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE**
8 Motor Vehicle Account—State Appropriation. (~~(\$527,000)~~)
9 \$526,000

10 **TRANSPORTATION AGENCIES—OPERATING**

11 **Sec. 901.** 2014 c 222 s 201 (uncodified) is amended to read as
12 follows:

13 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**
14 Highway Safety Account—State Appropriation. (~~(\$3,027,000)~~)
15 \$3,026,000
16 Highway Safety Account—Federal Appropriation. (~~(\$40,780,000)~~)
17 \$40,772,000
18 Highway Safety Account—Private/Local Appropriation. \$118,000
19 School Zone Safety Account—State Appropriation. (~~(\$1,700,000)~~)
20 \$1,600,000
21 TOTAL APPROPRIATION. (~~(\$45,625,000)~~)
22 \$45,516,000

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

25 (1) The commission shall develop and implement, in collaboration
26 with the Washington state patrol, a target zero team pilot program in
27 Yakima and Spokane counties. The pilot program must demonstrate the
28 effectiveness of intense, high visibility driving under the influence
29 enforcement in Washington state. The commission shall apply to the
30 national highway traffic safety administration for federal highway
31 safety grants to cover the cost of the pilot program.

32 (2) \$20,000,000 of the highway safety account—federal
33 appropriation is provided solely for federal funds that may be
34 obligated to the commission pursuant to 23 U.S.C. Sec. 164 during the
35 2013-2015 fiscal biennium.

1 (3) The commission may continue to oversee pilot projects
2 implementing the use of automated traffic safety cameras to detect
3 speed violations within cities west of the Cascade mountains that
4 have a population over one hundred ninety-five thousand. For the
5 purposes of pilot projects in this subsection, no more than one
6 automated traffic safety camera may be used to detect speed
7 violations within any one jurisdiction.

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

10 (b) By January 1, 2015, any local authority that is operating an
11 automated traffic safety camera to detect speed violations must
12 provide a summary to the transportation committees of the legislature
13 concerning the use of the cameras and data regarding infractions,
14 revenues, and costs.

15 (4)(a) The commission shall coordinate with counties to implement
16 and administer a statewide yellow dot program that will provide a
17 yellow dot window decal and yellow dot folder during the 2013-2015
18 fiscal biennium.

19 (b) The commission may utilize available federal dollars and
20 state dollars to implement and administer the program. The commission
21 may accept donations and partnership funds through the state's
22 existing donation process and deposit the funds to the highway safety
23 account for the start-up and continued support of the program.

24 (c) The commission, in conjunction with counties, shall maintain
25 a separate web page that allows a person to download the yellow dot
26 form to be placed in the yellow dot folder and lists the locations in
27 which a person may pick up the yellow dot window decal and folder.
28 The commission and counties may not collect any personal information.
29 A person using the program is responsible for maintaining the
30 information in the yellow dot folder. Participation in the program
31 does not create any new or distinct obligation for emergency medical
32 responders or law enforcement personnel to determine if there is a
33 yellow dot folder in the motor vehicle or use the information
34 contained in the yellow dot folder.

35 (d) The commission may adopt rules necessary to implement this
36 subsection.

37 **Sec. 902.** 2014 c 222 s 202 (uncodified) is amended to read as
38 follows:

39 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

- 1 (i) Identify best practices;
2 (ii) Identify inefficiencies in state policy or agency practice
3 where changes may save money;
4 (iii) Recommend changes to improve efficiency and save money; and
5 (iv) Identify potential savings to be achieved by adopting
6 changes in practice or policy.

7 (b) The joint transportation committee shall issue a report of
8 its findings to the house of representatives and senate
9 transportation committees by December 31, 2013.

10 (2) The joint transportation committee shall coordinate a work
11 group comprised of the department of licensing, the department of
12 revenue, county auditors or other agents, and subagents to identify
13 possible issues relating to the administration of, compliance with,
14 and enforcement of the existing statutory requirement for a person to
15 provide an unexpired driver's license when registering a vehicle. The
16 work group shall provide recommendations on how administration and
17 enforcement may be modified, as needed, to address any identified
18 issues, including whether statutory changes may be needed. A report
19 presenting the recommendations must be presented to the house of
20 representatives and senate transportation committees by December 31,
21 2013.

22 (3) The joint transportation committee shall continue to convene
23 a subcommittee for legislative oversight of the I-5/Columbia river
24 crossing bridge replacement project. The Columbia river crossing
25 legislative oversight subcommittee must be made up of six members:
26 Two appointed by the cochairs of the senate transportation committee,
27 two appointed by the chair and ranking member of the house of
28 representatives transportation committee, one designee of the
29 governor, and one citizen jointly appointed by the four members of
30 the joint transportation executive committee. The citizen appointee
31 must be a Washington state resident of the area served by the bridge.
32 At least two of the legislative members must be from the legislative
33 districts served by the bridge. In addition to reviewing project and
34 financing information, the subcommittee must also coordinate with the
35 Oregon legislative oversight committee for the Columbia river
36 crossing bridge.

37 (4) The joint transportation committee shall convene a work group
38 to identify and evaluate internal refinance opportunities for the
39 Tacoma Narrows bridge. The study must include a staff work group,
40 including staff from the office of financial management, the

1 transportation commission, the department of transportation, the
2 office of the state treasurer, and the legislative transportation
3 committees. The joint transportation committee shall issue a report
4 of its findings to the house of representatives and the senate
5 transportation committees by December 31, 2013.

6 (5) The joint transportation committee shall study and review the
7 use of surplus property proceeds to fund facility replacement
8 projects, and the possibility of using the north central region as a
9 pilot. The joint transportation committee shall consult with the
10 department of transportation and the office of financial management
11 regarding the department's current process for prioritizing and
12 funding facility improvement and replacement projects.

13 (6) \$250,000 of the motor vehicle account—state appropriation is
14 for the joint transportation committee to evaluate the current status
15 of electric vehicle charging stations in Washington, and to make
16 recommendations regarding potential business models for financially-
17 sustainable electric vehicle charging networks and alternative roles
18 for public and private sector participation in those business models.
19 Public sector participation may include public financing, funding,
20 facilitation, and other incentives to encourage installation of
21 electric vehicle charging stations. In conducting the study, the
22 committee must coordinate with the department of transportation and
23 consult with local governments and stakeholders in the electric
24 vehicle industry. The committee may also consult with users of
25 electric vehicles and stakeholders representing manufacturers and
26 operators of electric vehicle charging stations. The committee shall
27 submit an interim report by December 31, 2014, and a final report by
28 March 1, 2015.

29 (7) The joint transportation committee shall coordinate a work
30 group to review the existing titling and registration processes along
31 with policies that county auditors, subagents, and agents must comply
32 with when conducting title and registration transactions. The goal
33 and related outcomes of the work group review are to provide
34 recommendations to streamline processes, modernize policies, and
35 identify potential information technology opportunities. Members of
36 the work group shall only include county auditors, subagents, agents,
37 and the department of licensing. The work group shall submit a report
38 to the transportation committees of the legislature on or before
39 December 1, 2014.

1 (8) The joint transportation committee shall coordinate a work
2 group comprised of representatives from the department of licensing,
3 the Washington state traffic safety commission, and other
4 stakeholders as deemed necessary, along with interested legislators,
5 to develop parameters for and make recommendations regarding a pilot
6 program that would allow students to meet traffic safety education
7 requirements online. Additionally, the work group shall make
8 recommendations related to requiring driver training to individuals
9 between the ages of eighteen and twenty-four who have not previously
10 passed a driver training education program or other methods of
11 enhancing the safety of this high-risk group. The joint
12 transportation committee shall issue a report of its findings to the
13 transportation committees of the house of representatives and senate
14 by December 1, 2014.

15 **Sec. 905.** 2014 c 222 s 205 (uncodified) is amended to read as
16 follows:

17 **FOR THE TRANSPORTATION COMMISSION**

18 Motor Vehicle Account—State Appropriation.	((\$3,516,000))
19	<u>\$3,389,000</u>
20 Multimodal Transportation Account—State	
21 Appropriation.	\$112,000
22 TOTAL APPROPRIATION.	((\$3,628,000))
23	<u>\$3,501,000</u>

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

26 (1) Consistent with RCW 43.135.055, 47.60.290, and 47.60.315,
27 during the 2013-2015 fiscal biennium, the legislature authorizes the
28 transportation commission to periodically review and, if necessary,
29 adjust the schedule of fares for the Washington state ferry system
30 only in amounts not greater than those sufficient to generate the
31 amount of revenue required by the biennial transportation budget.
32 When adjusting ferry fares, the commission must consider input from
33 affected ferry users by public hearing and by review with the
34 affected ferry advisory committees, in addition to the data gathered
35 from the current ferry user survey.

36 (2) Consistent with RCW 43.135.055 and 47.46.100, during the
37 2013-2015 fiscal biennium, the legislature authorizes the
38 transportation commission to periodically review and, if necessary,

1 adjust the schedule of toll charges applicable to the Tacoma Narrows
2 bridge only in amounts not greater than those sufficient to support
3 (a) any required costs for operating and maintaining the toll bridge,
4 including the cost of insurance, (b) any amount required by law to
5 meet the redemption of bonds and applicable interest payments, and
6 (c) repayment of the motor vehicle fund.

7 (3) Consistent with RCW 43.135.055 and 47.56.880, during the
8 2013-2015 fiscal biennium, the legislature authorizes the
9 transportation commission to set, periodically review, and, if
10 necessary, adjust the schedule of toll charges applicable to the
11 Interstate 405 express toll lanes.

12 (4)(a) \$400,000 of the motor vehicle account—state appropriation
13 is provided solely for the development of the business case for the
14 transition to a road usage charge system as the basis for funding the
15 state transportation system, from the current motor fuel tax system.
16 The funds are provided for fiscal year 2014 only.

17 (b) The legislature finds that the efforts started in the
18 2011-2013 fiscal biennium regarding the transition to a road usage
19 charge system represent an important first step in the policy and
20 conceptual development of potential alternative systems to fund
21 transportation projects, but that the governance for the development
22 needs clarification. The legislature also finds that significant
23 amounts of research and public education are occurring in similar
24 efforts in several states and that these efforts can and should be
25 leveraged to advance the evaluation in Washington. The legislature
26 intends, therefore, that the commission and its staff lead the policy
27 development of the business case for a road usage charge system, with
28 the goal of providing the business case to the governor and the
29 legislative committees of the legislature in time for inclusion in
30 the 2014 supplemental omnibus transportation appropriations act. The
31 legislature intends for additional oversight in the business case
32 development, with guidance from a steering committee as provided in
33 chapter 86, Laws of 2012, augmented with participation by the joint
34 transportation committee. The legislature further intends that the
35 department of transportation continue to address administrative,
36 technical, and conceptual operational issues related to road usage
37 charge systems, and that the department serve as a resource for
38 information gleaned from other states on this topic for the
39 commission's efforts.

1 (c) For the purposes of this subsection (4), the commission
2 shall:

3 (i) Develop preliminary road usage charge policies that are
4 necessary to develop the business case, as well as supporting
5 research and data that will guide the potential application in
6 Washington;

7 (ii) Develop the preferred operational concept or concepts that
8 reflect the preliminary policies;

9 (iii) Evaluate the business case for the road usage charge system
10 that would result from implementing the preliminary policies and
11 preferred operational concept or concepts. The evaluation must assess
12 likely financial outcomes if the system were to be implemented; and

13 (iv) Identify and document policy and other issues that are
14 deemed important to further refine the preferred operational concept
15 or concepts and to gain public acceptance. These identified issues
16 should form the basis for continued work beyond this funding cycle.

17 (d) The commission shall convene a steering committee to guide
18 the development of the business case. The membership must be the same
19 as provided in chapter 86, Laws of 2012, except that the membership
20 must also include the joint transportation committee executive
21 members.

22 (e) The commission shall submit a report of the business case to
23 the governor and the transportation committees of the legislature by
24 December 15, 2013. The report must also include a proposed budget and
25 work plan for fiscal year 2015. A progress report must be submitted
26 to the governor and the joint transportation committee by November 1,
27 2013, including a presentation to the joint transportation committee.

28 (5) \$174,000 of the motor vehicle account—state appropriation is
29 provided solely for the voice of Washington survey program. The
30 funding must be utilized for continued program maintenance and two
31 transportation surveys for the 2013-2015 fiscal biennium.

32 (6)(a) \$450,000 of the motor vehicle account—state appropriation
33 is provided solely for a work plan to further develop the concept of
34 a road usage charge system. The work plan must include: Refinement of
35 initial policy analysis and development, a concept of operations that
36 incorporates refined policy inputs, and a financial analysis
37 evaluating the operational concept. The refinement of initial policy
38 analysis and development funded under this subsection must be
39 supplemented by the products of complementary policy refinement tasks
40 delegated to the department of transportation in section 214 ((of

1 ~~this act~~)), chapter 222, Laws of 2014 and the office of the state
2 treasurer in section 703 (~~of this act~~), chapter 222, Laws of 2014.
3 It is the intent of the legislature that consideration for potential
4 planning for a pilot project and any risk analysis occur in the 2015
5 legislative session.

6 (b)(i) For the purposes of the refinement of initial policy
7 analysis and development, the work plan must consider phasing and
8 staging of how a road usage charge would be implemented as it relates
9 to the types of vehicles that would be subject to a road usage charge
10 and the nature and manner of a transition period.

11 (ii) For the purposes of this subsection (6)(b), the legislature
12 intends that the commission focus its analysis by assuming that the
13 exemptions under a road usage charge would be the same as those under
14 the motor vehicle fuel and special fuel taxes. In addition, the
15 commission must engage the road usage charge steering committee,
16 which was reauthorized in chapter 306, Laws of 2013 for fiscal year
17 2014 and is hereby reauthorized in this act with the same membership,
18 to continue in its role and, at a minimum, to guide the work
19 specified in (a) of this subsection, including the following:
20 Assessing and recommending the type of vehicles that would be subject
21 to the road usage charge, and assessing and recommending the options
22 for the timing and duration of the transition period. The steering
23 committee shall report its findings and guidance to the commission by
24 December 1, 2014.

25 (c)(i) For the purposes of the development of the concept of
26 operations, the development must incorporate the products of (b) of
27 this subsection, and, to the extent practicable, the products of work
28 conducted by the department of transportation in section 214 (~~of
29 this act~~), chapter 222, Laws of 2014 and the office of the state
30 treasurer in section 703 (~~of this act~~), chapter 222, Laws of 2014.

31 (ii) To reduce system development and operational costs, for road
32 user charge options that rely on in-vehicle devices to record
33 mileage, the work plan must recommend how the state can utilize the
34 technology and back-office platforms that are scheduled to be
35 provided by commercial account managers under the Oregon road usage
36 charge program.

