

CERTIFICATION OF ENROLLMENT

SECOND ENGROSSED SUBSTITUTE HOUSE BILL 1299

Chapter 10, Laws of 2015

(partial veto)

64th Legislature
2015 1st Special Session

TRANSPORTATION BUDGET

EFFECTIVE DATE: 6/11/2015 - Except for Section 306(20), which is contingent on non-enactment of HB 2012 by June 30, 2015.

Passed by the House May 27, 2015
Yeas 74 Nays 20

FRANK CHOPP

Speaker of the House of Representatives

Passed by the Senate May 28, 2015
Yeas 47 Nays 0

BRAD OWEN

President of the Senate

Approved June 11, 2015 1:29 PM, with the exception of Sections 102, page 2, lines 29-36, and page 3, lines 1-8; 103(1); 213(3); 920(4); 1005, page 113, lines 26-27 and 1005(2); 1005(4); 1005(5); 1005(6) which are vetoed.

JAY INSLEE

Governor of the State of Washington

CERTIFICATE

I, Barbara Baker, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **SECOND ENGROSSED SUBSTITUTE HOUSE BILL 1299** as passed by House of Representatives and the Senate on the dates hereon set forth.

BARBARA BAKER

Chief Clerk

FILED

June 12, 2015

**Secretary of State
State of Washington**

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

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

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

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

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

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

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

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

21 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

24 Motor Vehicle Account—State Appropriation. \$476,000

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

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

29 *The appropriation in this section is subject to the following*
30 *conditions and limitations: The utilities and transportation*
31 *commission shall coordinate a state agency work group in 2016 that*
32 *will identify issues, laws, and regulations relevant to consolidating*
33 *rail employee safety and regulatory functions in the utilities and*
34 *transportation commission, and report those findings to the joint*
35 *transportation committee by December 31, 2016. State agencies in the*
36 *work group must include the department of transportation, the*

1 department of labor and industries, the emergency management division
2 of the state military department, and any other relevant agencies.
3 The report must address: An inventory of state rail employee safety
4 regulatory authority, including rail employee safety laws and
5 regulations; issues pertaining to state rail safety inspectors,
6 including enforcement authority, staffing, training, and retention;
7 and information relating to the enhancement of rail employee safety,
8 yard conditions, lighting, and appliance maintenance.

*Sec. 102 was partially vetoed. See message at end of chapter.

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

10 Motor Vehicle Account—State Appropriation.	\$2,268,000
11 Puget Sound Ferry Operations Account—State	
12 Appropriation.	\$110,000
13 TOTAL APPROPRIATION.	\$2,378,000

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

16 (1) \$100,000 of the motor vehicle account—state appropriation is
17 for the office of financial management, from amounts set aside out of
18 statewide fuel taxes distributed to counties per RCW 46.68.120(3), to
19 evaluate the concept of exchanging some amount of federal funds
20 received by counties for state funds in order to reduce the
21 administrative burden on counties associated with using federal funds
22 on relatively small, locally administered projects. The analysis and
23 findings must be done in consultation with the Washington state
24 association of counties and the department of transportation.
25 Preliminary findings, including a feasibility analysis and an outline
26 of one or more conceptual approaches, must be produced by December 1,
27 2015, and final recommendations, including implementation and timing
28 details for any preferred approaches, must be submitted to the
29 governor and the transportation committees of the legislature by
30 September 1, 2016.

31 (2) \$835,000 of the motor vehicle account—state appropriation is
32 provided solely for the office of financial management, from amounts
33 set aside out of statewide fuel taxes distributed to counties
34 according to RCW 46.68.120(3), to contract with the Washington state
35 association of counties to develop, implement, and report on
36 transportation metrics associated with transportation system policy
37 goals outlined in RCW 47.04.280. The Washington state association of

1 counties, in cooperation with state agencies, must: Evaluate and
2 implement opportunities to streamline reporting of county
3 transportation financial data; expand reporting and collection of
4 short-span bridge and culvert data; evaluate and report on the impact
5 of increased freight and rail traffic on county roads; and to
6 evaluate, implement, and report on the opportunities for improved
7 capital project management and delivery.

8 (3) \$100,000 of the motor vehicle account—state appropriation is
9 provided solely for the office of financial management, from funds
10 set aside out of statewide fuel taxes distributed to counties
11 according to RCW 46.68.120(3), to contract with the Washington state
12 association of counties to work with the department of fish and
13 wildlife to develop voluntary programmatic agreements for the
14 maintenance, preservation, rehabilitation, and replacement of water
15 crossing structures. A report must be presented to the legislature by
16 December 31, 2016, on the implementation of developed voluntary
17 programmatic agreements.

**Sec. 103 was partially vetoed. See message at end of chapter*

18 NEW SECTION. **Sec. 104. FOR THE STATE PARKS AND RECREATION**
19 **COMMISSION**

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

21 The appropriation in this section is subject to the following
22 conditions and limitations: The entire appropriation in this section
23 is provided solely for road maintenance purposes.

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

25 Motor Vehicle Account—State Appropriation. \$1,212,000

26 NEW SECTION. **Sec. 106. FOR THE LEGISLATIVE EVALUATION AND**
27 **ACCOUNTABILITY PROGRAM COMMITTEE**

28 Motor Vehicle Account—State Appropriation. \$563,000

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

30 The department must work with the Washington state association of
31 counties to develop voluntary programmatic agreements for the
32 maintenance, preservation, rehabilitation, and replacement of water
33 crossing structures. Such programmatic agreements when agreed to by
34 the department and participating counties are binding agreements for

1 permitting, design, and mitigation of county water crossing
2 structures.

3 **TRANSPORTATION AGENCIES—OPERATING**

4 NEW SECTION. **Sec. 201. FOR THE WASHINGTON TRAFFIC SAFETY**
5 **COMMISSION**

6 Highway Safety Account—State Appropriation.	\$3,154,000
7 Highway Safety Account—Federal Appropriation.	\$27,383,000
8 Highway Safety Account—Private/Local Appropriation.	\$118,000
9 School Zone Safety Account—State Appropriation.	\$850,000
10 TOTAL APPROPRIATION.	\$31,505,000

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

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

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

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

28 (2) \$99,000 of the highway safety account—state appropriation is
29 provided solely for the implementation of chapter . . . (Substitute
30 Senate Bill No. 5957), Laws of 2015 (pedestrian safety reviews). If
31 chapter . . . (Substitute Senate Bill No. 5957), Laws of 2015 is not
32 enacted by June 30, 2015, the amount provided in this subsection
33 lapses.

34 (3) \$6,500,000 of the highway safety account—federal
35 appropriation is provided solely for federal funds that may be
36 obligated to the commission pursuant to 23 U.S.C. Sec. 164 during the
37 2015-2017 fiscal biennium.

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

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

9 Rural Arterial Trust Account—State Appropriation.	\$969,000
10 Motor Vehicle Account—State Appropriation.	\$2,283,000
11 County Arterial Preservation Account—State	
12 Appropriation.	\$1,481,000
13 TOTAL APPROPRIATION.	\$4,733,000

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

15 Transportation Improvement Account—State	
16 Appropriation.	\$3,915,000

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

18 Motor Vehicle Account—State Appropriation.	\$1,727,000
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19 The appropriation in this section is subject to the following
20 conditions and limitations:

21 (1)(a) \$250,000 of the motor vehicle account—state appropriation
22 is for a consultant study of Washington state patrol recruitment and
23 retention of troopers. The study must identify barriers to effective
24 candidate recruitment, candidates' successful completion of training,
25 and retention of trained troopers of various tenure. The study must
26 provide:

- 27 (i) An overview of current attrition rates;
- 28 (ii) Options and strategies on reducing the average number of
29 trooper positions that are vacant;
- 30 (iii) Identification of best practices for recruitment and
31 retention of law enforcement officers;
- 32 (iv) Recommendations to improve existing recruitment and
33 selection programs;
- 34 (v) Recommendations for where salary and benefit adjustments
35 should be targeted to most effectively address recruitment and
36 retention challenges;

1 (vi) Recommendations regarding changes to the training and
2 education program; and

3 (vii) Other recommendations for cost-effective personnel
4 strategies.