37 (iii) In addition to a time permit and an odometer charge, the
38 concept of operations recommendation must be developed to include a
39 means for periodic payments based on mileage reporting utilizing
40 methods other than onboard diagnostic in-vehicle devices.

1 (d) The work plan and recommendations, along with a proposed work
2 plan and budget for the 2015-2017 fiscal biennium, must be submitted
3 by the commission to the transportation committees of the legislature
4 by January 15, 2015.

5 (7) Within existing resources, the commission shall undertake a
6 study of the urban and rural financial and equity implications of a
7 potential road usage charge system in Washington. The commission
8 shall work with the department of transportation and the department
9 of licensing to conduct this analysis. For any survey work that is
10 considered, the commission should utilize the existing voice of
11 Washington survey panel and budget to inform the study. The results
12 must be presented to the governor and the legislature by January 15,
13 2015.

14 **Sec. 906.** 2013 c 306 s 206 (uncodified) is amended to read as
15 follows:

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

17 Motor Vehicle Account—State Appropriation (~~(\$904,000)~~)
18 \$902,000

19 **Sec. 907.** 2014 c 222 s 207 (uncodified) is amended to read as
20 follows:

21 **FOR THE WASHINGTON STATE PATROL**

22 State Patrol Highway Account—State
23 Appropriation. (~~(\$366,805,000)~~)
24 \$364,954,000

25 State Patrol Highway Account—Federal
26 Appropriation. (~~(\$11,067,000)~~)
27 \$11,049,000

28 State Patrol Highway Account—Private/Local
29 Appropriation. (~~(\$3,572,000)~~)
30 \$3,567,000

31 Highway Safety Account—State Appropriation. (~~(\$19,265,000)~~)
32 \$19,257,000

33 Multimodal Transportation Account—State
34 Appropriation. \$272,000

35 Ignition Interlock Device Revolving Account—State
36 Appropriation. \$569,000

37 TOTAL APPROPRIATION. (~~(\$401,550,000)~~)

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

(1) The Washington state patrol shall collaborate with the Washington traffic safety commission on the target zero team pilot program referenced in section 201 (~~(of this act)~~), chapter 306, Laws of 2013.

(2) During the 2013-2015 fiscal biennium, the Washington state patrol shall relocate its data center to the state data center in Olympia. The Washington state patrol shall work with the department of enterprise services to negotiate the lease termination agreement for the current data center site.

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

(4) \$573,000 of the ignition interlock device revolving account—state appropriation is provided solely for the ignition interlock program at the Washington state patrol to provide funding for two staff to work and provide support for the program in working with manufacturers, service centers, technicians, and participants in the program.

(5) \$370,000 of the state patrol highway account—state appropriation is provided solely for costs associated with the pilot program described under section 216(5) (~~(of this act)~~), chapter 222, Laws of 2014. The Washington state patrol may incur costs related only to the assignment of cadets and necessary computer equipment and to the reimbursement of the department of transportation for contract costs. The appropriation in this subsection must be funded from the portion of the automated traffic safety camera infraction fines deposited into the state patrol highway account; however, if the fines deposited into the state patrol highway account from automated traffic safety camera infractions do not reach three hundred seventy thousand dollars, the department of transportation shall remit funds

1 necessary to the Washington state patrol to ensure the completion of
2 the pilot program. The Washington state patrol may not incur overtime
3 as a result of this pilot program. The Washington state patrol shall
4 not assign troopers to operate or deploy the pilot program equipment
5 used in roadway construction zones.

6 (6) The cost allocation for any costs incurred for the facilities
7 at the Olympia, Washington airport used for the Washington state
8 patrol aviation section must be split evenly between the state patrol
9 highway account and the general fund.

10 (7) The Washington state patrol shall work with the state
11 interoperability executive committee to compile a list of recent
12 studies evaluating the potential savings and benefits of
13 consolidating law enforcement and emergency dispatching centers and
14 report to the joint transportation committee by December 1, 2014, on
15 the findings and recommendations of those studies. As part of this
16 study, the Washington state patrol must look for potential
17 efficiencies within state government.

18 **Sec. 908.** 2014 c 222 s 208 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF LICENSING**

21	Marine Fuel Tax Refund Account—State	
22	Appropriation.	\$34,000
23	Motorcycle Safety Education Account—State	
24	Appropriation.	(\$4,396,000)
25		<u>\$4,392,000</u>
26	State Wildlife Account—State Appropriation.	(\$867,000)
27		<u>\$863,000</u>
28	Highway Safety Account—State Appropriation.	(\$158,505,000)
29		<u>\$160,664,000</u>
30	Highway Safety Account—Federal Appropriation.	(\$4,363,000)
31		<u>\$4,355,000</u>
32	Motor Vehicle Account—State Appropriation.	(\$81,352,000)
33		<u>\$83,169,000</u>
34	Motor Vehicle Account—Federal Appropriation.	\$467,000
35	Motor Vehicle Account—Private/Local Appropriation. . .	(\$1,544,000)
36		<u>\$1,601,000</u>
37	Ignition Interlock Device Revolving Account—State	
38	Appropriation.	(\$2,871,000)

1		<u>\$3,271,000</u>
2	Department of Licensing Services Account—State	
3	Appropriation.	((\$5,983,000))
4		<u>\$6,002,000</u>
5	TOTAL APPROPRIATION.	((\$260,382,000))
6		<u>\$264,818,000</u>

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

9 (1) \$1,235,000 of the highway safety account—state appropriation
10 is provided solely for the implementation of chapter . . .
11 (Substitute House Bill No. 1752), Laws of 2013 (requirements for the
12 operation of commercial motor vehicles in compliance with federal
13 regulations). If chapter . . . (Substitute House Bill No. 1752), Laws
14 of 2013 is not enacted by June 30, 2013, the amount provided in this
15 subsection lapses.

16 (2) \$1,000,000 of the highway safety account—state appropriation
17 is provided solely for information technology field system
18 modernization.

19 (3) \$5,286,000 of the highway safety account—state appropriation
20 is provided solely for business and technology modernization.

21 (4) \$2,355,000 of the motor vehicle account—state appropriation
22 is provided solely for replacing prorated and fuel tax computer
23 systems used to administer interstate licensing and the collection of
24 fuel tax revenues.

25 (5) \$1,491,000 of the highway safety account—state appropriation
26 is provided solely for the implementation of an updated central
27 issuance system.

28 (6) \$201,000 of the motor vehicle account—state appropriation is
29 provided solely for the implementation of chapter . . . (Substitute
30 Senate Bill No. 5152), Laws of 2013 (Sounders FC and Seahawks license
31 plates). If chapter . . . (Substitute Senate Bill No. 5152), Laws of
32 2013 is not enacted by June 30, 2013, the amount provided in this
33 subsection lapses.

34 (7) \$425,000 of the highway safety account—state appropriation is
35 provided solely for the implementation of chapter . . . (Substitute
36 Senate Bill No. 5182), Laws of 2013 (vehicle owner information). If
37 chapter . . . (Substitute Senate Bill No. 5182), Laws of 2013 is not
38 enacted by June 30, 2013, the amount provided in this subsection
39 lapses.

1 (8) \$289,000 of the motor vehicle account—state appropriation is
2 provided solely for the implementation of chapter . . . (Second
3 Engrossed Substitute Senate Bill No. 5785), Laws of 2014 (license
4 plates). If chapter . . . (Second Engrossed Substitute Senate Bill
5 No. 5785), Laws of 2014 is not enacted by June 30, 2014, the amount
6 provided in this subsection lapses.

7 (9) The appropriation in this section reflects the department
8 charging an amount sufficient to cover the full cost of providing the
9 data requested under RCW 46.12.630(1)(b).

10 (10)(a) The department must convene a work group to examine the
11 use of parking placards and special license plates for persons with
12 disabilities and develop a strategic plan for ending any abuse. In
13 developing this plan, the department must work with the department of
14 health, disabled citizen advocacy groups, and representatives from
15 local government.

16 (b) The work group must be composed of no more than two
17 representatives from each of the entities listed in (a) of this
18 subsection. The work group may, when appropriate, consult with any
19 other public or private entity in order to complete the strategic
20 plan.

21 (c) The strategic plan must include:

22 (i) Oversight measures to ensure that parking placards and
23 special license plates for persons with disabilities are being
24 properly issued, including: (A) The entity responsible for
25 coordinating a randomized review of applications for special parking
26 privileges; (B) a volunteer panel of medical professionals to conduct
27 such reviews; (C) a means to protect the anonymity of both the
28 medical professional conducting a review and the medical professional
29 under review; (D) a means to protect the privacy of applicants by
30 removing any personally identifiable information; and (E) possible
31 sanctions against a medical professional for repeated improper
32 issuances of parking placards or special license plates for persons
33 with disabilities, including those sanctions listed in chapter 18.130
34 RCW; and

35 (ii) The creation of a publicly accessible system in which the
36 validity of parking placards and special license plates for persons
37 with disabilities may be verified. This system must not allow the
38 public to access any personally identifiable information or protected
39 health information of a person who has been issued a parking placard
40 or special license plate.

1 (d) The work group must convene by July 1, 2013, and terminate by
2 December 1, 2013.

3 (e) By December 1, 2013, the work group must deliver to the
4 legislature and the appropriate legislative committees the strategic
5 plan required under this subsection, together with its findings,
6 recommendations, and any necessary draft legislation in order to
7 implement the strategic plan.

8 (11) \$3,082,000 of the highway safety account—state appropriation
9 is provided solely for exam and licensing activities, including the
10 workload associated with providing driver record abstracts, and is
11 subject to the following additional conditions and limitations:

12 (a) The department may furnish driving record abstracts only to
13 those persons or entities expressly authorized to receive the
14 abstracts under Title 46 RCW;

15 (b) The department may furnish driving record abstracts only for
16 an amount that does not exceed the specified fee amounts in RCW
17 46.52.130 (2)(e)(v) and (4); and

18 (c) The department may not enter into a contract, or otherwise
19 participate in any arrangement, with a third party or other state
20 agency for any service that results in an additional cost, in excess
21 of the fee amounts specified in RCW 46.52.130 (2)(e)(v) and (4), to
22 statutorily authorized persons or entities purchasing a driving
23 record abstract.

24 (12) \$229,000 of the motor vehicle account—state appropriation is
25 provided solely for the implementation of chapter . . . (Engrossed
26 Second Substitute House Bill No. 1129), Laws of 2014 (ferry vessel
27 replacement). If chapter . . . (Engrossed Second Substitute House
28 Bill No. 1129), Laws of 2014 is not enacted by June 30, 2014, the
29 amount provided in this subsection lapses.

30 (~~(14)~~) (13) \$42,000 of the motor vehicle account—state
31 appropriation is provided solely for the implementation of
32 chapter . . . (House Bill No. 2100), Laws of 2014 (Seattle University
33 license plates). If chapter . . . (House Bill No. 2100), Laws of 2014
34 is not enacted by June 30, 2014, the amount provided in this
35 subsection lapses.

36 (~~(15)~~) (14) \$46,000 of the motor vehicle account—state
37 appropriation is provided solely for the implementation of
38 chapter . . . (House Bill No. 2700), Laws of 2014 (breast cancer
39 awareness license plates). If chapter . . . (House Bill No. 2700),

1 Laws of 2014 is not enacted by June 30, 2014, the amount provided in
2 this subsection lapses.

3 ~~((17))~~ (15) \$32,000 of the motor vehicle account—state
4 appropriation is provided solely for the implementation of
5 chapter . . . (House Bill No. 2741), Laws of 2014 (initial vehicle
6 registration). If chapter . . . (House Bill No. 2741), Laws of 2014
7 is not enacted by June 30, 2014, the amount provided in this
8 subsection lapses.

9 ~~((18))~~ (16) Within existing resources, the department must
10 convene a work group that includes, at a minimum, representatives
11 from the department of transportation, the trucking industry,
12 manufacturers of compressed natural gas and liquefied natural gas,
13 and any other stakeholders as deemed necessary, for the following
14 purposes:

15 (a) To evaluate the annual license fee in lieu of fuel tax under
16 RCW 82.38.075 to determine a fee that more closely represents the
17 average consumption of vehicles by weight and to make recommendations
18 to the transportation committees of the legislature by December 1,
19 2014, on an updated fee schedule; and

20 (b) To develop a transition plan to move vehicles powered by
21 liquefied natural gas and compressed natural gas from the annual
22 license fee in lieu of fuel tax to the fuel tax under RCW 82.38.030.
23 The transition plan must incorporate stakeholder feedback and must
24 include draft legislation and cost and revenue estimates. The
25 transition plan must be submitted to the transportation committees of
26 the legislature by December 1, 2015.

27 (c) This subsection takes effect if both chapter . . . (Engrossed
28 Substitute Senate Bill No. 6440), Laws of 2014 (compressed natural
29 gas and liquefied natural gas) and chapter . . . (Substitute House
30 Bill No. 2753), Laws of 2014 (compressed natural gas and liquefied
31 natural gas) are not enacted by June 30, 2014.

32 ~~((19))~~ (17) \$36,000 of the motor vehicle account—state
33 appropriation is provided solely for the implementation of
34 chapter . . . (Substitute Senate Bill No. 5467), Laws of 2014
35 (vehicle owner list furnishment requirements). If chapter . . .
36 (Substitute Senate Bill No. 5467), Laws of 2014 is not enacted by
37 June 30, 2014, the amount provided in this subsection lapses.

38 ~~((20))~~ (18) The department must convene a work group to study
39 the issue of regulating tow truck operators that are not licensed as
40 registered tow truck operators under chapter 46.55 RCW. The work

1 group must examine the advisability of regulating such operators,
2 including any potential benefits to public safety, and possible
3 methodologies for accomplishing this regulation. The work group must
4 include the department, representatives of the Washington state
5 patrol, organized groups of registered tow truck operators, and
6 automobile clubs. The work group may also include hulk haulers,
7 wreckers, transporters, and other stakeholders relating to the issue
8 of unregulated towing for monetary compensation. The work group shall
9 convene as necessary and report its recommendations and draft
10 legislation to the transportation committees of the legislature by
11 December 1, 2014.

12 ~~((+21))~~ (19) The department when modernizing its computer
13 systems must place personal and company data elements in separate
14 data fields to allow the department to select discrete data elements
15 when providing information or data to persons or entities outside the
16 department. This requirement must be included as part of the systems
17 design in the department's business and technology modernization. A
18 person's photo, social security number, or medical information must
19 not be made available through public disclosure or data being
20 provided under RCW 46.12.630 or 46.12.635.

21 (20) \$50,000 of the motor vehicle account—state appropriation is
22 provided solely for the implementation of chapter 30, Laws of 2014
23 (snowmobile license fees).

24 (21) \$30,000 of the highway safety account—state appropriation is
25 provided solely for the implementation of chapter 100, Laws of 2014
26 (DUI prior offenses).

27 **Sec. 909.** 2014 c 222 s 209 (uncodified) is amended to read as
28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
30 **—PROGRAM B**

31 High((-))Occupancy Toll Lanes Operations Account—State	
32 Appropriation.	((\$1,942,000))
33	<u>\$1,884,000</u>
34 Motor Vehicle Account—State Appropriation.	((\$514,000))
35	<u>\$513,000</u>
36 State Route Number 520 Corridor Account—State	
37 Appropriation.	((\$34,267,000))
38	<u>\$33,133,000</u>

1	State Route Number 520 Civil Penalties Account—State	
2	Appropriation.	((\$4,156,000))
3		<u>\$4,601,000</u>
4	Tacoma Narrows Toll Bridge Account—State	
5	Appropriation.	((\$25,007,000))
6		<u>\$25,905,000</u>
7	Puget Sound Ferry Operations Account—State	
8	Appropriation.	\$250,000
9	Interstate 405 Express Toll Lanes Operations	
10	Account—State Appropriation.	\$2,019,000
11	TOTAL APPROPRIATION.	((\$68,155,000))
12		<u>\$68,305,000</u>

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

15 (1)(a) The legislature finds that the department's tolling
16 division has expanded greatly in recent years to address the demands
17 of administering several newly tolled facilities using emerging toll
18 collection technologies. The legislature intends for the department
19 to continue its good work in administering the tolled facilities of
20 the state, while at the same time implementing controls and processes
21 to ensure the efficient and judicious administration of toll payer
22 dollars.

23 (b) The legislature finds that the department has undertaken a
24 cost-of-service study in the winter and spring of 2013 for the
25 purposes of identifying in detail the costs of operating and
26 administering tolling on state route number 520, state route number
27 167 high-occupancy toll lanes, and the Tacoma Narrows bridge. The
28 purpose of the study is to provide results to establish a baseline by
29 which future activity may be compared and opportunities identified
30 for cost savings and operational efficiencies. In addition, the
31 legislature finds that the state auditor has undertaken a performance
32 audit of the department's contract for the customer service center
33 and back office processing of tolling transactions. The audit
34 findings, which are expected to include lessons learned, are due in
35 late spring 2013.

36 (c) Using the results of the cost-of-service study and the state
37 audit as a basis, the department shall conduct a review of operations
38 using lean management principles in order to eliminate inefficiencies
39 and redundancies, incorporate lessons learned, and identify

1 opportunities to conduct operations more efficiently and effectively.
2 Within current statutory and budgetary tolling policy, the department
3 shall use the results of the review to improve operations in order to
4 conduct toll operations within the appropriations provided in
5 subsections (2) through (4) of this section. The department shall
6 submit the review, along with the status of and plans for the
7 implementation of review recommendations, to the office of financial
8 management and the house of representatives and senate transportation
9 committees by October 15, 2013.

10 (2) \$10,343,000 of the Tacoma Narrows toll bridge account—state
11 appropriation, \$16,534,000 of the state route number 520 corridor
12 account—state appropriation, \$1,217,000 of the high-occupancy toll
13 lanes operations account—state appropriation, and \$514,000 of the
14 motor vehicle account—state appropriation are provided solely for
15 nonvendor costs of administering toll operations, including the costs
16 of: Staffing the division, consultants and other personal service
17 contracts required for technical oversight and management assistance,
18 insurance, payments related to credit card processing, transponder
19 purchases and inventory management, facility operations and
20 maintenance, and other miscellaneous nonvendor costs.

21 (3) \$11,265,000 of the Tacoma Narrows toll bridge account—state
22 appropriation, \$9,730,000 of the state route number 520 corridor
23 account—state appropriation, and \$625,000 of the high-occupancy toll
24 lanes operations account—state appropriation are provided solely for
25 vendor-related costs of operating tolled facilities, including the
26 costs of: The customer service center; cash collections on the Tacoma
27 Narrows bridge; electronic payment processing; and toll collection
28 equipment maintenance, renewal, and replacement.

29 (4) \$1,300,000 of the Tacoma Narrows toll bridge account—state
30 appropriation and \$6,000,000 of the state route number 520 corridor
31 account—state appropriation are provided solely for the purposes of
32 addressing unforeseen operations and maintenance costs on the Tacoma
33 Narrows bridge and the state route number 520 bridge, respectively.
34 The office of financial management shall place the amounts provided
35 in this section, which represent a portion of the required minimum
36 fund balance under the policy of the state treasurer, in unallotted
37 status. The office may release the funds only when it determines that
38 all other funds designated for operations and maintenance purposes
39 have been exhausted.

1 (5) (~~(\$4,156,000)~~) \$4,601,000 of the state route number 520 civil
2 penalties account—state appropriation and (~~(\$1,039,000)~~) \$2,539,000
3 of the Tacoma Narrows toll bridge account—state appropriation are
4 provided solely for expenditures related to the toll adjudication
5 process. The department shall report on the civil penalty process to
6 the office of financial management and the house of representatives
7 and senate transportation committees by the end of each calendar
8 quarter. The reports must include a summary table for each toll
9 facility that includes: The number of notices of civil penalty
10 issued; the number of recipients who pay before the notice becomes a
11 penalty; the number of recipients who request a hearing and the
12 number who do not respond; workload costs related to hearings; the
13 cost and effectiveness of debt collection activities; and revenues
14 generated from notices of civil penalty.

15 (6) The Tacoma Narrows toll bridge account—state appropriation in
16 this section reflects reductions in management costs of \$1,235,000.

17 (7) The department shall make detailed quarterly expenditure
18 reports available to the transportation commission and to the public
19 on the department's web site using current department resources. The
20 reports must include a summary of toll revenue by facility on all
21 operating toll facilities and high occupancy toll lane systems, and
22 an itemized depiction of the use of that revenue.

23 (8) The department shall make detailed quarterly reports to the
24 governor and the transportation committees of the legislature on the
25 use of consultants in the tolling program. The reports must include
26 the 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 consulting contracts.

29 (9)(a) \$250,000 of the Puget Sound ferry operations account—state
30 appropriation is provided solely for the development of a plan to
31 integrate and transition customer service, reservation, and payment
32 systems currently provided by the marine division to ferry users into
33 the statewide tolling customer service center.

34 (b)(i) The department shall develop a plan that addresses:

35 (A) A phased implementation approach, beginning with "Good To Go"
36 as a payment option for ferry users;

37 (B) The feasibility, schedule, and cost of creating a single
38 account-based system for toll road and ferry users;

1 (C) Transitioning customer service currently provided by the
2 marine division to the statewide tolling customer service center; and

3 (D) Transitioning existing and planned ferry reservation system
4 support from the marine division to the statewide tolling customer
5 service center.

6 (ii) The plan must be provided to the office of financial
7 management and the transportation committees of the legislature by
8 January 14, 2014.

9 (10)(a) \$2,019,000 of the Interstate 405 express toll lanes
10 operations account—state appropriation is provided solely for
11 operating and maintenance costs of the Interstate 405 express toll
12 lanes program, including staff costs related to operating an
13 additional toll facility, consulting support for operations, purchase
14 of transponders, costs related to adjudication, credit card fees,
15 printing and postage, and customer service center support. Of the
16 amount provided in this subsection, \$519,000 of the Interstate 405
17 express toll lanes operations account—state appropriation must be
18 placed in unallotted status by the office of financial management
19 until a plan to begin tolling the Interstate 405 express toll lanes
20 during the summer of 2015 is finalized and approved by the office of
21 financial management, in consultation with the chairs and ranking
22 member of the transportation committees of the legislature.

23 (b) The funds provided in (a) of this subsection are provided
24 through a transfer from the motor vehicle account—state appropriation
25 in section 407(19) (~~of this act~~), chapter 222, Laws of 2014. These
26 funds are a loan to the Interstate 405 express toll lanes operations
27 account—state appropriation, and the legislature assumes that these
28 funds will be reimbursed to the motor vehicle account at a later date
29 when the Interstate 405 express toll lanes are operational.

30 (11) \$1,060,000 of the Tacoma narrows toll bridge account—state
31 appropriation, \$2,003,000 of the state route number 520 corridor
32 account—state appropriation, and \$99,000 of the high occupancy toll
33 lanes operations account—state appropriation are provided solely in
34 anticipation of, and to prepare for, the procurement of a new tolling
35 customer service center. Of the amounts provided in this subsection,
36 \$480,000 of the Tacoma narrows toll bridge account—state
37 appropriation, \$906,000 of the state route number 520 corridor
38 account—state appropriation, and \$45,000 of the high occupancy toll
39 lanes operations account—state appropriation must be placed in

1 unallotted status by the office of financial management until a
2 procurement plan is finalized and approved by the office of financial
3 management, in consultation with the chairs and ranking member of the
4 transportation committees of the legislature. Beginning July 1, 2014,
5 the department shall report quarterly to the governor, legislature,
6 and state auditor on: (a) The department's effort to mitigate risk to
7 the state, (b) the development of a request for proposals, and (c)
8 the overall progress towards procuring a new tolling customer service
9 center.

10 **Sec. 910.** 2014 c 222 s 210 (uncodified) is amended to read as
11 follows:

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

14	Transportation Partnership Account—State	
15	Appropriation.	\$1,460,000
16	Motor Vehicle Account—State Appropriation.	(\$65,936,000)
17		<u>\$65,821,000</u>
18	Multimodal Transportation Account—State	
19	Appropriation.	\$2,883,000
20	Transportation 2003 Account (Nickel Account)—State	
21	Appropriation.	\$1,460,000
22	Puget Sound Ferry Operations Account—State	
23	Appropriation.	\$263,000
24	TOTAL APPROPRIATION.	(\$72,002,000)
25		<u>\$71,887,000</u>

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

28 (1) \$290,000 of the motor vehicle account—state appropriation is
29 provided solely for the department's compliance with its national
30 pollution discharge elimination system permit.

31 (2) \$1,460,000 of the transportation partnership account—state
32 appropriation and \$1,460,000 of the transportation 2003 account
33 (nickel account)—state appropriation are provided solely for
34 maintaining the department's project management reporting system.

35 **Sec. 911.** 2014 c 222 s 211 (uncodified) is amended to read as
36 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
 2 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**
 3 Motor Vehicle Account—State Appropriation. (~~(\$26,114,000)~~)
 4 \$26,045,000

5 The appropriation in this section is subject to the following
 6 conditions and limitations: \$850,000 of the motor vehicle account—
 7 state appropriation is provided solely for the department's
 8 compliance with its national pollution discharge elimination system
 9 permit.

10 **Sec. 912.** 2014 c 222 s 212 (uncodified) is amended to read as
 11 follows:

12 **FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F**
 13 Aeronautics Account—State Appropriation. (~~(\$7,909,000)~~)
 14 \$7,903,000
 15 Aeronautics Account—Federal Appropriation. \$2,150,000
 16 TOTAL APPROPRIATION. (~~(\$10,059,000)~~)
 17 \$10,053,000

18 The appropriations in this section are subject to the following
 19 conditions and limitations: \$4,065,000 of the aeronautics account—
 20 state appropriation is provided solely for airport investment studies
 21 and the airport aid grant program, which provides competitive grants
 22 to public airports for pavement, safety, maintenance, planning, and
 23 security.

24 **Sec. 913.** 2014 c 222 s 213 (uncodified) is amended to read as
 25 follows:

26 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
 27 **SUPPORT—PROGRAM H**
 28 Motor Vehicle Account—State Appropriation. (~~(\$48,687,000)~~)
 29 \$48,555,000
 30 Motor Vehicle Account—Federal Appropriation. \$500,000
 31 Multimodal Transportation Account—State
 32 Appropriation. \$250,000
 33 TOTAL APPROPRIATION. (~~(\$49,437,000)~~)
 34 \$49,305,000

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

1 (1) \$4,423,000 of the motor vehicle account—state appropriation
2 is provided solely for the department's compliance with its national
3 pollution discharge elimination system permit.

4 (2) The real estate services division of the department must
5 recover the cost of its efforts from sale proceeds and fund
6 additional future sales from those proceeds.

7 (3) The legislature recognizes that the Dryden pit site (WSDOT
8 Inventory Control (IC) No. 2-04-00103) is unused state-owned real
9 property under the jurisdiction of the department, and that the
10 public would benefit significantly from the complete enjoyment of the
11 natural scenic beauty and recreational opportunities available at the
12 site. Therefore, pursuant to RCW 47.12.080, the legislature declares
13 that transferring the property to the department of fish and wildlife
14 for recreational use and fish and wildlife restoration efforts is
15 consistent with the public interest in order to preserve the area for
16 the use of the public and the betterment of the natural environment.
17 The department shall work with the department of fish and wildlife
18 and transfer and convey the Dryden pit site to the department of fish
19 and wildlife as-is for an adjusted fair market value reflecting site
20 conditions, the proceeds of which must be deposited in the motor
21 vehicle fund. The department is not responsible for any costs
22 associated with the cleanup or transfer of this property. This
23 subsection expires June 30, 2014.

24 (4) The legislature recognizes that the trail known as the Apple
25 Capital Loop, and its extensions, serve to separate motor vehicle
26 traffic from pedestrians and bicyclists, increasing motor vehicle
27 safety on existing state route number 28. Consistent with chapter
28 47.30 RCW and pursuant to RCW 47.12.080, the legislature declares
29 that transferring portions of WSDOT Inventory Control (IC) Nos.
30 2-09-04537 and 2-09-04569 to Douglas county and the city of East
31 Wenatchee is consistent with the public interest. The legislature
32 directs the department to transfer the property to Douglas county and
33 the city of East Wenatchee. The department must be paid fair market
34 value for any portions of the transferred real property that is later
35 abandoned, vacated, or ceases to be publicly maintained for trail
36 purposes. Douglas county and the city of East Wenatchee must agree to
37 accept responsibility for trail segments within their respective
38 jurisdictions and sign an agreement with the state that the transfer
39 of these parcels to their respective jurisdictions extinguishes any

1 state obligations to improve, maintain, or be in any way responsible
2 for these assets. This subsection expires June 30, 2014.

3 (5) The legislature recognizes that the SR 20/Cook Road
4 realignment and extension project in the city of Sedro-Woolley will
5 enhance the state and local highway systems by providing a more
6 direct route from state route number 20 and state route number 9 to
7 Interstate 5, and will reduce traffic on state route number 20 and
8 state route number 9, improving the capacity of each route.
9 Furthermore, the legislature declares that certain portions of the
10 department's property held for highway purposes located primarily to
11 the north and west of state route number 20, between state route
12 number 20 to the south and F and S Grade Road to the north, in the
13 incorporated limits of Sedro-Woolley in Skagit county, can help
14 facilitate completion of the project. Therefore, consistent with RCW
15 47.12.063, 47.12.080, and 47.12.120, it is the intent of the
16 legislature that the department sell, transfer, or lease, as
17 appropriate, to the city of Sedro-Woolley only those portions of the
18 property necessary to construct the project, including necessary
19 staging areas. However, any staging areas should revert to the
20 department within three years of completion of the project.