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

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

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

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

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

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

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

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

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

38 (3) \$250,000 of the motor vehicle account—state appropriation,
39 from the cities' statewide fuel tax distributions under RCW
40 46.68.110(2), is for a study to be conducted in 2016 to identify

1 prominent road-rail conflicts, recommend a corridor-based
2 prioritization process for addressing the impacts of projected
3 increases in rail traffic, and identify areas of state public policy
4 interest, such as the critical role of freight movement to the
5 Washington economy and the state's competitiveness in world trade.
6 The study must consider the results of the updated marine cargo
7 forecast due to be delivered to the joint transportation committee on
8 December 1, 2015. In conducting the study, the joint transportation
9 committee must consult with the department of transportation, the
10 freight mobility strategic investment board, the utilities and
11 transportation commission, local governments, and other relevant
12 stakeholders. The joint transportation committee must issue a report
13 of its recommendations and findings by December 1, 2016.

14 (4) The legislature intends for the joint transportation
15 committee to undertake a study during the 2017-2019 fiscal biennium
16 of consolidating rail employee safety and regulatory functions in the
17 utilities and transportation commission. The joint transportation
18 committee should review the information provided by the utilities and
19 transportation commission as required under section 102 of this act
20 and should provide recommendations to the transportation committees
21 of the legislature regarding such a consolidation of rail employee
22 safety and regulatory functions.

23 (5) Within existing resources, during the interim periods between
24 regular sessions of the legislature, the joint transportation
25 committee shall include on its agendas work sessions on the Alaskan
26 Way viaduct replacement project. These work sessions must include a
27 report on current progress of the project, timelines for completion,
28 outstanding claims, the financial status of the project, and any
29 other information necessary for the legislature to maintain
30 appropriate oversight of the project. The parties invited to present
31 may include the department of transportation, the Seattle tunnel
32 partners, and other appropriate stakeholders. The joint
33 transportation committee shall have at least two such work sessions
34 before December 31, 2015.

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

36 Motor Vehicle Account—State Appropriation.	\$2,452,000
37 Multimodal Transportation Account—State	
38 Appropriation.	\$112,000
39 TOTAL APPROPRIATION.	\$2,564,000

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

3 (1) \$300,000 of the motor vehicle account—state appropriation is
4 provided solely to continue evaluating a road usage charge as an
5 alternative to the motor vehicle fuel tax to fund investments in
6 transportation. The evaluation must include monitoring and reviewing
7 work that is underway in other states and nationally. The commission
8 may coordinate with the department of transportation to jointly
9 pursue any federal or other funds that are or might become available
10 and eligible for road usage charge pilot projects. The commission
11 must reconvene the road usage charge steering committee, with the
12 same membership authorized in chapter 222, Laws of 2014, and report
13 to the governor's office and the transportation committees of the
14 house of representatives and the senate by December 15, 2015.

15 (2) \$150,000 of the motor vehicle account—state appropriation is
16 provided solely for the commission to use an outside survey firm to
17 conduct three transportation surveys during the 2015-2017 fiscal
18 biennium. The commission must consult with the joint transportation
19 committee when deciding on the survey topics and design to ensure the
20 survey results will deliver the data, information, and analysis for
21 future transportation policy and strategic planning decisions in a
22 manner useful to the legislature.

23 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
24 **INVESTMENT BOARD**

25 Motor Vehicle Account—State Appropriation \$979,000

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

35 NEW SECTION. **Sec. 207. FOR THE WASHINGTON STATE PATROL**
36 State Patrol Highway Account—State
37 Appropriation. \$407,771,000

1	State Patrol Highway Account—Federal	
2	Appropriation.	\$12,779,000
3	State Patrol Highway Account—Private/Local	
4	Appropriation.	\$3,631,000
5	Highway Safety Account—State Appropriation.	\$1,323,000
6	Multimodal Transportation Account—State	
7	Appropriation.	\$276,000
8	TOTAL APPROPRIATION.	\$425,780,000

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

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

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

25 (3) \$23,000 of the state patrol highway account—state
26 appropriation is provided solely for the implementation of
27 chapter . . . (Engrossed Second Substitute House Bill No. 1276), Laws
28 of 2015 (impaired driving). If chapter . . . (Engrossed Second
29 Substitute House Bill No. 1276), Laws of 2015 is not enacted by June
30 30, 2015, the amount provided in this subsection lapses.

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

32	Marine Fuel Tax Refund Account—State	
33	Appropriation.	\$34,000
34	License Plate Technology Account—State	
35	Appropriation.	\$3,200,000
36	Motorcycle Safety Education Account—State	
37	Appropriation.	\$4,442,000
38	State Wildlife Account—State Appropriation.	\$949,000

1	Highway Safety Account—State Appropriation.	\$183,610,000
2	Highway Safety Account—Federal Appropriation.	\$3,573,000
3	Motor Vehicle Account—State Appropriation.	\$86,014,000
4	Motor Vehicle Account—Federal Appropriation.	\$362,000
5	Motor Vehicle Account—Private/Local Appropriation.	\$1,544,000
6	Ignition Interlock Device Revolving Account—State	
7	Appropriation.	\$5,133,000
8	Department of Licensing Services Account—State	
9	Appropriation.	\$6,575,000
10	TOTAL APPROPRIATION.	\$295,436,000

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

13 (1) \$24,212,000 of the highway safety account—state appropriation
14 and \$3,200,000 of the license plate technology account—state
15 appropriation are provided solely for business and technology
16 modernization. The department and the state chief information officer
17 or his or her designee must provide a joint project status report to
18 the transportation committees of the legislature on at least a
19 calendar quarter basis. The report must include, but is not limited
20 to: Detailed information about the planned and actual scope,
21 schedule, and budget; status of key vendor and other project
22 deliverables; and a description of significant changes to planned
23 deliverables or system functions over the life of the project.
24 Project staff will periodically brief the committees or the
25 committees' staff on system security and data protection measures.

26 (2) \$5,059,000 of the motor vehicle account—state appropriation
27 is provided solely for replacing prorated and fuel tax computer
28 systems used to administer interstate licensing and the collection of
29 fuel tax revenues.

30 (3) \$3,714,000 of the highway safety account—state appropriation
31 is provided solely for the implementation of an updated central
32 issuance system.

33 (4) \$3,082,000 of the highway safety account—state appropriation
34 is provided solely for exam and licensing activities, including the
35 workload associated with providing driver record abstracts, and is
36 subject to the following additional conditions and limitations:

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

1 (b) The department may furnish driving record abstracts only for
2 an amount that does not exceed the specified fee amounts in RCW
3 46.52.130 (2)(e)(v) and (4); and

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

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

19 (6) Within existing resources and in consultation with the
20 traffic safety commission, the Washington state patrol, and a
21 representative of the insurance industry and the professional driving
22 school association, the department must review options and make
23 recommendations on strategies for addressing young and high-risk
24 drivers. The recommendations must consider the findings of Washington
25 state's strategic highway safety plan, Target Zero, and must include
26 an analysis of expanding traffic safety education to eighteen to
27 twenty-four year olds that have not taken a traffic safety course and
28 drivers that have been convicted of high-risk behavior, such as
29 driving under the influence of drugs and alcohol and reckless
30 driving. An overview of the work conducted and the recommendations
31 are due to the transportation committees of the legislature and the
32 governor by December 31, 2015.