21 (6) Within the amounts provided in this section, the department
22 shall create a quality assurance position. This position must provide
23 independent project quality assurance validation and ensure that
24 quality assurance audit functions are accountable at the highest
25 level of the organization.

26 ~~((+8))~~ (7) \$1,453,000 of the motor vehicle account—state
27 appropriation is provided solely to support increased departmental
28 efforts to dispose of surplus property as directed in subsection (2)
29 of this section. These additional funds are expected to result in up
30 to \$5,000,000 per fiscal biennium in additional revenues through
31 increasing the sale of surplus property. By December 1, 2014, the
32 department shall report to the governor and the chairs and ranking
33 members of the senate and house of representatives transportation
34 committees on the number of surplus property parcels sold and the
35 amount of revenue generated from those sales during 2014.

36 **Sec. 914.** 2014 c 222 s 214 (uncodified) is amended to read as
37 follows:

38 **FOR THE DEPARTMENT OF TRANSPORTATION—ECONOMIC PARTNERSHIPS—PROGRAM K**

1 Motor Vehicle Account—State Appropriation. ((~~\$589,000~~))
2 \$588,000

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

5 (1) The legislature finds that the efforts started in the
6 2011-2013 fiscal biennium regarding the transition to a road usage
7 charge system represent an important first step in the policy and
8 conceptual development of potential alternative systems to fund
9 transportation projects, but that the governance for the development
10 needs clarification. The legislature also finds that significant
11 amounts of research and public education are occurring in similar
12 efforts in several states and that these efforts can and should be
13 leveraged to advance the evaluation in Washington. The legislature
14 intends, therefore, that the transportation commission and its staff
15 lead the policy development of the business case for a road usage
16 charge system, with the goal of providing the business case to the
17 governor and the legislative committees of the legislature in time
18 for inclusion in the 2014 supplemental omnibus transportation
19 appropriations act. The legislature intends for additional oversight
20 in the business case development, with guidance from a steering
21 committee as provided in chapter 86, Laws of 2012 for the
22 transportation commission, augmented with participation by the joint
23 transportation committee. The legislature further intends that,
24 through the economic partnerships program, the department continue to
25 address administrative, technical, and conceptual operational issues
26 related to road usage charge systems, and that the department serve
27 as a resource for information gleaned from other states on this topic
28 for the transportation commission's efforts.

29 (2) The economic partnerships program must continue to explore
30 retail partnerships at state-owned park-and-ride facilities, as
31 authorized in RCW 47.04.295.

32 (3) The department, in collaboration with the transportation
33 commission, shall work with the office of the state treasurer and the
34 state's bond counsel to explore legal approaches for ensuring that
35 any reduction, refunding, crediting, or repeal of the motor vehicle
36 fuel tax, in whole or in part, can be accomplished without unlawfully
37 impairing the legal rights of motor vehicle fuel tax bond holders.
38 The results of this work must be shared with the transportation

1 committees of the legislature and the office of financial management
2 by September 1, 2014.

3 (4) \$21,000 of the motor vehicle account—state appropriation is
4 provided solely as matching funds for the department to partner with
5 other transportation agencies located in the western region of North
6 America to develop strategies and methods for reporting, collecting,
7 crediting, and remitting road usage charges resulting from inter-
8 jurisdictional travel. At least one partnering jurisdiction must
9 share a common border with Washington. The results of this work must
10 be reported to the governor, the transportation commission, and the
11 transportation committees of the legislature by September 1, 2014.

12 **Sec. 915.** 2014 c 222 s 215 (uncodified) is amended to read as
13 follows:

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

15 Highway Safety Account—State Appropriation.	\$10,000,000
16 Motor Vehicle Account—State Appropriation.	(\$391,358,000)
17	<u>\$390,394,000</u>
18 Motor Vehicle Account—Federal Appropriation.	\$7,000,000
19 TOTAL APPROPRIATION.	(\$408,358,000)
20	<u>\$407,394,000</u>

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

23 (1) \$10,910,000 of the motor vehicle account—state appropriation
24 is provided solely for the department's compliance with its national
25 pollution discharge elimination system permit.

26 (2) \$2,605,000 of the motor vehicle account—state appropriation
27 is provided solely for utility fees assessed by local governments as
28 authorized under RCW 90.03.525 for the mitigation of storm water
29 runoff from state highways.

30 (3) The department shall submit a budget decision for the 2014
31 legislative session package that details all costs associated with
32 utility fees assessed by local governments as authorized under RCW
33 90.03.525.

34 (4) \$50,000 of the motor vehicle account—state appropriation is
35 provided solely for clearing and pruning dangerous trees along state
36 route number 542 between mile markers 43 and 48 to prevent safety
37 hazards and delays.

1 (5) \$2,277,000 of the motor vehicle account—state appropriation
2 is provided solely to replace or rehabilitate critical equipment
3 needed to perform snow and ice removal activities and roadway
4 maintenance. These funds may not be used to purchase passenger cars
5 as defined in RCW 46.04.382.

6 **Sec. 916.** 2014 c 222 s 216 (uncodified) is amended to read as
7 follows:

8 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
9 **OPERATING**

10	Motor Vehicle Account—State Appropriation.	((\$50,055,000))
11		<u>\$49,879,000</u>
12	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
13	Motor Vehicle Account—Private/Local Appropriation.	\$250,000
14	TOTAL APPROPRIATION.	((\$52,355,000))
15		<u>\$52,179,000</u>

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

18 (1) \$6,000,000 of the motor vehicle account—state appropriation
19 is provided solely for low-cost enhancements. The department shall
20 give priority to low-cost enhancement projects that improve safety or
21 provide congestion relief. The department shall prioritize low-cost
22 enhancement projects on a statewide rather than regional basis. By
23 September 1st of each even-numbered year, the department shall
24 provide a report to the legislature listing all low-cost enhancement
25 projects prioritized on a statewide rather than regional basis
26 completed in the prior year.

27 (2) \$9,000,000 of the motor vehicle account—state appropriation
28 is provided solely for the department's incident response program.

29 (3) During the 2013-2015 fiscal biennium, the department shall
30 continue a pilot program that expands private transportation
31 providers' access to high occupancy vehicle lanes. Under the pilot
32 program, when the department reserves a portion of a highway based on
33 the number of passengers in a vehicle, the following vehicles must be
34 authorized to use the reserved portion of the highway if the vehicle
35 has the capacity to carry eight or more passengers, regardless of the
36 number of passengers in the vehicle: (a) Auto transportation company
37 vehicles regulated under chapter 81.68 RCW; (b) passenger charter
38 carrier vehicles regulated under chapter 81.70 RCW, except marked or

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

12 (4) The department shall work with the cities of Lynnwood and
13 Edmonds to provide traffic light synchronization on state route
14 number 524.

15 (5) The department, in consultation with the Washington state
16 patrol, must continue a pilot program for the state patrol to issue
17 infractions based on information from automated traffic safety
18 cameras in roadway construction zones on state highways. For the
19 purpose of this pilot program, during the 2013-2015 fiscal biennium,
20 a roadway construction zone includes areas where public employees or
21 private contractors may be present or where a driving condition
22 exists that would make it unsafe to drive at higher speeds, such as,
23 when the department is redirecting or realigning lanes on any public
24 roadway pursuant to ongoing construction. The department shall use
25 the following guidelines to administer the program:

26 (a) Automated traffic safety cameras may only take pictures of
27 the vehicle and vehicle license plate and only while an infraction is
28 occurring. The picture must not reveal the face of the driver or of
29 passengers in the vehicle;

30 (b) The department shall plainly mark the locations where the
31 automated traffic safety cameras are used by placing signs on
32 locations that clearly indicate to a driver that he or she is
33 entering a roadway construction zone where traffic laws are enforced
34 by an automated traffic safety camera;

35 (c) Notices of infractions must be mailed to the registered owner
36 of a vehicle within fourteen days of the infraction occurring;

37 (d) The owner of the vehicle is not responsible for the violation
38 if the owner of the vehicle, within fourteen days of receiving
39 notification of the violation, mails to the patrol, a declaration
40 under penalty of perjury, stating that the vehicle involved was, at

1 the time, stolen or in the care, custody, or control of some person
2 other than the registered owner, or any other extenuating
3 circumstances;

4 (e) For purposes of the 2013-2015 fiscal biennium pilot program,
5 infractions detected through the use of automated traffic safety
6 cameras are not part of the registered owner's driving record under
7 RCW 46.52.101 and 46.52.120. Additionally, infractions generated by
8 the use of automated traffic safety cameras must be processed in the
9 same manner as parking infractions for the purposes of RCW 3.50.100,
10 35.20.220, 46.16A.120, and 46.20.270(3). However, the amount of the
11 fine issued under this subsection (5) for an infraction generated
12 through the use of an automated traffic safety camera is one hundred
13 thirty-seven dollars. The court shall remit thirty-two dollars of the
14 fine to the state treasurer for deposit into the state patrol highway
15 account; and

16 (f) If a notice of infraction is sent to the registered owner and
17 the registered owner is a rental car business, the infraction must be
18 dismissed against the business if it mails to the patrol, within
19 fourteen days of receiving the notice, a declaration under penalty of
20 perjury of the name and known mailing address of the individual
21 driving or renting the vehicle when the infraction occurred. If the
22 business is unable to determine who was driving or renting the
23 vehicle at the time the infraction occurred, the business must sign a
24 declaration under penalty of perjury to this effect. The declaration
25 must be mailed to the patrol within fourteen days of receiving the
26 notice of traffic infraction. Timely mailing of this declaration to
27 the issuing agency relieves a rental car business of any liability
28 under this section for the notice of infraction. A declaration form
29 suitable for this purpose must be included with each automated
30 traffic safety camera infraction notice issued, along with
31 instructions for its completion and use.

32 (6) \$102,000 of the motor vehicle account—state appropriation is
33 provided solely to replace or rehabilitate critical equipment needed
34 to perform traffic control. These funds may not be used to purchase
35 passenger cars as defined in RCW 46.04.382.

36 **Sec. 917.** 2014 c 222 s 217 (uncodified) is amended to read as
37 follows:

1 plan to reduce vehicle demand, increase public transportation
2 options, and reduce vehicle miles traveled on corridors affected by
3 growth at Joint Base Lewis-McChord.

4 **Sec. 919.** 2014 c 222 s 219 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
7 **PROGRAM U**

8	Motor Vehicle Account—State Appropriation.	((\$74,198,000))
9		<u>\$73,941,000</u>
10	Motor Vehicle Account—Federal Appropriation.	\$400,000
11	Multimodal Transportation Account—State	
12	Appropriation.	\$3,068,000
13	TOTAL APPROPRIATION.	((\$77,666,000))
14		<u>\$77,409,000</u>

15 The appropriations in this section are subject to the following
16 conditions and limitations: The department of enterprise services
17 must provide a detailed accounting of the revenues and expenditures
18 of the self-insurance fund to the transportation committees of the
19 legislature on December 31st and June 30th of each year.

20 **Sec. 920.** 2014 c 222 s 220 (uncodified) is amended to read as
21 follows:

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

23	State Vehicle Parking Account—State Appropriation.	\$754,000
24	Regional Mobility Grant Program Account—State	
25	Appropriation.	((\$51,111,000))
26		<u>\$41,111,000</u>
27	Rural Mobility Grant Program Account—State	
28	Appropriation.	\$17,000,000
29	Multimodal Transportation Account—State	
30	Appropriation.	((\$39,325,000))
31		<u>\$39,313,000</u>
32	Multimodal Transportation Account—Federal	
33	Appropriation.	\$3,280,000
34	Motor Vehicle Account—Federal Appropriation.	\$160,000
35	TOTAL APPROPRIATION.	((\$111,630,000))
36		<u>\$101,618,000</u>

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

3 (1) \$25,000,000 of the multimodal transportation account—state
4 appropriation is provided solely for a grant program for special
5 needs transportation provided by transit agencies and nonprofit
6 providers of transportation. Of this amount:

7 (a) \$5,500,000 of the multimodal transportation account—state
8 appropriation is provided solely for grants to nonprofit providers of
9 special needs transportation. Grants for nonprofit providers must be
10 based on need, including the availability of other providers of
11 service in the area, efforts to coordinate trips among providers and
12 riders, and the cost effectiveness of trips provided.

13 (b) \$19,500,000 of the multimodal transportation account—state
14 appropriation is provided solely for grants to transit agencies to
15 transport persons with special transportation needs. To receive a
16 grant, the transit agency must, to the greatest extent practicable,
17 have a maintenance of effort for special needs transportation that is
18 no less than the previous year's maintenance of effort for special
19 needs transportation. Grants for transit agencies must be prorated
20 based on the amount expended for demand response service and route
21 deviated service in calendar year 2011 as reported in the "Summary of
22 Public Transportation - 2011" published by the department of
23 transportation. No transit agency may receive more than thirty
24 percent of these distributions.

25 (2) \$17,000,000 of the rural mobility grant program account—state
26 appropriation is provided solely for grants to aid small cities in
27 rural areas as prescribed in RCW 47.66.100.

28 (3)(a) \$6,000,000 of the multimodal transportation account—state
29 appropriation is provided solely for a vanpool grant program for: (a)
30 Public transit agencies to add vanpools or replace vans; and (b)
31 incentives for employers to increase employee vanpool use. The grant
32 program for public transit agencies will cover capital costs only;
33 operating costs for public transit agencies are not eligible for
34 funding under this grant program. Additional employees may not be
35 hired from the funds provided in this section for the vanpool grant
36 program, and supplanting of transit funds currently funding vanpools
37 is not allowed. The department shall encourage grant applicants and
38 recipients to leverage funds other than state funds.

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

3 (c) \$520,000 of the amount provided in this subsection is
4 provided solely for the purchase of additional vans for use by
5 vanpools serving or traveling through the Joint Base Lewis-McChord
6 I-5 corridor between mile post 116 and 127. The department's public
7 transportation division is authorized to purchase vans in the
8 2013-2015 fiscal biennium, on behalf of public transit agencies,
9 exclusively for the purpose of compliance with the terms of this
10 subsection (3)(c).

11 (4) \$11,111,000 of the regional mobility grant program account—
12 state appropriation is reappropriated and provided solely for the
13 regional mobility grant projects identified in LEAP Transportation
14 Document ((2014-2)) 2015-2 ALL PROJECTS - Public Transportation -
15 Program (V) as developed March ((10, 2014)) 29, 2015.

16 (5)(a) (~~(\$40,000,000)~~) \$30,000,000 of the regional mobility grant
17 program account—state appropriation is provided solely for the
18 regional mobility grant projects identified in LEAP Transportation
19 Document ((2014-2)) 2015-2 ALL PROJECTS - Public Transportation -
20 Program (V) as developed March ((10, 2014)) 29, 2015. The department
21 shall review all projects receiving grant awards under this program
22 at least semiannually to determine whether the projects are making
23 satisfactory progress. Any project that has been awarded funds, but
24 does not report activity on the project within one year of the grant
25 award, must be reviewed by the department to determine whether the
26 grant should be terminated. The department shall promptly close out
27 grants when projects have been completed, and any remaining funds
28 must be used only to fund projects identified in the LEAP
29 transportation document referenced in this subsection. The department
30 shall provide annual status reports on December 15, 2013, and
31 December 15, 2014, to the office of financial management and the
32 transportation committees of the legislature regarding the projects
33 receiving the grants. It is the intent of the legislature to
34 appropriate funds through the regional mobility grant program only
35 for projects that will be completed on schedule. A grantee may not
36 receive more than twenty-five percent of the amount appropriated in
37 this subsection. The department shall not approve any increases or
38 changes to the scope of a project for the purpose of a grantee
39 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 2013-2015 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) \$6,424,000 of the total appropriation in this section is
19 provided solely for CTR grants and activities. Of this amount:

20 (a) \$3,900,000 of the multimodal transportation account—state
21 appropriation is provided solely for grants to local jurisdictions,
22 selected by the CTR board, for the purpose of assisting employers
23 meet CTR goals;

24 (b) \$1,770,000 of the multimodal transportation account—state
25 appropriation is provided solely for state costs associated with CTR.
26 The department shall develop more efficient methods of CTR assistance
27 and survey procedures; and

28 (c) \$754,000 of the state vehicle parking account—state
29 appropriation is provided solely for CTR-related expenditures,
30 including all expenditures related to the guaranteed ride home
31 program and the STAR pass program.

32 (8) An affected urban growth area that has not previously
33 implemented a commute trip reduction program as of the effective date
34 of this section is exempt from the requirements in RCW 70.94.527.

35 (9) \$200,000 of the multimodal transportation account—state
36 appropriation is contingent on the timely development of an annual
37 report summarizing the status of public transportation systems as
38 identified under RCW 35.58.2796.

1 (10) \$160,000 of the motor vehicle account—federal appropriation
2 is provided solely for King county metro to study demand potential
3 for a state route number 18 and Interstate 90 park and ride location,
4 to size the facilities appropriately, to perform site analysis, and
5 to develop preliminary design concepts. When studying potential park
6 and ride locations pursuant to this subsection, King county metro
7 must take into consideration the effect of the traffic using the
8 weigh station at the Interstate 90 and state route number 18
9 interchange at exit 25 and, to the maximum extent practicable, choose
10 a park and ride location that minimizes traffic impacts for the
11 Interstate 90 and state route number 18 interchange and the weigh
12 station.

13 **Sec. 921.** 2014 c 222 s 221 (uncodified) is amended to read as
14 follows:

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

16 Puget Sound Ferry Operations Account—State	
17 Appropriation.	((\$483,404,000))
18	<u>\$475,915,000</u>
19 Puget Sound Ferry Operations Account—Private/Local	
20 Appropriation.	\$121,000
21 TOTAL APPROPRIATION.	((\$483,525,000))
22	<u>\$476,036,000</u>

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

25 (1) The office of financial management budget instructions
26 require agencies to recast enacted budgets into activities. The
27 Washington state ferries shall include a greater level of detail in
28 its 2013-2015 supplemental and 2015-2017 omnibus transportation
29 appropriations act requests, as determined jointly by the office of
30 financial management, the Washington state ferries, and the
31 transportation committees of the legislature. This level of detail
32 must include the administrative functions in the operating as well as
33 capital programs.

34 (2) Until a reservation system is operational on the San Juan
35 islands inter-island route, the department shall provide the same
36 priority loading benefits on the San Juan islands inter-island route
37 to home health care workers as are currently provided to patients
38 traveling for purposes of receiving medical treatment.

1 (3) For the 2013-2015 fiscal biennium, the department may enter
2 into a distributor controlled fuel hedging program and other methods
3 of hedging approved by the fuel hedging committee.

4 (4) (~~(\$113,157,000)~~) \$106,497,000 of the Puget Sound ferry
5 operations account—state appropriation is provided solely for auto
6 ferry vessel operating fuel in the 2013-2015 fiscal biennium, which
7 reflect cost savings from a reduced biodiesel fuel requirement and,
8 therefore, are contingent upon the enactment of section 701, chapter
9 306, Laws of 2013. The amount provided in this subsection represent
10 the fuel budget for the purposes of calculating any ferry fare fuel
11 surcharge. The department shall develop a fuel reduction plan to be
12 submitted as part of its 2014 supplemental budget proposal. The plan
13 must include fuel saving proposals, such as vessel modifications,
14 vessel speed reductions, and changes to operating procedures, along
15 with anticipated fuel saving estimates.

16 (5) \$100,000 of the Puget Sound ferry operations account—state
17 appropriation is provided solely for the department's compliance with
18 its national pollution discharge elimination system permit.

19 (6) When purchasing uniforms that are required by collective
20 bargaining agreements, the department shall contract with the lowest
21 cost provider.

22 (7) \$3,049,000 of the Puget Sound ferry operations account—state
23 appropriation is provided solely for the operating program share of
24 the \$7,259,000 in lease payments for the ferry division's
25 headquarters building. Consistent with the 2012 facilities oversight
26 plan, the department shall strive to consolidate office space in
27 downtown Seattle by the end of 2015. The department shall consider
28 renewing the lease for the ferry division's current headquarters
29 building only if the lease rate is reduced at least (~~(fifty)~~) forty
30 percent and analysis shows that this is the least cost and risk
31 option for the department. Consolidation with other divisions or
32 state agencies, or a reduction in leased space, must also be
33 considered as part of any headquarters lease renewal analysis.

34 (8) \$5,000,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely for the purchase of a 2013-2015
36 marine insurance policy. Within this amount, the department is
37 expected to purchase a policy with the lowest deductible possible,
38 while maintaining at least existing coverage levels for ferry
39 vessels, and providing coverage for all terminals.

1 (9) Within existing resources, the department must evaluate the
2 feasibility of using re-refined used motor oil processed in
3 Washington state as a ferry fuel source. The evaluation must include,
4 but is not limited to, research on existing entities currently using
5 the process for re-refined fuel, any required combustible engine
6 modifications, additional needed equipment on the vessels or fueling
7 locations, cost analysis, compatibility with B-5 blended diesel, and
8 meeting engine performance specifications. The department must
9 establish an evaluation group that includes, but is not limited to,
10 persons experienced in the re-refined motor oil industry. The
11 department must deliver a report containing the results of the
12 evaluation to the transportation committees of the legislature and
13 the office of financial management by December 1, 2014.

14 (10) \$71,000 of the Puget Sound ferry operations account—state
15 appropriation is provided solely for one traffic attendant for ferry
16 terminal traffic control at the Fauntleroy ferry terminal.

17 **Sec. 922.** 2014 c 222 s 222 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
20 Multimodal Transportation Account—State

21	Appropriation.	(((\$46,026,000))
22		<u>\$45,963,000</u>
23	<u>Multimodal Transportation Account—Private/Local</u>	
24	Appropriation.	\$57,000
25	<u>TOTAL APPROPRIATION.</u>	<u>\$46,020,000</u>

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

28 (1) \$40,289,000 of the multimodal transportation account—state
29 appropriation is provided solely for operating and maintaining state-
30 supported passenger rail service. In recognition of the increased
31 costs the state is expected to absorb due to changes in federal law,
32 the department is directed to analyze the Amtrak contract proposal
33 and find cost saving alternatives. The department shall report to the
34 transportation committees of the legislature before the 2014 regular
35 legislative session on its revisions to the Amtrak contract,
36 including a review of the appropriate costs within the contract for
37 concession services, policing, host railroad incentives, and station
38 services and staffing needs. Within thirty days of each annual cost/

1 revenue reconciliation under the Amtrak service contract, the
2 department shall report any changes that would affect the state
3 subsidy amount appropriated in this subsection. Through a competitive
4 process, the department may contract with a private entity for
5 services related to operations and maintenance of the Amtrak Cascades
6 route, including, but not limited to, concession services.

7 (2) Amtrak Cascades runs may not be eliminated.

8 (3) The department shall continue a pilot program by partnering
9 with the travel industry on the Amtrak Cascades service between
10 Vancouver, British Columbia, and Seattle to test opportunities for
11 increasing ridership, maximizing farebox recovery, and stimulating
12 private investment. The pilot program must run from December 31,
13 2013, to December 31, 2014, and evaluate seasonal differences in the
14 program and the effect of advertising. The department may offer to
15 Washington universities an opportunity for business students to work
16 as interns on the analysis of the pilot program process and results.
17 The department shall report on the results of the pilot program to
18 the office of financial management and the legislature by January 31,
19 2015.

20 (4) \$150,000 of the multimodal transportation account—state
21 appropriation is provided solely for the department to develop an
22 inventory of short line rail infrastructure that can be used to
23 support a data-driven approach to identifying system needs. The
24 department shall work with short line rail owners and operators
25 within the state, provide status updates periodically to the joint
26 transportation committee, submit a progress report of its findings to
27 the transportation committees of the legislature and the office of
28 financial management by December 15, 2014, submit a preliminary
29 report of key findings and recommendations to the transportation
30 committees of the legislature and the office of financial management
31 by March 1, 2015, and submit a final report to the transportation
32 committees of the legislature and the office of financial management
33 by June 30, 2015.

34 **Sec. 923.** 2014 c 222 s 223 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
37 **OPERATING**

38 Motor Vehicle Account—State Appropriation. ((\$8,672,000))

1		<u>\$8,647,000</u>
2	Motor Vehicle Account—Federal Appropriation.	\$2,567,000
3	TOTAL APPROPRIATION.	((\$11,239,000))
4		<u>\$11,214,000</u>

TRANSPORTATION AGENCIES—CAPITAL

6 **Sec. 1001.** 2014 c 222 s 301 (uncodified) is amended to read as
7 follows:

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

9	Freight Mobility Investment Account—State	
10	Appropriation.	((\$11,930,000))
11		<u>\$6,270,000</u>
12	Freight Mobility Multimodal Account—State	
13	Appropriation.	((\$9,826,000))
14		<u>\$6,011,000</u>
15	((Freight Mobility Multimodal Account—Private/Local	
16	Appropriation.	\$1,320,000))
17	Highway Safety Account—State Appropriation.	\$2,606,000
18	((Motor Vehicle Account—State Appropriation.	\$84,000))
19	Motor Vehicle Account—Federal Appropriation.	((\$5,750,000))
20		<u>\$2,500,000</u>
21	TOTAL APPROPRIATION.	((\$31,516,000))
22		<u>\$17,387,000</u>

23 **Sec. 1002.** 2014 c 222 s 303 (uncodified) is amended to read as
24 follows:

25 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

26	Rural Arterial Trust Account—State	
27	Appropriation.	((\$57,394,000))
28		<u>\$43,472,000</u>
29	Highway Safety Account—State Appropriation.	\$10,000,000
30	Motor Vehicle Account—State Appropriation.	\$706,000
31	County Arterial Preservation Account—State	
32	Appropriation.	\$32,000,000
33	TOTAL APPROPRIATION.	((\$100,100,000))
34		<u>\$86,178,000</u>

1 committing the Marginal Way site to this use is consistent with the
2 public interest.

3 Pursuant to RCW 47.12.063, the department shall work with the
4 owner of King county parcel number 7643400010, which abuts both
5 parcels of the Marginal Way site, and shall convey the Marginal Way
6 site to that abutting property owner for the appraised fair market
7 value of the parcels, the proceeds of which must be deposited in the
8 motor vehicle fund. The conveyance is conditional upon the
9 purchaser's agreement to commit the use of the Marginal Way site to
10 operations with the goal of ending hunger in western Washington. The
11 department may not make this conveyance before September 1, 2013, and
12 may not make this conveyance after September 1, 2014.

13 The Washington department of transportation is not responsible
14 for any costs associated with the cleanup or transfer of the Marginal
15 Way site.

16 (2) (~~(\$14,390,000)~~) \$13,390,000 of the transportation partnership
17 account—state appropriation is provided solely for the construction
18 of a new traffic management and emergency operations center on
19 property owned by the department on Dayton Avenue in Shoreline
20 (project 100010T). Consistent with the office of financial
21 management's 2012 study, it is the intent of the legislature to
22 appropriate no more than \$15,000,000 for the total construction
23 costs. The department shall report to the transportation committees
24 of the legislature and the office of financial management by June 30,
25 2014, on the progress of the construction of the traffic management
26 and emergency operations center, including a schedule for terminating
27 the current lease of the Goldsmith building in Seattle.

28 **Sec. 1005.** 2014 c 222 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.	\$1,000,000))
33	Transportation Partnership Account—State	
34	Appropriation.	((\$1,313,555,000))
35		<u>\$943,199,000</u>
36	Motor Vehicle Account—State Appropriation.	((\$69,478,000))
37		<u>\$60,011,000</u>
38	Motor Vehicle Account—Federal Appropriation.	((\$516,181,000))

1		<u>\$506,995,000</u>
2	Motor Vehicle Account—Private/Local Appropriation.	((\$166,357,000))
3		<u>\$157,539,000</u>
4	Transportation 2003 Account (Nickel Account)—State	
5	Appropriation.	((\$325,778,000))
6		<u>\$261,599,000</u>
7	State Route Number 520 Corridor Account—State	
8	Appropriation.	\$880,111,000
9	State Route Number 520 Corridor Account—Federal	
10	Appropriation.	\$300,000,000
11	Special Category C Account—State Appropriation.	\$124,000
12	TOTAL APPROPRIATION.	((\$3,572,584,000))
13		<u>\$3,109,578,000</u>

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 transportation 2003 account (nickel account) appropriation and the
18 entire transportation partnership account appropriation are provided
19 solely for the projects and activities as listed by fund, project,
20 and amount in LEAP Transportation Document ((~~2014-1~~) 2015-1 as
21 developed March ((~~10, 2014~~) 29, 2015, Program - Highway Improvements
22 Program (I). However, limited transfers of specific line-item project
23 appropriations may occur between projects for those amounts listed
24 subject to the conditions and limitations in section 601 ((~~of this~~
25 ~~act~~)), chapter 222, Laws of 2014.