33 (7) \$57,000 of the motor vehicle account—state appropriation is
34 provided solely for the implementation of chapter . . . (Substitute
35 House Bill No. 1157), Laws of 2015 or chapter . . . (Substitute
36 Senate Bill No. 5025), Laws of 2015 (quick title service fees). If
37 both chapter . . . (Substitute House Bill No. 1157), Laws of 2015 and
38 chapter . . . (Substitute Senate Bill No. 5025), Laws of 2015 are not
39 enacted by June 30, 2015, the amount provided in this subsection
40 lapses.

1 (8) \$283,000 of the highway safety account—state appropriation
2 and \$33,000 of the ignition interlock device revolving account—state
3 appropriation are provided solely for the implementation of
4 chapter . . . (Engrossed Second Substitute House Bill No. 1276), Laws
5 of 2015 (impaired driving). If chapter . . . (Engrossed Second
6 Substitute House Bill No. 1276), Laws of 2015 is not enacted by June
7 30, 2015, the amount provided in this subsection lapses.

8 (9) \$63,000 of the highway safety account—state appropriation is
9 provided solely for the implementation of chapter . . . (Engrossed
10 Substitute Senate Bill No. 5656), Laws of 2015 (distracted driving).
11 If chapter . . . (Engrossed Substitute Senate Bill No. 5656), Laws of
12 2015 is not enacted by June 30, 2015, the amount provided in this
13 subsection lapses.

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

16	High Occupancy Toll Lanes Operations Account—State	
17	Appropriation.	\$2,688,000
18	Motor Vehicle Account—State Appropriation.	\$503,000
19	State Route Number 520 Corridor Account—State	
20	Appropriation.	\$39,543,000
21	State Route Number 520 Civil Penalties Account—State	
22	Appropriation.	\$6,703,000
23	Tacoma Narrows Toll Bridge Account—State	
24	Appropriation.	\$25,660,000
25	Interstate 405 Express Toll Lanes Operations	
26	Account—State Appropriation.	\$9,931,000
27	TOTAL APPROPRIATION.	\$85,028,000

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

30 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
31 appropriation and \$8,157,000 of the state route number 520 corridor
32 account—state appropriation are provided solely for the purposes of
33 addressing unforeseen operations and maintenance costs on the Tacoma
34 Narrows bridge and the state route number 520 bridge, respectively.
35 The office of financial management shall place the amounts provided
36 in this section, which represent a portion of the required minimum
37 fund balance under the policy of the state treasurer, in unallotted
38 status. The office may release the funds only when it determines that

1 all other funds designated for operations and maintenance purposes
2 have been exhausted.

3 (2) \$4,778,000 of the state route number 520 civil penalties
4 account—state appropriation and \$2,065,000 of the Tacoma Narrows toll
5 bridge account—state appropriation are provided solely for
6 expenditures related to the toll adjudication process. The department
7 shall report on the civil penalty process to the office of financial
8 management and the house of representatives and senate transportation
9 committees by the end of each calendar quarter. The reports must
10 include a summary table for each toll facility that includes: The
11 number of notices of civil penalty issued; the number of recipients
12 who pay before the notice becomes a penalty; the number of recipients
13 who request a hearing and the number who do not respond; workload
14 costs related to hearings; the cost and effectiveness of debt
15 collection activities; and revenues generated from notices of civil
16 penalty.

17 (3) 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 (4) \$3,100,000 of the Interstate 405 express toll lanes
24 operations account—state appropriation, \$1,498,000 of the state route
25 number 520 corridor account—state appropriation, and \$1,291,000 of
26 the high occupancy toll lanes operations account—state appropriation
27 are provided solely for the operation and maintenance of roadside
28 toll collection systems.

29 (5) \$6,831,000 of the Interstate 405 express toll lanes
30 operations account—state appropriation is provided solely for
31 operational costs related to the express toll lane facility,
32 including the customer service center vendor, transponders, credit
33 card fees, printing and postage, rent, office supplies, telephone and
34 communications equipment, computers, and vehicle operations.

35 (6) \$56,000 of the high occupancy toll lanes operations account—
36 state appropriation, \$1,124,000 of the state route number 520
37 corridor account—state appropriation, and \$596,000 of the Tacoma
38 Narrows toll bridge account—state appropriation are provided solely
39 for the department to develop a request for proposals for a new

1 tolling customer service center. The department must address the
2 replacement of the Wave2Go ferry ticketing system that is reaching
3 the end of its useful life by developing functional and technical
4 requirements that integrate Washington state ferries ticketing into
5 the new tolling division customer service center toll collection
6 system. The department shall continue to report quarterly to the
7 governor, legislature, and state auditor on: (a) The department's
8 effort to mitigate risk to the state, (b) the development of a
9 request for proposals, and (c) the overall progress towards procuring
10 a new tolling customer service center.

11 (7) The department shall make detailed quarterly reports to the
12 governor and the transportation committees of the legislature on the
13 following:

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

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

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

29 (8) \$5,000 of the motor vehicle account—state appropriation is
30 provided solely for membership dues for the alliance for toll
31 interoperability.

32 (9) \$1,925,000 of the state route number 520 civil penalties
33 account—state appropriation is provided solely to implement
34 chapter . . . (Substitute Senate Bill No. 5481), Laws of 2015
35 (tolling customer service reform) to improve integration between the
36 Good to Go! electronic tolling system with the pay-by-mail system
37 through increased communication with customers and improvements to
38 the Good to Go! web site allowing customers to manage all of their
39 toll accounts regardless of method of payment. Within the amounts
40 provided, the department must include in the request for proposals

1 for a new customer service center the requirement that the new
 2 tolling customer service center link to the vehicle records system of
 3 the department of licensing to enable vehicle record updates that
 4 relate to tolling customer accounts to occur between the two systems
 5 seamlessly. The department must work with the department of licensing
 6 to develop the appropriate specifications to include in the request
 7 for proposals to allow the new tolling customer service center to
 8 link to the vehicle records system without cost to the department of
 9 licensing and report to the transportation committees of the
 10 legislature when the appropriate specifications have been
 11 completed. By June 30, 2017, the department shall report how many
 12 people with Good to Go! accounts were issued civil penalties for each
 13 toll facility and whether the number was reduced each fiscal year in
 14 the biennium. The department shall also report on the number of
 15 customer contacts that occur, number of civil penalties reduced or
 16 waived, the amount of the total civil penalties that are waived, and
 17 the number of customers that are referred to the administrative law
 18 judge process during the biennium.

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

21	Transportation Partnership Account—State	
22	Appropriation.	\$1,460,000
23	Motor Vehicle Account—State Appropriation.	\$67,458,000
24	Multimodal Transportation Account—State	
25	Appropriation.	\$2,883,000
26	Transportation 2003 Account (Nickel Account)—State	
27	Appropriation.	\$1,460,000
28	Puget Sound Ferry Operations Account—State	
29	Appropriation.	\$263,000
30	TOTAL APPROPRIATION.	\$73,524,000

31 The appropriations in this section are subject to the following
 32 conditions and limitations: \$1,460,000 of the transportation
 33 partnership account—state appropriation and \$1,460,000 of the
 34 transportation 2003 account (nickel account)—state appropriation are
 35 provided solely for maintaining the department's project management
 36 reporting system.

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

4	Motor Vehicle Account—State Appropriation.	\$27,098,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation.	\$34,000
7	TOTAL APPROPRIATION.	\$27,132,000

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

10	Aeronautics Account—State Appropriation.	\$8,143,000
11	Aeronautics Account—Federal Appropriation.	\$4,100,000
12	Aeronautics Account—Private/Local Appropriation.	\$60,000
13	TOTAL APPROPRIATION.	\$12,303,000

14 The appropriations in this section are subject to the following
15 conditions and limitations: \$4,137,000 of the aeronautics account—
16 state appropriation is provided solely for airport investment studies
17 and the airport aid grant program, which provides competitive grants
18 to public airports for pavement, safety, maintenance, planning, and
19 security. Of this amount, \$637,000 lapses if chapter . . .
20 (Substitute Senate Bill No. 5324), Laws of 2015 (aircraft excise
21 taxes) is not enacted by June 30, 2015, and an expenditure to the
22 aeronautics account is not provided in the 2015-2017 omnibus
23 appropriations act by June 30, 2015.

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

26	Motor Vehicle Account—State Appropriation.	\$52,070,000
27	Motor Vehicle Account—Federal Appropriation.	\$500,000
28	Multimodal Transportation Account—State	
29	Appropriation.	\$250,000
30	TOTAL APPROPRIATION.	\$52,820,000

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

33 (1) The real estate services division of the department must
34 recover the cost of its efforts from sale proceeds and fund
35 additional future sales from those proceeds.

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

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

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

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

31 ***(3) During the 2015-2017 fiscal biennium, in instances on private***
32 ***property when naturally occurring beaver dams and the water contained***
33 ***behind the dams pose an imminent threat to Washington state highway***
34 ***infrastructure, personal property, and individual safety in the event***
35 ***of dam failure, the department shall: (a) Notify the private property***
36 ***owner or owners of the threat; (b) perform a risk assessment to the***
37 ***state highway infrastructure, personal property, and public safety or***
38 ***loss of life; (c) coordinate with the department of fish and wildlife***
39 ***to perform an environmental risk assessment and develop a suggested***
40 ***beaver management plan to reduce or eliminate the risk of failure;***

1 and (d) produce a joint agency management plan with the department of
2 fish and wildlife for the site and involve local jurisdictions and
3 nongovernmental organizations to help execute the recommendations as
4 devised by the state agencies. Further, within that joint agency
5 plan, the department and department of fish and wildlife shall
6 identify and prioritize potential remedies to include culvert
7 replacement, infrastructure upgrade, wildlife management tools, dam
8 maintenance, water level controls, and any other identifiable
9 solution.

*Sec. 213 was partially vetoed. See message at end of chapter.

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

12 Motor Vehicle Account—State Appropriation. \$582,000

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

15 (1) The economic partnerships program must continue to explore
16 retail partnerships at state-owned park and ride facilities, as
17 authorized in RCW 47.04.295.

18 (2) Within the amounts provided in this section, the economic
19 partnership program shall consult with the department's tolling
20 division and participate in the division's ongoing efforts to reduce
21 the costs associated with the Tacoma Narrows bridge. This
22 participation must include examining opportunities for the state to
23 contract with one or more private sector partners to collect tolls
24 and provide services to drivers crossing the bridge.

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

27 Motor Vehicle Account—State Appropriation. \$397,329,000

28 Motor Vehicle Account—Federal Appropriation. \$7,000,000

29 Tacoma Narrows Toll Bridge Account—State
30 Appropriation. \$1,768,000

31 State Route Number 520 Corridor Account—State
32 Appropriation. \$4,448,000

33 TOTAL APPROPRIATION. \$410,545,000

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

1 (1) \$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 (2) \$4,448,000 of the state route number 520 corridor account—
6 state appropriation is provided solely to maintain the state route
7 number 520 floating bridge. These funds must be used in accordance
8 with RCW 47.56.830(3).

9 (3) \$1,768,000 of the Tacoma Narrows toll bridge account—state
10 appropriation is provided solely to maintain the new Tacoma Narrows
11 bridge. These funds must be used in accordance with RCW 47.56.830(3).

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

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

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

20	Motor Vehicle Account—State Appropriation.	\$51,572,000
21	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
22	Motor Vehicle Account—Private/Local Appropriation.	\$250,000
23	TOTAL APPROPRIATION.	\$53,872,000

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

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

35 (2) During the 2015-2017 fiscal biennium, the department shall
36 continue a pilot program that expands private transportation
37 providers' access to high occupancy vehicle lanes. Under the pilot
38 program, when the department reserves a portion of a highway based on

1 the number of passengers in a vehicle, the following vehicles must be
2 authorized to use the reserved portion of the highway if the vehicle
3 has the capacity to carry eight or more passengers, regardless of the
4 number of passengers in the vehicle: (a) Auto transportation company
5 vehicles regulated under chapter 81.68 RCW; (b) passenger charter
6 carrier vehicles regulated under chapter 81.70 RCW, except marked or
7 unmarked stretch limousines and stretch sport utility vehicles as
8 defined under department of licensing rules; (c) private nonprofit
9 transportation provider vehicles regulated under chapter 81.66 RCW;
10 and (d) private employer transportation service vehicles. For
11 purposes of this subsection, "private employer transportation
12 service" means regularly scheduled, fixed-route transportation
13 service that is offered by an employer for the benefit of its
14 employees. Nothing in this subsection is intended to authorize the
15 conversion of public infrastructure to private, for-profit purposes
16 or to otherwise create an entitlement or other claim by private users
17 to public infrastructure.

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

20	Motor Vehicle Account—State Appropriation.	\$27,842,000
21	Motor Vehicle Account—Federal Appropriation.	\$280,000
22	Multimodal Transportation Account—State	
23	Appropriation.	\$1,131,000
24	TOTAL APPROPRIATION.	\$29,253,000

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

27 (1) \$288,000 of the motor vehicle account—state appropriation is
28 provided solely for enhanced disadvantaged business enterprise
29 outreach to increase the pool of disadvantaged businesses available
30 for department contracts and to collaborate with the department of
31 labor and industries to recruit women and persons of color to
32 participate in existing transportation apprenticeship programs. The
33 department must submit a status report on disadvantaged business
34 enterprise outreach and apprenticeship recruitment to the
35 transportation committees of the legislature by November 15, 2015.

36 (2) \$3,000,000 of the motor vehicle account—state appropriation
37 is provided solely for the headquarters communications office. Within
38 the amount provided in this subsection, the department shall complete

1 the web content management system and upgrade the department's web
2 site.

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

5	Motor Vehicle Account—State Appropriation.	\$21,374,000
6	Motor Vehicle Account—Federal Appropriation.	\$24,885,000
7	Multimodal Transportation Account—State	
8	Appropriation.	\$662,000
9	Multimodal Transportation Account—Federal	
10	Appropriation.	\$2,809,000
11	Multimodal Transportation Account—Private/Local	
12	Appropriation.	\$100,000
13	TOTAL APPROPRIATION.	\$49,830,000

14 The appropriations in this section are subject to the following
15 conditions and limitations: \$368,000 of the motor vehicle account—
16 state appropriation is provided solely for the purchase of an
17 economic impact model. The department shall work with appropriate
18 local jurisdictions to improve consistency between existing and
19 planned transportation demand models. The department shall report
20 back to the transportation committees of the legislature and the
21 office of financial management by December 31, 2015, with any
22 recommendations requiring legislative action.

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

25	Motor Vehicle Account—State Appropriation.	\$75,700,000
26	Motor Vehicle Account—Federal Appropriation.	\$500,000
27	Multimodal Transportation Account—State	
28	Appropriation.	\$3,243,000
29	TOTAL APPROPRIATION.	\$79,443,000

30 The appropriations in this section are subject to the following
31 conditions and limitations: The department of enterprise services
32 must provide a detailed accounting of the revenues and expenditures
33 of the self-insurance fund to the transportation committees of the
34 legislature on December 31st and June 30th of each year.