26 (2) Except as provided otherwise in this section, the entire
27 motor vehicle account—state appropriation and motor vehicle account—
28 federal appropriation are provided solely for the projects and
29 activities listed in LEAP Transportation Document ((~~2014-2~~) 2015-2
30 ALL PROJECTS as developed March ((~~10, 2014~~) 29, 2015, Program -
31 Highway Improvements Program (I). The department shall apply any
32 federal funds gained through efficiencies or the redistribution
33 process in an amount up to \$27,200,000 for cost overruns related to
34 the pontoon design errors on the SR 520 Bridge Replacement and HOV
35 project (8BI1003) as described in subsection (12)(f) of this section.
36 Any federal funds gained through efficiencies or the redistribution
37 process that are in excess of \$27,200,000 must then be applied to the
38 "Contingency (Unfunded) Highway Preservation Projects" as identified
39 in LEAP Transportation Document 2014-2 ALL PROJECTS as developed

1 March 10, 2014, Program - Highway Preservation Program (P). However,
2 no additional federal funds may be allocated to the I-5/Columbia
3 River Crossing project (400506A).

4 (3) Within the motor vehicle account—state appropriation and
5 motor vehicle account—federal appropriation, the department may
6 transfer funds between programs I and P, except for funds that are
7 otherwise restricted in this act.

8 (4) The transportation 2003 account (nickel account)—state
9 appropriation includes up to ((~~\$246,710,000~~)) \$259,724,000 in
10 proceeds from the sale of bonds authorized by RCW 47.10.861.

11 (5) The transportation partnership account—state appropriation
12 includes up to ((~~\$811,595,000~~)) \$748,634,000 in proceeds from the
13 sale of bonds authorized in RCW 47.10.873.

14 (6) The motor vehicle account—state appropriation includes up to
15 ((~~\$30,000,000~~)) \$23,198,000 in proceeds from the sale of bonds
16 authorized in RCW 47.10.843.

17 (7)(a) ((~~\$6,174,000~~)) \$1,535,000 of the motor vehicle account—
18 federal appropriation ((~~and \$269,000 of the motor vehicle account—~~
19 ~~state appropriation are~~)) is provided solely for the I-90
20 Comprehensive Tolling Study and Environmental Review project
21 (100067T). The department shall prepare a detailed environmental
22 impact statement that complies with the national environmental policy
23 act regarding tolling Interstate 90 between Interstate 5 and
24 Interstate 405 for the purposes of both managing traffic and
25 providing funding for the construction of the unfunded state route
26 number 520 from Interstate 5 to Medina project. As part of the
27 preparation of the statement, the department must review any impacts
28 to the network of highways and roads surrounding Lake Washington. In
29 developing this statement, the department must provide significant
30 outreach to potential affected communities. The department may
31 consider traffic management options that extend as far east as
32 Issaquah.

33 (b)(i) As part of the project in this subsection (7), the
34 department shall perform a study of all funding alternatives to
35 tolling Interstate 90 to provide funding for construction of the
36 unfunded state route number 520 and explore and evaluate options to
37 mitigate the effect of tolling on affected residents and all other
38 users of the network of highways and roads surrounding Lake
39 Washington including, but not limited to:

1 (A) Allowing all Washington residents to traverse a portion of
2 the tolled section of Interstate 90 without paying a toll. Residents
3 may choose either (I) the portion of Interstate 90 between the
4 easternmost landing west of Mercer Island and the westernmost landing
5 on Mercer Island, or (II) the portion of Interstate 90 between the
6 westernmost landing east of Mercer Island and the easternmost landing
7 on Mercer Island;

8 (B) Assessing a toll only when a driver traverses, in either
9 direction, the entire portion of Interstate 90 between the
10 easternmost landing west of Mercer Island and the westernmost landing
11 east of Mercer Island; and

12 (C) Allowing affected residents to choose one portion of the
13 tolled section of Interstate 90 upon which they may travel without
14 paying a toll. Residents may choose either (I) the portion of
15 Interstate 90 between the easternmost landing west of Mercer Island
16 and the westernmost landing on Mercer Island, or (II) the portion of
17 Interstate 90 between the westernmost landing east of Mercer Island
18 and the easternmost landing on Mercer Island.

19 (ii) The department may also consider any alternative mitigation
20 options that conform to the purpose of this subsection (7).

21 (iii) For the purposes of this subsection (7), "affected
22 resident" means anyone who must use a portion of Interstate 90 west
23 of Interstate 405 upon which tolling is considered in order to access
24 necessary medical services, such as a hospital.

25 (8) (~~(\$490,796,000)~~) \$203,317,000 of the transportation
26 partnership account—state appropriation, (~~(\$156,979,000)~~)
27 \$156,879,000 of the motor vehicle account—federal appropriation,
28 (~~(\$132,191,000)~~) \$131,327,000 of the motor vehicle account—private/
29 local appropriation, and (~~(\$123,305,000)~~) \$86,401,000 of the
30 transportation 2003 account (nickel account)—state appropriation are
31 provided solely for the SR 99/Alaskan Way Viaduct - Replacement
32 project (809936Z). Amounts appropriated in this subsection may not be
33 spent for the purpose of public transportation mitigation, except
34 pursuant to an agreement or agreements between the department and
35 King county as that agreement or agreements existed on January 1,
36 2013.

37 (9) The department shall reconvene an expert review panel of no
38 more than three members as described under RCW 47.01.400 for the
39 purpose of updating the work that was previously completed by the

1 panel on the Alaskan Way viaduct replacement project and to ensure
2 that an appropriate and viable financial plan is created and
3 regularly reviewed. The expert review panel must be selected
4 cooperatively by the chairs of the senate and house of
5 representatives transportation committees, the secretary of
6 transportation, and the governor. The expert review panel must report
7 findings and recommendations to the transportation committees of the
8 legislature, the governor's Alaskan Way viaduct project oversight
9 committee, and the transportation commission annually until the
10 project is operationally complete. This subsection takes effect if
11 chapter ... (Substitute House Bill No. 1957), Laws of 2013 is not
12 enacted by June 30, 2013.

13 (10) (~~(\$7,103,000)~~) \$6,955,000 of the transportation partnership
14 account—state appropriation, (~~(\$22,774,000)~~) \$23,285,000 of the
15 transportation 2003 account (nickel account)—state appropriation,
16 (~~(\$1,000,000 of the multimodal transportation account—state~~
17 ~~appropriation)~~) \$3,776,000 of the motor vehicle account—state
18 appropriation, and (~~(\$51,712,000)~~) \$45,688,000 of the motor vehicle
19 account—federal appropriation are provided solely for the US 395/
20 North Spokane Corridor projects (600010A & 600003A). Any future
21 savings on the projects must stay on the US 395/Interstate 90
22 corridor and be made available to the current phase of the North
23 Spokane corridor projects or any future phase of the projects.

24 (11) (~~(\$129,952,000)~~) \$115,807,000 of the transportation
25 partnership account—state appropriation, \$145,000 of the motor
26 vehicle account—private/local appropriation, and (~~(\$58,583,000)~~)
27 \$48,227,000 of the transportation 2003 account (nickel account)—state
28 appropriation are provided solely for the I-405/Kirkland Vicinity
29 Stage 2 - Widening project (8BI1002). This project must be completed
30 as soon as practicable as a design-build project. Any future savings
31 on this project or other Interstate 405 corridor projects must stay
32 on the Interstate 405 corridor and be made available to either the
33 I-405/SR 167 Interchange - Direct Connector project (140504C) or the
34 I-405 Renton to Bellevue project.

35 (12)(a) The SR 520 Bridge Replacement and HOV project (8BI1003)
36 is supported over time from multiple sources, including a
37 \$300,000,000 TIFIA loan, \$923,000,000 in Garvee bonds, toll revenues,
38 state bonds, interest earnings, and other miscellaneous sources.

1 (b) The state route number 520 corridor account—state
2 appropriation includes up to \$814,784,000 in proceeds from the sale
3 of bonds authorized in RCW 47.10.879 and 47.10.886.

4 (c) The state route number 520 corridor account—federal
5 appropriation includes up to \$300,000,000 in proceeds from the sale
6 of bonds authorized in RCW 47.10.879 and 47.10.886.

7 (d) \$165,175,000 of the transportation partnership account—state
8 appropriation, \$300,000,000 of the state route number 520 corridor
9 account—federal appropriation, and \$880,111,000 of the state route
10 number 520 corridor account—state appropriation are provided solely
11 for the SR 520 Bridge Replacement and HOV project (8BI1003). Of the
12 amounts appropriated in this subsection (12)(d), \$84,001,000 of the
13 state route number 520 corridor account—federal appropriation and
14 \$354,411,000 of the state route number 520 corridor account—state
15 appropriation must be put into unallotted status and are subject to
16 review by the office of financial management. The director of the
17 office of financial management shall consult with the joint
18 transportation committee prior to making a decision to allot these
19 funds.

20 (e) When developing the financial plan for the project, the
21 department shall assume that all maintenance and operation costs for
22 the new facility are to be covered by tolls collected on the toll
23 facility and not by the motor vehicle account.

24 (f) The legislature finds that the most appropriate way to pay
25 for the cost overruns related to change orders, additional sales tax,
26 and future risks associated with pontoon design errors is for the
27 state to issue triple pledge bonds in the 2015-2017 fiscal biennium
28 resulting in \$110,961,000 in proceeds, and use efficiencies,
29 including the use of least cost planning or practical design, and
30 favorable bids in the highway construction program to generate an
31 additional \$61,066,000 towards paying for the estimated project
32 overruns. Of this additional \$61,066,000, \$33,866,000 should come
33 from the transportation partnership account—state appropriation and
34 \$27,200,000 should come from federal funds. As the department
35 identifies savings in federal funds during the 2013-2015 fiscal
36 biennium, the department shall prioritize the use of these funds
37 towards the anticipated \$27,200,000 in federal funds needed to
38 address cost overruns before expending state funds during this fiscal
39 biennium. The legislature assumes that issuing bonds to complete this

1 project as listed in LEAP Transportation Document 2014-1 as developed
2 March 10, 2014, does not require a comprehensive financial plan for a
3 project that completes the state route number 520 corridor to
4 Interstate 5.

5 (g) The department's 2014 supplemental budget allotment submittal
6 must include a project-specific plan detailing how the department
7 will achieve the mandatory budget savings in (f) of this subsection,
8 including the use of least cost planning or practical design as a
9 means to generate savings, as referenced in subsection (23) of this
10 section. The use of least cost planning or practical design may
11 result in a reduction of project cost, but not a reduction of
12 functional scope. The director of financial management shall notify
13 the transportation committees of the legislature in writing seven
14 days prior to approving any allotment modifications under this
15 subsection.

16 (13) Within the amounts provided in this section, the department
17 must continue to work with the Seattle department of transportation
18 in their joint planning, design, outreach, and operation of the
19 remaining west side elements including, but not limited to, the
20 Montlake lid, the bicycle/pedestrian path, the effective network of
21 transit connections, and the Portage Bay bridge of the SR 520 Bridge
22 Replacement and HOV project.

23 (14) (~~(\$1,062,000)~~) \$514,000 of the motor vehicle account—federal
24 appropriation (~~(is)~~) and \$19,000 of the motor vehicle account—state
25 appropriation are provided solely for the 31st Ave SW Overpass
26 Widening and Improvement project (L1100048).

27 (15) (~~(\$25,243,000)~~) \$18,016,000 of the motor vehicle account—
28 state appropriation is provided solely to advance the design,
29 preliminary engineering, and rights-of-way acquisition for the
30 priority projects identified in LEAP Transportation Document 2014-3
31 as developed March 10, 2014. Funds must be used to advance the
32 emergent, initial development of these projects for the purpose of
33 expediting delivery of the associated major investments when funding
34 for such investments becomes available. Funding may be reallocated
35 between projects to maximize the accomplishment of design and
36 preliminary engineering work and rights-of-way acquisition, provided
37 that all projects are addressed. It is the intent of the legislature
38 that, while seeking to maximize the outcomes in this section, the
39 department shall provide for continuity of both the state and

1 consulting engineer workforce, while strategically utilizing private
2 sector involvement to ensure consistency with the department's
3 business plan for staffing in the highway construction program in the
4 current fiscal biennium.

5 (16) If a planned roundabout in the vicinity of state route
6 number 526 and 84th Street SW would divert commercial traffic onto
7 neighborhood streets, the department may not proceed with
8 improvements at state route number 526 and 84th Street SW until the
9 traffic impacts in the vicinity of state route number 526 and 40th
10 Avenue West are addressed.

11 (17) The legislature finds that there are sixteen companies
12 involved in wood preserving in the state that employ four hundred
13 workers and have an annual payroll of fifteen million dollars. Prior
14 to the department's switch to steel guardrails, ninety percent of the
15 twenty-five hundred mile guardrail system was constructed of
16 preserved wood and one hundred ten thousand wood guardrail posts were
17 produced annually for state use. Moreover, the policy of using steel
18 posts requires the state to use imported steel. Given these findings,
19 where practicable, and until June 30, 2015, the department shall
20 include the design option to use wood guardrail posts, in addition to
21 steel posts, in new guardrail installations. The selection of posts
22 must be consistent with the agency design manual policy that existed
23 before December 2009.

24 (18) The legislature finds that "right-sizing" is a lean, metric-
25 based approach to determining project investments. This concept
26 entails compromise between project cost and design, incorporating
27 local community needs, desired outcomes, and available funding.
28 Furthermore, the legislature finds that the concepts and principles
29 the department has utilized in the safety analyst program have been
30 effective tools to prioritize projects and reduce project costs.
31 Therefore, the department shall establish a pilot project on the SR
32 3/Belfair Bypass - New Alignment (300344C) to begin implementing the
33 concept of "right-sizing" in the highway construction program.

34 (19) For urban corridors that are all or partially within a
35 metropolitan planning organization boundary, for which the department
36 has not initiated environmental review, and that require an
37 environmental impact statement, at least one alternative must be
38 consistent with the goals set out in RCW 47.01.440.

39 (20) The department shall itemize all future requests for the
40 construction of buildings on a project list and submit them through

1 the transportation executive information system as part of the
2 department's 2014 budget submittal. It is the intent of the
3 legislature that new facility construction must be transparent and
4 not appropriated within larger highway construction projects.

5 (21) \$19,513,000 of the motor vehicle account—state appropriation
6 and \$9,450,000 of the motor vehicle account—federal appropriation are
7 provided solely for improvement program support activities (095901X).
8 \$18,000,000 of this amount must be held in unallotted status until
9 the office of financial management certifies that the department's
10 2014 supplemental budget request conforms to the terms of subsection
11 (20) of this section.