1 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **PUBLIC TRANSPORTATION—PROGRAM V**

3 State Vehicle Parking Account—State Appropriation. \$754,000

4 Regional Mobility Grant Program Account—State

5 Appropriation. \$60,000,000

6 Rural Mobility Grant Program Account—State

7 Appropriation. \$17,000,000

8 Multimodal Transportation Account—State

9 Appropriation. \$50,546,000

10 Multimodal Transportation Account—Federal

11 Appropriation. \$3,242,000

12 TOTAL APPROPRIATION. \$131,542,000

13 The appropriations in this section are subject to the following

14 conditions and limitations:

15 (1) \$35,000,000 of the multimodal transportation account—state

16 appropriation is provided solely for a grant program for special

17 needs transportation provided by transit agencies and nonprofit

18 providers of transportation. Of this amount:

19 (a) \$7,500,000 of the multimodal transportation account—state

20 appropriation is provided solely for grants to nonprofit providers of

21 special needs transportation. Grants for nonprofit providers must be

22 based on need, including the availability of other providers of

23 service in the area, efforts to coordinate trips among providers and

24 riders, and the cost effectiveness of trips provided.

25 (b) \$27,500,000 of the multimodal transportation account—state

26 appropriation is provided solely for grants to transit agencies to

27 transport persons with special transportation needs. To receive a

28 grant, the transit agency must, to the greatest extent practicable,

29 have a maintenance of effort for special needs transportation that is

30 no less than the previous year's maintenance of effort for special

31 needs transportation. Grants for transit agencies must be prorated

32 based on the amount expended for demand response service and route

33 deviated service in calendar year 2013 as reported in the "Summary of

34 Public Transportation - 2013" published by the department of

35 transportation. No transit agency may receive more than thirty

36 percent of these distributions.

37 (2) \$17,000,000 of the rural mobility grant program account—state

38 appropriation is provided solely for grants to aid small cities in

39 rural areas as prescribed in RCW 47.66.100.

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

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 as developed May 26, 2015, Program -
22 Public Transportation Program (V).

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

1 legislature to appropriate funds through the regional mobility grant
2 program only for projects that will be completed on schedule. A
3 grantee may not receive more than twenty-five percent of the amount
4 appropriated in this subsection. The department shall not approve any
5 increases or changes to the scope of a project for the purpose of a
6 grantee 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) \$5,670,000 of the multimodal transportation account—state
25 appropriation and \$754,000 of the state vehicle parking account—state
26 appropriation are provided solely for CTR grants and activities.

27 (8) \$200,000 of the multimodal transportation account—state
28 appropriation is contingent on the timely development of an annual
29 report summarizing the status of public transportation systems as
30 identified under RCW 35.58.2796.

31 (9)(a) \$1,000,000 of the multimodal transportation account—state
32 appropriation is provided solely for the Everett connector service
33 for Island and Skagit transit agencies. The amount provided in this
34 subsection is contingent on Island Transit charging fares that
35 achieve a farebox recovery ratio similar to comparable transit
36 systems.

37 (b) The amount provided in (a) of this subsection must be held in
38 unallotted status until the office of financial management determines
39 that fares have been both adopted and implemented by Island Transit

1 that achieve a farebox recovery ratio similar to comparable transit
2 systems. Island Transit must notify the office of financial
3 management when it has met the requirements of this subsection.

4 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**
5 **MARINE—PROGRAM X**

6	Puget Sound Ferry Operations Account—State	
7	Appropriation.	\$483,637,000
8	Puget Sound Ferry Operations Account—Private/Local	
9	Appropriation.	\$121,000
10	TOTAL APPROPRIATION.	\$483,758,000

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

13 (1) The office of financial management budget instructions
14 require agencies to recast enacted budgets into activities. The
15 Washington state ferries shall include a greater level of detail in
16 its 2015-2017 supplemental and 2017-2019 omnibus transportation
17 appropriations act requests, as determined jointly by the office of
18 financial management, the Washington state ferries, and the
19 transportation committees of the legislature. This level of detail
20 must include the administrative functions in the operating as well as
21 capital programs.

22 (2) Until a reservation system is operational on the San Juan
23 islands inter-island route, the department shall provide the same
24 priority loading benefits on the San Juan islands inter-island route
25 to home health care workers as are currently provided to patients
26 traveling for purposes of receiving medical treatment.

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

30 (4) \$87,036,000 of the Puget Sound ferry operations account—state
31 appropriation is provided solely for auto ferry vessel operating fuel
32 in the 2015-2017 fiscal biennium, which reflect cost savings from a
33 reduced biodiesel fuel requirement and, therefore, is contingent upon
34 the enactment of section 701 of this act. The amount provided in this
35 subsection represents the fuel budget for the purposes of calculating
36 any ferry fare fuel surcharge.

1 (5) When purchasing uniforms that are required by collective
2 bargaining agreements, the department shall contract with the lowest
3 cost provider.

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

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

12 (8) \$1,151,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for improvements to the reservation
14 system. The department shall actively encourage ferry reservation
15 customers to use the online option for making and changing
16 reservations.

17 (9) \$30,000 of the Puget Sound ferry operations account—state
18 appropriation is provided solely for the marine division assistant
19 secretary's designee to the board of pilotage commissioners, who
20 serves as the board chair. As the agency chairing the board, the
21 department shall direct the board chair, in his or her capacity as
22 chair, to require that the report to the governor and chairs of the
23 transportation committees required under RCW 88.16.035(1)(f) be filed
24 by September 1, 2015, and annually thereafter, and that the report
25 include the establishment of policies and procedures necessary to
26 increase the diversity of pilots, trainees, and applicants, including
27 a diversity action plan. The diversity action plan must articulate a
28 comprehensive vision of the board's diversity goals and the steps it
29 will take to reach those goals.

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

32 Multimodal Transportation Account—State	
33 Appropriation.	\$58,744,000
34 Multimodal Transportation Account—Private/Local	
35 Appropriation.	\$45,000
36 TOTAL APPROPRIATION.	\$58,789,000

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

2 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

3	Motor Vehicle Account—State Appropriation.	\$8,986,000
4	Motor Vehicle Account—Federal Appropriation.	\$2,567,000
5	Multiuse Roadway Safety Account—State Appropriation.	\$131,000
6	TOTAL APPROPRIATION.	\$11,684,000

7 **TRANSPORTATION AGENCIES—CAPITAL**

8 NEW SECTION. **Sec. 301. FOR THE FREIGHT MOBILITY STRATEGIC**

9 **INVESTMENT BOARD**

10	Freight Mobility Investment Account—State	
11	Appropriation.	\$8,852,000
12	Freight Mobility Multimodal Account—State	
13	Appropriation.	\$9,937,000
14	Freight Mobility Multimodal Account—Private/Local	
15	Appropriation.	\$1,320,000
16	Highway Safety Account—State Appropriation.	\$2,250,000
17	Motor Vehicle Account—State Appropriation	\$83,000
18	Motor Vehicle Account—Federal Appropriation.	\$3,250,000
19	TOTAL APPROPRIATION.	\$25,692,000

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

21	State Patrol Highway Account—State Appropriation.	\$5,310,000
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22 The appropriation in this section is subject to the following
23 conditions and limitations:

24 (1) \$250,000 of the state patrol highway account—state
25 appropriation is provided solely for unforeseen emergency repairs on
26 facilities.