12 (22) Any new advisory group that the department convenes during
13 the 2013-2015 fiscal biennium must be representative of the interests
14 of the entire state of Washington.

15 (23) Practical design offers targeted benefits to a state
16 transportation system within available fiscal resources. This
17 delivers value not just for individual projects, but for the entire
18 system. Applying practical design standards will also preserve and
19 enhance safety and mobility. The department shall implement a
20 practical design strategy for transportation design standards. By
21 June 30, 2015, the department shall report to the governor and the
22 house of representatives and senate transportation committees on
23 where practical design has been applied or is intended to be applied
24 in the department and the cost savings resulting from the use of
25 practical design.

26 **Sec. 1006.** 2014 c 222 s 307 (uncodified) is amended to read as
27 follows:

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

29 Transportation Partnership Account—State

30 Appropriation.	((\$34,966,000))
	<u>\$26,954,000</u>
32 Highway Safety Account—State Appropriation.	((\$13,500,000))
33	<u>\$13,502,000</u>
34 Motor Vehicle Account—State Appropriation.	((\$59,796,000))
35	<u>\$48,818,000</u>
36 Motor Vehicle Account—Federal Appropriation.	((\$595,604,000))
37	<u>\$548,087,000</u>
38 Motor Vehicle Account—Private/Local Appropriation.	((\$11,827,000))

1		<u>\$11,871,000</u>
2	Transportation 2003 Account (Nickel Account)—State	
3	Appropriation.	((\$2,650,000))
4		<u>\$1,809,000</u>
5	Tacoma Narrows Toll Bridge Account—State	
6	Appropriation.	((\$120,000))
7		<u>\$1,177,000</u>
8	<u>High Occupancy Toll Lanes Operations Account—State</u>	
9	Appropriation.	\$200,000
10	<u>Recreational Vehicle Account—State Appropriation.</u>	<u>\$2,099,000</u>
11	TOTAL APPROPRIATION.	((\$718,463,000))
12		<u>\$654,517,000</u>

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

15 (1) Except as provided otherwise in this section, the entire
16 transportation 2003 account (nickel account) appropriation and the
17 entire transportation partnership account appropriation are provided
18 solely for the projects and activities as listed by fund, project,
19 and amount in LEAP Transportation Document ((~~2014-1~~) 2015-1 as
20 developed March ((~~10, 2014~~) 29, 2015, Program - Highway Preservation
21 Program (P). However, limited transfers of specific line-item project
22 appropriations may occur between projects for those amounts listed
23 subject to the conditions and limitations in section 601 ((~~of this~~
24 ~~act~~)), chapter 222, Laws of 2014.

25 (2) Except as provided otherwise in this section, the entire
26 motor vehicle account—state appropriation and motor vehicle account—
27 federal appropriation are provided solely for the projects and
28 activities listed in LEAP Transportation Document ((~~2014-2~~) 2015-2
29 ALL PROJECTS as developed March ((~~10, 2014~~) 29, 2015, Program -
30 Highway Preservation Program (P). The department shall apply any
31 federal funds gained through efficiencies or the redistribution
32 process in an amount up to \$27,200,000 for cost overruns related to
33 the pontoon design errors on the SR 520 Bridge Replacement and HOV
34 project (8BI1003) as described in section 306(12)(f) ((~~of this act~~)),
35 chapter 222, Laws of 2014. Any federal funds gained through
36 efficiencies or the redistribution process that are in excess of
37 \$27,200,000 must then be applied to the "Contingency (Unfunded)
38 Highway Preservation Projects" as identified in LEAP Transportation
39 Document 2014-2 ALL PROJECTS as developed March 10, 2014, Program -

1 Highway Preservation Program (P). However, no additional federal
2 funds may be allocated to the I-5/Columbia River Crossing project
3 (400506A).

4 (3) Within the motor vehicle account—state appropriation and
5 motor vehicle account—federal appropriation, the department may
6 transfer funds between programs I and P, except for funds that are
7 otherwise restricted in this act.

8 (4) (~~(\$26,610,000)~~) \$25,480,000 of the motor vehicle account—
9 federal appropriation(~~(, \$51,000 of the motor vehicle account—state~~
10 ~~appropriation,)~~) and (~~(\$769,000)~~) \$605,000 of the highway safety
11 account—state appropriation are provided solely for the SR 167/
12 Puyallup River Bridge Replacement project (316725A). This project
13 must be completed as a design-build project. The department must work
14 with local jurisdictions and the community during the environmental
15 review process to develop appropriate esthetic design elements, at no
16 additional cost to the department, and traffic management plans
17 pertaining to this project. The department must report to the
18 transportation committees of the legislature on estimated cost and/or
19 time savings realized as a result of using the design-build process.

20 (5) The department shall examine the use of electric arc furnace
21 slag for use as an aggregate for new roads and paving projects in
22 high traffic areas and report back to the legislature on its current
23 use in other areas of the country and any characteristics that can
24 provide greater wear resistance and skid resistance in new pavement
25 construction.

26 **Sec. 1007.** 2014 c 222 s 308 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
29 **CAPITAL**

30	Motor Vehicle Account—State Appropriation.	((\$4,915,000))
31		<u>\$4,648,000</u>
32	Motor Vehicle Account—Federal Appropriation.	((\$9,152,000))
33		<u>\$7,191,000</u>
34	Motor Vehicle Account—Private/Local Appropriation.	\$200,000
35	TOTAL APPROPRIATION.	((\$14,267,000))
36		<u>\$12,039,000</u>

37 The appropriations in this section are subject to the following
38 conditions and limitations: (~~(\$195,000)~~) \$100,000 of the motor

1 vehicle account—state appropriation is provided solely for project
2 000005Q as state matching funds for federally selected competitive
3 grants or congressional earmark projects. These moneys must be placed
4 into reserve status until such time as federal funds are secured that
5 require a state match.

6 **Sec. 1008.** 2014 c 222 s 309 (uncodified) is amended to read as
7 follows:

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

10	Puget Sound Capital Construction Account—State	
11	Appropriation.	((\$63,825,000))
12		<u>\$61,877,000</u>
13	Puget Sound Capital Construction Account—Federal	
14	Appropriation.	((\$118,444,000))
15		<u>\$89,152,000</u>
16	Puget Sound Capital Construction Account—Private/Local	
17	Appropriation.	((\$1,312,000))
18		<u>\$1,187,000</u>
19	Multimodal Transportation Account—State	
20	Appropriation.	((\$2,588,000))
21		<u>\$1,544,000</u>
22	Transportation 2003 Account (Nickel Account)—State	
23	Appropriation.	((\$190,031,000))
24		<u>\$189,255,000</u>
25	Transportation Partnership Account—State	
26	Appropriation.	\$2,813,000
27	TOTAL APPROPRIATION.	((\$379,013,000))
28		<u>\$345,828,000</u>

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

31 (1) Except as provided otherwise in this section, the entire
32 appropriations in this section are provided solely for the projects
33 and activities as listed in LEAP Transportation Document ((~~2014-2~~))
34 2015-2 ALL PROJECTS as developed March ((~~10, 2014~~)) 29, 2015, Program
35 - Washington State Ferries Capital Program (W).

36 (2) The Puget Sound capital construction account—state
37 appropriation includes up to \$20,000,000 in proceeds from the sale of
38 bonds authorized in RCW 47.10.843.

1 (3) (~~(\$137,425,000)~~) \$136,957,000 of the transportation 2003
2 account (nickel account)—state appropriation, \$2,338,000 of the
3 transportation partnership account—state appropriation, and
4 (~~(\$300,000)~~) \$768,000 of the Puget Sound capital construction account
5 —federal appropriation are provided solely for the acquisition of two
6 144-car vessels (~~((projects))~~) L2200038 and L2200039). The department
7 shall use as much already procured equipment as practicable on the
8 144-car vessels.

9 (4) (~~(\$14,728,000)~~) \$8,773,000 of the Puget Sound capital
10 construction account—federal appropriation(~~(, \$4,038,000 of the Puget~~
11 ~~Sound capital construction account—state appropriation,))~~) and
12 (~~(\$1,535,000)~~) \$490,000 of the multimodal transportation account—
13 state appropriation are provided solely for the Mukilteo ferry
14 terminal (~~((project))~~) 952515P). To the greatest extent practicable,
15 the department shall seek additional federal funding for this
16 project. Within the multimodal transportation account—state
17 appropriation amount provided in this subsection, the department
18 shall lease to the city in which the project is located a portion of
19 the department's property associated with this project to provide
20 safe, temporary public access from the easterly terminus of First
21 Street to the vicinity of Front Street. The department shall provide
22 the lease at no cost in recognition of the impacts of this project to
23 the city and require appropriate liability and maintenance coverage
24 in the terms of the lease. Public access must be installed and
25 removed at no cost to the state prior to construction of the
26 multimodal terminal project.

27 (5) (~~(\$4,935,000)~~) \$7,000,000 of the Puget Sound capital
28 construction account—state appropriation is provided solely for
29 emergency capital repair costs (~~((project))~~) 999910K). Funds may only
30 be spent after approval by the office of financial management.

31 (6) Consistent with RCW 47.60.662, which requires the Washington
32 state ferry system to collaborate with passenger-only ferry and
33 transit providers to provide service at existing terminals, the
34 department shall ensure that multimodal access, including for
35 passenger-only ferries and transit service providers, is not
36 precluded by any future modifications at the terminal.

37 (7) (~~(\$4,026,000)~~) \$4,788,000 of the Puget Sound capital
38 construction account—state appropriation is provided solely for the
39 reservation and communications system projects (L200041 & L200042).

1 (8) \$4,210,000 of the Puget Sound capital construction account—
2 state appropriation is provided solely for the capital program share
3 of \$7,259,000 in lease payments for the ferry division's headquarters
4 building. Consistent with the 2012 facilities oversight plan, the
5 department shall strive to consolidate office space in downtown
6 Seattle by the end of 2015. The department shall consider renewing
7 the lease for the ferry division's current headquarters building only
8 if the lease rate is reduced at least ~~((fifty))~~ forty percent and
9 analysis shows that this is the least cost and risk option for the
10 department. Consolidation with other divisions or state agencies, or
11 a reduction in leased space, must also be considered as part of any
12 headquarters lease renewal analysis.

13 ~~((9))~~ ~~(((\$23,737,000 of the total appropriation is for preservation
14 work on the Hyak super class vessel (project 944431D), including
15 installation of a power management system and more efficient
16 propulsion systems, that in combination are anticipated to save up to
17 twenty percent in fuel and reduce maintenance costs. Upon completion
18 of this project, the department shall provide a report to the
19 transportation committees of the legislature on the fuel and
20 maintenance savings achieved for this vessel and the potential to
21 save additional funds through other vessel conversions.~~

22 ~~((10))~~ The transportation 2003 account (nickel account)—state
23 appropriation includes up to \$50,000,000 in proceeds from the sale of
24 bonds authorized in RCW 47.10.861.

25 ~~((11))~~ (10) \$50,000,000 of the transportation 2003 account
26 (nickel account)—state appropriation is provided solely for the
27 acquisition of one 144-car vessel ~~((project))~~ L1000063). If
28 chapter . . . (Engrossed Second Substitute House Bill No. 1129), Laws
29 of 2014 (ferry vessel replacement) is not enacted by June 30, 2014,
30 the amount provided in the subsection lapses.

31 ~~((12))~~ (11) If the department pursues a conversion of the
32 existing diesel powered Issaquah class fleet to a different fuel
33 source or engine technology or the construction of a new vessel
34 powered by a fuel source or engine technology that is not diesel
35 powered, the department must use a design-build procurement process.

36 ~~((13))~~ (12) \$350,000 of the Puget Sound capital construction
37 account—state appropriation is provided solely for the issuance of a
38 request for proposals to convert the Issaquah class vessels to use
39 liquefied natural gas and to provide a one-time stipend to the entity

1 awarded the conversion contract. Of the amounts provided in this
2 subsection:

3 (a) \$100,000 of the Puget Sound capital construction account—
4 state appropriation is for the department to issue a request for
5 proposals for a design-build contract consistent with RCW 47.20.780
6 to convert six Issaquah class vessels to be powered by liquefied
7 natural gas. Consistent with RCW 47.56.030(2)(c), the legislature
8 finds that the performance needs of the department in converting to
9 liquefied natural gas are for engines with the lowest life-cycle
10 costs, and the department must weigh this criteria as a priority when
11 evaluating the proposals. To encourage cost saving ideas, the
12 department shall limit prescribing design elements in the proposal to
13 those approved or required by the United States coast guard in the
14 liquefied natural gas waterways suitability assessment or those
15 otherwise essential to provide clear direction to bidders. The
16 request for proposals must include a process for evaluating proposals
17 that may include alternative financing arrangements that are in
18 compliance with state private financing law. When evaluating the
19 financial merits of any liquefied natural gas conversion request for
20 proposals, the department shall give consideration to the inability
21 of the state to fund a liquefied natural gas conversion using
22 currently available public resources. The department shall issue the
23 request for proposals within forty-five days of rejecting the
24 liquefied natural gas request for proposals issued under section
25 308(11), chapter 86, Laws of 2012 or receiving final findings from
26 the United States coast guard on the liquefied natural gas waterways
27 suitability assessment, whichever is later.

28 (b) \$250,000 of the Puget Sound capital construction account—
29 state appropriation is for the entity awarded the contract pursuant
30 to this subsection.

31 **Sec. 1009.** 2014 c 222 s 310 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**
34 **Essential Rail Assistance Account—State**
35 Appropriation. ((~~\$1,020,000~~))
36 \$899,000
37 **Transportation Infrastructure Account—State**
38 Appropriation. ((~~\$9,190,000~~))

1		<u>\$7,369,000</u>
2	Multimodal Transportation Account—State	
3	Appropriation.	((\$44,085,000))
4		<u>\$40,395,000</u>
5	Multimodal Transportation Account—Federal	
6	Appropriation.	((\$430,193,000))
7		<u>\$388,418,000</u>
8	Multimodal Transportation Account—Private/Local	
9	Appropriation.	\$409,000
10	TOTAL APPROPRIATION.	((\$484,897,000))
11		<u>\$437,490,000</u>

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

14 (1)(a) 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 by project and amount in LEAP Transportation
17 Document ((~~2014-2~~)) 2015-2 ALL PROJECTS as developed March ((~~10,~~
18 ~~2014~~)) 29, 2015, Program - Rail Program (Y).

19 (b) Within the amounts provided in this section, \$7,669,000 of
20 the transportation infrastructure account—state appropriation is for
21 low-interest loans through the freight rail investment bank program
22 identified in the LEAP transportation document referenced in (a) of
23 this subsection. The department shall issue freight rail investment
24 bank program loans with a repayment period of no more than ten years,
25 and only so much interest as is necessary to recoup the department's
26 costs to administer the loans.

27 (c) Within the amounts provided in this section, \$2,440,000 of
28 the multimodal transportation account—state appropriation, \$1,250,000
29 of the transportation infrastructure account—state appropriation, and
30 \$311,000 of the essential rail assistance account—state appropriation
31 are for statewide emergent freight rail assistance projects
32 identified in the LEAP transportation document referenced in (a) of
33 this subsection.

34 (2) Unsuccessful 2012 freight rail assistance program grant
35 applicants may be awarded freight rail investment bank program loans,
36 if eligible. The department shall issue a call for projects for the
37 freight rail investment bank loan program and the freight rail
38 assistance grant program, and shall evaluate the applications in a
39 manner consistent with past practices as specified in section 309,

1 chapter 367, Laws of 2011. By November 1, 2014, the department shall
2 submit a prioritized list of recommended projects to the office of
3 financial management and the transportation committees of the
4 legislature.

5 (3) (~~(\$424,400,000)~~) \$382,625,000 of the multimodal
6 transportation account—federal appropriation and (~~(\$10,658,000)~~)
7 \$10,084,000 of the multimodal transportation account—state
8 appropriation are provided solely for expenditures related to
9 passenger high-speed rail grants. Except for the Mount Vernon project
10 (P01101A), the multimodal transportation account—state appropriation
11 funds reflect one and one-half percent of the total project funds,
12 and are provided solely for expenditures that are not eligible for
13 federal reimbursement. (~~(Of the amounts provided in this subsection,~~
14 ~~\$31,500,000 of the multimodal transportation account federal~~
15 ~~appropriation is provided solely for the purchase of two new train~~
16 ~~sets for the state-supported intercity passenger rail service. The~~
17 ~~department must apply for any federal waivers required to purchase~~
18 ~~the new train sets, as allowable under existing competitive bidding~~
19 ~~practices, and seek federal funds in addition to those available from~~
20 ~~the high-speed rail grants.))~~

21 (4) As allowable under federal rail authority rules and existing
22 competitive bidding practices, when purchasing new train sets, the
23 department shall give preference to bidders that propose train sets
24 with characteristics and maintenance requirements most similar to
25 those currently owned by the department.

26 (5) The department shall provide quarterly reports to the office
27 of financial management and the transportation committees of the
28 legislature regarding applications that the department submits for
29 federal funds and the status of such applications.

30 (6)(a) \$709,000 of the essential rail assistance account—state
31 appropriation, \$241,000 of the transportation infrastructure account—
32 state appropriation, and \$1,893,000 of the multimodal transportation
33 account—state appropriation are provided solely for the purpose of
34 rehabilitation and maintenance of the Palouse river and Coulee City
35 railroad line (project F01111B). The department shall complete an
36 evaluation and assessment of future maintenance needs on the line to
37 ensure appropriate levels of state investment.

38 (b) Expenditures from the essential rail assistance account—state
39 appropriation in this section may not exceed the combined total of:

1 (i) Revenues deposited into the essential rail assistance account
 2 from leases and sale of property pursuant to RCW 47.76.290; and
 3 (ii) Revenues transferred from the miscellaneous program account
 4 to the essential rail assistance account, pursuant to RCW 47.76.360,
 5 for the purpose of sustaining the grain train program by maintaining
 6 the Palouse river and Coulee City railroad line.
 7 ((+7))

8 **Sec. 1010.** 2014 c 222 s 311 (uncodified) is amended to read as
 9 follows:

10 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
 11 **CAPITAL**

12	((Highway Infrastructure Account—State Appropriation. . . . \$207,000))	
13	Highway Infrastructure Account—Federal	
14	Appropriation.	((\$1,602,000))
15		<u>\$1,400,000</u>
16	Transportation Partnership Account—State	
17	Appropriation.	((\$9,236,000))
18		<u>\$7,912,000</u>
19	Highway Safety Account—State Appropriation.	((\$8,915,000))
20		<u>\$5,700,000</u>
21	Motor Vehicle Account—State Appropriation.	\$2,201,000
22	Motor Vehicle Account—Federal Appropriation.	((\$34,581,000))
23		<u>\$23,141,000</u>
24	Multimodal Transportation Account—State	
25	Appropriation.	((\$18,740,000))
26		<u>\$11,419,000</u>
27	TOTAL APPROPRIATION.	((\$75,482,000))
28		<u>\$51,773,000</u>

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

31 (1) Except as provided otherwise in this section, the entire
 32 appropriations in this section are provided solely for the projects
 33 and activities as listed by project and amount in LEAP Transportation
 34 Document ((2014-2)) 2015-2 ALL PROJECTS as developed March ((10,
 35 2014)) 29, 2015, Program - Local Programs (Z).

36 (2) With each department budget submittal, the department shall
 37 provide an update on the status of the repayment of the twenty
 38 million dollars of unobligated federal funds authority advanced by

1 the department in September 2010 to the city of Tacoma for the Murray
2 Morgan/11th Street bridge project. The department may negotiate with
3 the city of Tacoma an agreement for repayment of the funds over a
4 period of up to twenty-five years at terms agreed upon by the
5 department and the city. The funds previously advanced by the
6 department to the city are not to be considered a general obligation
7 of the city but instead an obligation payable from identified
8 revenues set aside for the repayment of the funds.

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

12 (a) (~~(\$16,543,000)~~) \$9,600,000 of the multimodal transportation
13 account—state appropriation, (~~(\$8,724,000)~~) \$7,400,000 of the
14 transportation partnership account—state appropriation, and
15 (~~(\$62,000)~~) \$60,000 of the motor vehicle account—federal
16 appropriation are provided solely for pedestrian and bicycle safety
17 program projects.

18 (b) (~~(\$11,700,000)~~) \$6,200,000 of the motor vehicle account—
19 federal appropriation and (~~(\$6,750,000)~~) \$3,900,000 of the highway
20 safety account—state appropriation are provided solely for newly
21 selected safe routes to school projects, and (~~(\$6,503,000)~~)
22 \$5,500,000 of the motor vehicle account—federal appropriation and
23 (~~(\$2,165,000)~~) \$1,800,000 of the highway safety account—state
24 appropriation are reappropriated for safe routes to school projects
25 selected in the previous biennia. The amount provided for new
26 projects is consistent with federal funding levels from the 2011-2013
27 omnibus transportation appropriations act and the intent of the fee
28 increases in chapter 74, Laws of 2012 and chapter 80, Laws of 2012.

29 (4) The department may enter into contracts and make expenditures
30 for projects on behalf of and selected by the freight mobility
31 strategic investment board from the amounts provided in section 301
32 (~~(of this act)~~), chapter 306, Laws of 2013 and section 301, chapter
33 222, Laws of 2014.

34 (5) The department shall submit a report to the transportation
35 committees of the legislature by December 1, 2013, and December 1,
36 2014, on the status of projects funded as part of the pedestrian
37 safety/safe routes to school grant program (0LP600P). The report must
38 include, but is not limited to, a list of projects selected and a
39 brief description of each project's status.

1 (6) \$50,000 of the motor vehicle account—state appropriation is
2 provided solely for the installation of a guard rail on Deer Harbor
3 Road in San Juan county (L2220054).

4 **TRANSFERS AND DISTRIBUTIONS**

5 **Sec. 1101.** 2014 c 222 s 401 (uncodified) is amended to read as
6 follows:

7 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
8 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
9 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
10 **REVENUE**

11	Transportation Partnership Account—State	
12	Appropriation.	\$3,099,000
13	Motor Vehicle Account—State Appropriation.	((\$187,000))
14		<u>\$229,000</u>
15	State Route Number 520 Corridor Account—State	
16	Appropriation.	((\$3,866,000))
17		<u>\$866,000</u>
18	Highway Bond Retirement Account—State	
19	Appropriation.	((\$1,086,801,000))
20		<u>\$1,068,801,000</u>
21	Ferry Bond Retirement Account—State Appropriation.	((\$31,824,000))
22		<u>\$30,824,000</u>
23	Transportation Improvement Board Bond Retirement	
24	Account—State Appropriation.	\$16,268,000
25	Nondebt-Limit Reimbursable Bond Retirement Account—	
26	State Appropriation.	\$25,825,000
27	Toll Facility Bond Retirement Account—State	
28	Appropriation.	\$52,050,000
29	Transportation 2003 Account (Nickel Account)—State	
30	Appropriation.	\$682,000
31	TOTAL APPROPRIATION.	((\$1,220,602,000))
32		<u>\$1,198,644,000</u>

33 **Sec. 1102.** 2014 c 222 s 402 (uncodified) is amended to read as
34 follows:

1 **Sec. 1106.** 2014 c 222 s 407 (uncodified) is amended to read as
2 follows:

3 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

4 (1) (~~Recreational Vehicle Account—State~~
5 ~~Appropriation: For transfer to the Motor Vehicle~~
6 ~~Account—State. \$1,300,000~~

7 ~~(2)) Multimodal Transportation Account—State~~
8 ~~Appropriation: For transfer to the Puget Sound~~
9 ~~Ferry Operations Account—State. \$13,000,000~~

10 ~~((3)) (2) Rural Mobility Grant Program Account—State~~
11 ~~Appropriation: For transfer to the Multimodal~~
12 ~~Transportation Account—State. \$3,000,000~~

13 ~~((4) Motor Vehicle Account—State~~
14 ~~Appropriation: For transfer to the Special Category C~~
15 ~~Account—State. \$1,500,000~~

16 ~~(5) Capital Vessel Replacement Account—State~~
17 ~~Appropriation: For transfer to the Transportation~~
18 ~~2003 Account (Nickel Account)—State. \$7,571,000~~

19 ~~(6)) (3) Multimodal Transportation Account—State~~
20 ~~Appropriation: For transfer to the Public~~
21 ~~Transportation Grant Program Account—State. \$26,000,000~~

22 ~~((7)) (4) Motor Vehicle Account—State Appropriation:~~
23 ~~For transfer to the Puget Sound Ferry Operations~~
24 ~~Account—State. \$28,000,000~~

25 ~~((8)) (5) Motor Vehicle Account—State Appropriation:~~
26 ~~For transfer to the Puget Sound Capital Construction~~
27 ~~Account—State. \$28,000,000~~

28 ~~((9)) (6) State Route Number 520 Civil Penalties~~
29 ~~Account—State Appropriation: For transfer to the~~
30 ~~State Route Number 520 Corridor Account—State. \$886,000~~

31 ~~((10)) (7) Multimodal Transportation Account—State~~
32 ~~Appropriation: For transfer to the Highway Safety~~
33 ~~Account—State. \$14,000,000~~

34 ~~((11)) (8) Motor Vehicle Account—State Appropriation:~~
35 ~~For transfer to the State Patrol Highway~~
36 ~~Account—State. \$27,000,000~~

37 ~~((12)) (9) Highway Safety Account—State~~
38 ~~Appropriation: For transfer to the Puget Sound Ferry~~

1 section to assist in the delivery and completion of all
2 transportation partnership account and transportation 2003 account
3 (nickel account) projects on the LEAP transportation documents
4 referenced in this act. However, this section does not apply to the
5 I-5/Columbia River Crossing project (400506A). For the 2011-2013 and
6 2013-2015 project appropriations, unless otherwise provided in this
7 act, the director of financial management may authorize a transfer of
8 appropriation authority between projects funded with transportation
9 2003 account (nickel account) appropriations, or transportation
10 partnership account appropriations, in order to manage project
11 spending and efficiently deliver all projects in the respective
12 program under the following conditions and limitations:

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

15 (b) Transfers from a project may not be made as a result of the
16 reduction of the scope of a project or be made to support increases
17 in the scope of a project;

18 (c) Each transfer between projects may only occur if the director
19 of financial management finds that any resulting change will not
20 hinder the completion of the projects as approved by the legislature.
21 Until the legislature reconvenes to consider the 2014 supplemental
22 omnibus transportation appropriations act, any unexpended 2011-2013
23 appropriation balance as approved by the office of financial
24 management, in consultation with the legislative staff of the house
25 of representatives and senate transportation committees, may be
26 considered when transferring funds between projects;

27 (d) Transfers from a project may be made if the funds
28 appropriated to the project are in excess of the amount needed to
29 complete the project;

30 (e) Transfers may not occur for projects not identified on the
31 applicable project list;

32 (f) Transfers may not be made while the legislature is in
33 session; and

34 (g) Transfers between projects may be made, without the approval
35 of the director of the office of financial management, by the
36 department of transportation until the transfer amount by project
37 exceeds two hundred fifty thousand dollars, or ten percent of the
38 total project, whichever is less. These transfers must be reported
39 quarterly to the director of financial management and the chairs of
40 the house of representatives and senate transportation committees.

1 (2) 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 (3) The office of financial management shall work with
5 legislative staff of the house of representatives and senate
6 transportation committees to review the requested transfers in a
7 timely manner.

8 (4) The office of financial management shall document approved
9 transfers and schedule changes in the transportation executive
10 information system, compare changes to the legislative baseline
11 funding and schedules identified by project identification number
12 identified in the LEAP transportation documents referenced in this
13 act, and transmit revised project lists to chairs of the
14 transportation committees of the legislature on a quarterly basis.

15 NEW SECTION. **Sec. 1202.** A new section is added to 2013 c 306
16 (uncodified) to read as follows:

17 The appropriations to the department of transportation in chapter
18 222, Laws of 2014 and this act must be expended for the programs and
19 in the amounts specified in this act. However, after May 1, 2015,
20 unless specifically prohibited, the department may transfer state
21 appropriations for the 2013-2015 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 appropriate transportation committees of the legislature no fewer
31 than ten business days before approving any allotment modifications
32 or transfers under this section. The written notification must
33 include a narrative explanation and justification of the changes,
34 along with expenditures and allotments by program and appropriation,
35 both before and after 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 section 710 of this act,
6 this act is necessary for the immediate preservation of the public
7 peace, health, or safety, or support of the state government and its
8 existing public institutions, and takes effect immediately.

9 NEW SECTION. **Sec. 1303.** Section 710 of this act is necessary
10 for the immediate preservation of the public peace, health, or
11 safety, or support of the state government and its existing public
12 institutions, and takes effect July 1, 2015.

13 NEW SECTION. **Sec. 1304.** Section 706 of this act takes effect if
14 chapter . . . (Engrossed Substitute House Bill No. 1844), Laws of
15 2015 (ferry vessel and terminal work) is not enacted by June 30,
16 2015.

17 NEW SECTION. **Sec. 1305.** Section 710 of this act takes effect if
18 chapter . . . (House Bill No. 2087), Laws of 2015 (alternative fuel
19 vehicles) is enacted by June 30, 2015.

(End of Bill)

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