27 (2) \$560,000 of the state patrol highway account—state
28 appropriation is provided solely for the replacement of the roofs of
29 the Shelton academy multipurpose building, Tacoma district office
30 building, Kennewick detachment building, and Ridgefield and Plymouth
31 weigh station buildings.

32 (3) \$150,000 of the state patrol highway account—state
33 appropriation is provided solely for upgrades to scales at Goldendale
34 required to meet current certification requirements.

1 (4) \$2,350,000 of the state patrol highway account—state
2 appropriation is provided solely for funding to repair and replace
3 the academy asphalt emergency vehicle operation course.

4 (5) \$500,000 of the state patrol highway account—state
5 appropriation is provided solely for replacement of generators at
6 Marysville, Baw Faw, Gardner, Pilot Rock, and Ridpath.

7 (6) \$150,000 of the state patrol highway account—state
8 appropriation is provided solely for painting and caulking in several
9 locations.

10 (7) \$350,000 of the state patrol highway account—state
11 appropriation is provided solely for pavement preservation at the
12 Wenatchee district office and the Spokane district office.

13 (8) \$700,000 of the state patrol highway account—state
14 appropriation is provided solely for energy upgrades at two district
15 offices and two detachments.

16 (9) \$300,000 of the state patrol highway account—state
17 appropriation is provided solely for repair of the academy training
18 tank.

19 **NEW SECTION. Sec. 303. FOR THE COUNTY ROAD ADMINISTRATION BOARD**
20 Rural Arterial Trust Account—State
21 Appropriation. \$46,000,000
22 Motor Vehicle Account—State Appropriation. \$10,706,000
23 County Arterial Preservation Account—State
24 Appropriation. \$31,250,000
25 TOTAL APPROPRIATION. \$87,956,000

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

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

36 (1) The arterial preservation program to help low tax-based,
37 medium-sized cities preserve arterial pavements;

1 (2) The small city pavement program to help cities meet urgent
2 preservation needs; and

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

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

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

12 The appropriations in this section are subject to the following
13 conditions and limitations: \$211,000 of the transportation
14 partnership account—state appropriation is provided solely for
15 completion of a new traffic management center in Shoreline,
16 Washington. By September 30, 2015, the department shall report to the
17 transportation committees of the legislature and the office of
18 financial management on the resulting vacancy rate of the existing
19 regional headquarters building in Shoreline, plans to consolidate
20 department staff into the building, and the schedule for terminating
21 the current lease of the Goldsmith building in Seattle, and provide
22 an update on future plans to consolidate agency staff within the
23 region.

24 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
25 **IMPROVEMENTS—PROGRAM I**

26 Multimodal Transportation Account—State
27 Appropriation. \$21,388,000
28 Transportation Partnership Account—State
29 Appropriation. \$1,075,309,000
30 Motor Vehicle Account—State Appropriation. \$64,991,000
31 Motor Vehicle Account—Federal Appropriation. \$251,313,000
32 Motor Vehicle Account—Private/Local Appropriation. . . . \$167,259,000
33 Transportation 2003 Account (Nickel Account)—State
34 Appropriation. \$104,366,000
35 State Route Number 520 Corridor Account—State
36 Appropriation. \$367,792,000
37 State Route Number 520 Corridor Account—Federal

1	Appropriation.	\$104,801,000
2	State Route Number 520 Civil Penalties Account—	
3	State Appropriation.	\$15,000,000
4	Alaskan Way Viaduct Replacement Project Account—	
5	State Appropriation.	\$50,110,000
6	Special Category C Account—State Appropriation.	\$6,000,000
7	TOTAL APPROPRIATION.	\$2,228,329,000

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

10 (1) Except as provided otherwise in this section, the entire
11 transportation 2003 account (nickel account) appropriation and the
12 entire transportation partnership account appropriation are provided
13 solely for the projects and activities as listed by fund, project,
14 and amount in LEAP Transportation Document 2015-1 as developed May
15 26, 2015, Program - Highway Improvements Program (I). However,
16 limited transfers of specific line-item project appropriations may
17 occur between projects for those amounts listed subject to the
18 conditions and limitations in section 601 of this act.

19 (2) Except as provided otherwise in this section, the entire
20 motor vehicle account—state appropriation and motor vehicle account—
21 federal appropriation are provided solely for the projects and
22 activities listed in LEAP Transportation Document 2015-2 ALL PROJECTS
23 as developed May 26, 2015, Program - Highway Improvements Program
24 (I). Any federal funds gained through efficiencies, adjustments to
25 the federal funds forecast, additional congressional action not
26 related to a specific project or purpose, or the federal funds
27 redistribution process must then be applied to highway and bridge
28 preservation activities. However, no additional federal funds may be
29 allocated to the I-5/Columbia River Crossing project (400506A).

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

34 (4) The transportation 2003 account (nickel account)—state
35 appropriation includes up to \$104,366,000 in proceeds from the sale
36 of bonds authorized by RCW 47.10.861.

37 (5) The transportation partnership account—state appropriation
38 includes up to \$508,793,000 in proceeds from the sale of bonds
39 authorized in RCW 47.10.873.

1 (6) \$3,700,000 of the motor vehicle account—state appropriation
2 is provided solely for the I-5/JBLM Early Corridor Design project
3 (300596S) to complete an environmental impact statement for a project
4 that creates additional general purpose lanes on Interstate 5 in the
5 Joint Base Lewis-McChord corridor. The design of this project must be
6 high occupancy vehicle lane ready for a future connection to the
7 Interstate 5 high occupancy vehicle lane system that currently
8 terminates in Tacoma.

9 (7) \$346,263,000 of the transportation partnership account—state
10 appropriation, \$15,300,000 of the motor vehicle account—federal
11 appropriation, \$154,263,000 of the motor vehicle account—private/
12 local appropriation, \$69,479,000 of the transportation 2003 account
13 (nickel account)—state appropriation, \$50,110,000 of the Alaskan Way
14 viaduct replacement project account—state appropriation, and
15 \$4,346,000 of the multimodal transportation account—state
16 appropriation are provided solely for the SR 99/Alaskan Way Viaduct
17 Replacement project (809936Z).

18 (8) \$17,000,000 of the multimodal transportation account—state
19 appropriation is provided solely for transit mitigation for the SR
20 99/Viaduct Project - Construction Mitigation project (809940B).

21 (9) Within existing resources, during the regular sessions of the
22 legislature, the department of transportation shall participate in
23 work sessions, before the transportation committees of the house of
24 representatives and senate, on the Alaskan Way viaduct replacement
25 project. These work sessions must include a report on current
26 progress of the project, timelines for completion, outstanding
27 claims, the financial status of the project, and any other
28 information necessary for the legislature to maintain appropriate
29 oversight of the project. The parties invited to present may include
30 the department of transportation, the Seattle tunnel partners, and
31 other appropriate stakeholders.

32 (10) \$13,881,000 of the transportation partnership account—state
33 appropriation, \$9,753,000 of the transportation 2003 account (nickel
34 account)—state appropriation, \$42,000 of the multimodal
35 transportation account—state appropriation, \$6,000,000 of the special
36 category C account—state appropriation, and \$6,348,000 of the motor
37 vehicle account—federal appropriation are provided solely for the US
38 395/North Spokane Corridor project (600010A). Any future savings on
39 the project must stay on the US 395/Interstate 90 corridor and be

1 made available to the current phase of the North Spokane corridor
2 project or any future phase of the project in 2015-2017.

3 (11) \$46,894,000 of the transportation partnership account—state
4 appropriation, \$10,317,000 of the transportation 2003 account (nickel
5 account)—state appropriation, and \$1,000 of the motor vehicle account
6 —private/local appropriation are provided solely for the I-405/
7 Kirkland Vicinity Stage 2 - Widening project (8BI1002). This project
8 must be completed as soon as practicable as a design-build project.
9 Any future savings on this project or other Interstate 405 corridor
10 projects must stay on the Interstate 405 corridor and be made
11 available to either the I-405/SR 167 Interchange - Direct Connector
12 project (140504C) or the I-405 Renton to Bellevue project in the
13 2015-2017 fiscal biennium.

14 (12)(a) The SR 520 Bridge Replacement and HOV project (8BI1003)
15 is supported over time from multiple sources, including a
16 \$300,000,000 TIFIA loan, \$923,000,000 in Garvee bonds, toll revenues,
17 state bonds, interest earnings, and other miscellaneous sources.

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

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

24 (d) \$82,195,000 of the transportation partnership account—state
25 appropriation, \$104,801,000 of the state route number 520 corridor
26 account—federal appropriation, and \$367,792,000 of the state route
27 number 520 corridor account—state appropriation are provided solely
28 for the SR 520 Bridge Replacement and HOV project (8BI1003). Of the
29 amounts appropriated in this subsection (12)(d), \$232,598,000 of the
30 state route number 520 corridor account—state appropriation must be
31 put into unallotted status and is subject to review by the office of
32 financial management. The director of the office of financial
33 management shall consult with the joint transportation committee
34 prior to making a decision to allot these funds.

35 (e) When developing the financial plan for the project, the
36 department shall assume that all maintenance and operation costs for
37 the new facility are to be covered by tolls collected on the toll
38 facility and not by the motor vehicle account.

1 (13) \$15,000,000 of the state route number 520 civil penalties
2 account—state appropriation is provided solely for the department to
3 continue to work with the Seattle department of transportation in
4 their joint planning, design, right-of-way acquisition, outreach, and
5 operation of the remaining west side elements including, but not
6 limited to, the Montlake lid, the bicycle/pedestrian path, the
7 effective network of transit connections, and the Portage Bay bridge
8 of the SR 520 Bridge Replacement and HOV project.

9 (14) \$548,000 of the motor vehicle account—federal appropriation
10 and \$19,000 of the motor vehicle account—state appropriation are
11 provided solely for the 31st Ave SW Overpass Widening and Improvement
12 project (L1100048).

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

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

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

37 (18) \$59,438,000 of the motor vehicle account—federal
38 appropriation, \$572,000 of the motor vehicle account—state
39 appropriation, and \$388,000 of the motor vehicle account—private/

1 local appropriation are provided solely for fish passage barrier and
2 chronic deficiency improvements (0BI4001).

3 (19) Any new advisory group that the department convenes during
4 the 2015-2017 fiscal biennium must consider the interests of the
5 entire state of Washington.

6 (20) Practical design offers targeted benefits to a state
7 transportation system within available fiscal resources. This
8 delivers value not just for individual projects, but for the entire
9 system. Applying practical design standards will also preserve and
10 enhance safety and mobility. The department shall implement a
11 practical design strategy for transportation design standards. By
12 June 30, 2016, the department shall report to the governor and the
13 house of representatives and senate transportation committees on
14 where practical design has been applied or is intended to be applied
15 in the department and the cost savings resulting from the use of
16 practical design. This subsection takes effect if chapter . . .
17 (Substitute House Bill No. 2012), Laws of 2015 is not enacted by June
18 30, 2015.

19 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**
20 **PRESERVATION—PROGRAM P**

21	Transportation Partnership Account—State	
22	Appropriation.	\$12,057,000
23	Motor Vehicle Account—State Appropriation.	\$56,024,000
24	Motor Vehicle Account—Federal Appropriation.	\$391,681,000
25	Motor Vehicle Account—Private/Local Appropriation.	\$8,104,000
26	Transportation 2003 Account (Nickel Account)—State	
27	Appropriation.	\$40,457,000
28	Tacoma Narrows Toll Bridge Account—State	
29	Appropriation.	\$4,564,000
30	Recreational Vehicle Account—State Appropriation.	\$1,509,000
31	High Occupancy Toll Lanes Operations Account—State	
32	Appropriation.	\$800,000
33	State Route Number 520 Corridor Account—State	
34	Appropriation.	\$720,000
35	TOTAL APPROPRIATION.	\$515,916,000

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

1 (1) Except as provided otherwise in this section, the entire
2 transportation 2003 account (nickel account) appropriation and the
3 entire transportation partnership account appropriation are provided
4 solely for the projects and activities as listed by fund, project,
5 and amount in LEAP Transportation Document 2015-1 as developed May
6 26, 2015, Program - Highway Preservation Program (P). However,
7 limited transfers of specific line-item project appropriations may
8 occur between projects for those amounts listed subject to the
9 conditions and limitations in section 601 of this act.

10 (2) Except as provided otherwise in this section, the entire
11 motor vehicle account—state appropriation and motor vehicle account—
12 federal appropriation are provided solely for the projects and
13 activities listed in LEAP Transportation Document 2015-2 ALL PROJECTS
14 as developed May 26, 2015, Program - Highway Preservation Program
15 (P). Any federal funds gained through efficiencies, adjustments to
16 the federal funds forecast, additional congressional action not
17 related to a specific project or purpose, or the federal funds
18 redistribution process must then be applied to highway and bridge
19 preservation activities. However, no additional federal funds may be
20 allocated to the I-5/Columbia River Crossing project (400506A).

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

25 (4) The transportation 2003 account (nickel account)—state
26 appropriation includes up to \$38,492,000 in proceeds from the sale of
27 bonds authorized in RCW 47.10.861.

28 (5) The department shall examine the use of electric arc furnace
29 slag for use as an aggregate for new roads and paving projects in
30 high traffic areas and report back to the legislature by December 1,
31 2015, on its current use in other areas of the country and any
32 characteristics that can provide greater wear resistance and skid
33 resistance in new pavement construction.

34 (6) \$39,000,000 of the motor vehicle account—federal
35 appropriation is provided solely for the preservation of structurally
36 deficient bridges or bridges that are at risk of becoming
37 structurally deficient. These funds must be used widely around the
38 state of Washington. The department shall provide a report that

1 identifies the scope, cost, and benefit of each project funded in
2 this subsection as part of its 2016 agency budget request.

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

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

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

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

18	Puget Sound Capital Construction Account—State	
19	Appropriation.	\$40,347,000
20	Puget Sound Capital Construction Account—Federal	
21	Appropriation.	\$126,515,000
22	Puget Sound Capital Construction Account—Private/Local	
23	Appropriation.	\$10,331,000
24	Multimodal Transportation Account—State	
25	Appropriation.	\$2,734,000
26	Transportation 2003 Account (Nickel Account)—State	
27	Appropriation.	\$81,583,000
28	TOTAL APPROPRIATION.	\$261,510,000

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 2015-2 ALL
34 PROJECTS as developed May 26, 2015, Program - Washington State
35 Ferries Capital Program (W).

1 (2) \$73,000,000 of the transportation 2003 account (nickel
2 account)—state appropriation is provided solely for the acquisition
3 of a 144-car vessel (L1000063). The department shall use as much
4 already procured equipment as practicable on the 144-car vessels.

5 (3) \$40,617,000 of the Puget Sound capital construction account—
6 federal appropriation and \$608,000 of the Puget Sound capital
7 construction account—state appropriation are provided solely for the
8 Mukilteo ferry terminal (952515P).

9 (4) \$4,000,000 of the Puget Sound capital construction account—
10 state appropriation is provided solely for emergency capital repair
11 costs (999910K). Funds may only be spent after approval by the office
12 of financial management.

13 (5) Consistent with RCW 47.60.662, which requires the Washington
14 state ferry system to collaborate with passenger-only ferry and
15 transit providers to provide service at existing terminals, the
16 department shall ensure that multimodal access, including for
17 passenger-only ferries and transit service providers, is not
18 precluded by any future terminal modifications.

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

24 (7) Funding is included in the future biennia of the LEAP
25 transportation document referenced in subsection (1) of this section
26 for future vessel purchases. Given that the recent purchase of new
27 vessels varies from the current long range plan, the department shall
28 include in its updated long range plan revised estimates for new
29 vessel costs, size, and purchase time frames.

30 (8) \$325,000 of the Puget Sound capital construction account—
31 state appropriation is provided solely for the ferry system to
32 participate in the development of one account-based system for
33 customers of both the ferry system and tolling system. The current
34 Wave2Go ferry ticketing system is reaching the end of its useful life
35 and the department is expected to develop a replacement account-based
36 system as part of the new tolling division customer service center
37 toll collection system.

1 NEW SECTION. **Sec. 310. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **RAIL—PROGRAM Y—CAPITAL**

3 Essential Rail Assistance Account—State

4 Appropriation. \$820,000

5 Transportation Infrastructure Account—State

6 Appropriation. \$7,033,000

7 Multimodal Transportation Account—State

8 Appropriation. \$12,759,000

9 Multimodal Transportation Account—Federal

10 Appropriation. \$363,318,000

11 TOTAL APPROPRIATION. \$383,930,000

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

14 (1) Except as provided otherwise in this section, the entire
15 appropriations in this section are provided solely for the projects
16 and activities as listed by project and amount in LEAP Transportation
17 Document 2015-2 ALL PROJECTS as developed May 26, 2015, Program -
18 Rail Program (Y).

19 (2) \$5,000,000 of the transportation infrastructure account—state
20 appropriation is provided solely for new low-interest loans approved
21 by the department through the freight rail investment bank (FRIB)
22 program. The department shall issue FRIB program loans with a
23 repayment period of no more than ten years, and charge only so much
24 interest as is necessary to recoup the department's costs to
25 administer the loans. For the 2015-2017 fiscal biennium, the
26 department shall first award loans to 2015-2017 FRIB loan applicants
27 in priority order, and then offer loans to 2015-2017 unsuccessful
28 freight rail assistance program grant applicants, if eligible. If any
29 funds remain in the FRIB program, the department may reopen the loan
30 program and shall evaluate new applications in a manner consistent
31 with past practices as specified in section 309, chapter 367, Laws of
32 2011. The department shall report annually to the transportation
33 committees of the legislature and the office of financial management
34 on all FRIB loans issued.

35 (3)(a) \$4,514,000 of the multimodal transportation account—state
36 appropriation, \$270,000 of the essential rail assistance account—
37 state appropriation, and \$455,000 of the transportation
38 infrastructure account—state appropriation are provided solely for
39 new statewide emergent freight rail assistance projects identified in

1 the LEAP transportation document referenced in subsection (1) of this
2 section.

3 (b) Of the amounts provided in this subsection, \$367,000 of the
4 transportation infrastructure account—state appropriation and
5 \$1,100,000 of the multimodal transportation account—state
6 appropriation are provided solely to reimburse Highline Grain, LLC
7 for approved work completed on Palouse River and Coulee City (PCC)
8 railroad track in Spokane county between the BNSF Railway Interchange
9 at Cheney and Geiger Junction and must be administered in a manner
10 consistent with freight rail assistance program projects. The value
11 of the public benefit of this project is expected to meet or exceed
12 the cost of this project in: Shipper savings on transportation costs;
13 jobs saved in rail-dependent industries; and/or reduced future costs
14 to repair wear and tear on state and local highways due to fewer
15 annual truck trips (reduced vehicle miles traveled). The amounts
16 provided in this subsection are not a commitment for future
17 legislatures, but it is the legislature's intent that future
18 legislatures will work to approve biennial appropriations until the
19 full \$7,337,000 cost of this project is reimbursed.

20 (4) \$363,191,000 of the multimodal transportation account—federal
21 appropriation and \$5,740,000 of the multimodal transportation account
22 —state appropriation are provided solely for expenditures related to
23 passenger high-speed rail grants. Except for the Mount Vernon project
24 (P01101A), the multimodal transportation account—state funds reflect
25 no more than one and one-half percent of the total project funds, and
26 are provided solely for expenditures that are not eligible for
27 federal reimbursement.

28 (5)(a) \$550,000 of the essential rail assistance account—state
29 appropriation and \$305,000 of the multimodal transportation account—
30 state appropriation are provided solely for the purpose of the
31 rehabilitation and maintenance of the Palouse river and Coulee City
32 railroad line (F01111B).

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

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

37 (ii) Revenues transferred from the miscellaneous program account
38 to the essential rail assistance account, pursuant to RCW 47.76.360,

1 for the purpose of sustaining the grain train program by maintaining
2 the Palouse river and Coulee City railroad.

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

5	Highway Infrastructure Account—State Appropriation.	\$782,000
6	Highway Infrastructure Account—Federal	
7	Appropriation.	\$202,000
8	Transportation Partnership Account—State	
9	Appropriation.	\$1,507,000
10	Highway Safety Account—State Appropriation.	\$9,965,000
11	Motor Vehicle Account—State Appropriation.	\$500,000
12	Motor Vehicle Account—Federal Appropriation.	\$17,829,000
13	Multimodal Transportation Account—State	
14	Appropriation.	\$15,331,000
15	TOTAL APPROPRIATION.	\$46,116,000

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

18 (1) Except as provided otherwise in this section, the entire
19 appropriations in this section are provided solely for the projects
20 and activities as listed by project and amount in LEAP Transportation
21 Document 2015-2 ALL PROJECTS as developed May 26, 2015, Program -
22 Local Programs Program (Z).

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

26 (a) \$13,820,000 of the multimodal transportation account—state
27 appropriation and \$1,507,000 of the transportation partnership
28 account—state appropriation are provided solely for pedestrian and
29 bicycle safety program projects.

30 (b) \$6,100,000 of the motor vehicle account—federal appropriation
31 and \$6,750,000 of the highway safety account—state appropriation are
32 provided solely for newly selected safe routes to school projects.
33 \$6,794,000 of the motor vehicle account—federal appropriation,
34 \$1,133,000 of the multimodal transportation account—state
35 appropriation, and \$3,215,000 of the highway safety account—state
36 appropriation are reappropriated for safe routes to school projects
37 selected in the previous biennia.

1 (3) The department shall submit a report to the transportation
2 committees of the legislature by December 1, 2015, and December 1,
3 2016, on the status of projects funded as part of the pedestrian
4 safety/safe routes to school grant program (0LP600P). The report must
5 include, but is not limited to, a list of projects selected and a
6 brief description of each project's status.

7 (4) \$500,000 of the motor vehicle account—state appropriation is
8 provided solely for the Edmonds waterfront at-grade train crossings
9 alternatives analysis project (L2000135). The department shall work
10 with the city of Edmonds and provide a preliminary report of key
11 findings to the transportation committees of the legislature and the
12 office of financial management by December 1, 2015.

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

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

28 (2) As part of its budget submittal for the 2016 supplemental
29 budget, the department of transportation shall provide an annual
30 report on the number of toll credits the department has accumulated
31 and how the department has used the toll credits.

32 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
33 **CAPITAL PROGRAM**

34 On a quarterly basis, the department of transportation shall
35 provide to the office of financial management and the legislative
36 transportation committees the following reports for all capital
37 programs:

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

1 (a) A TEIS version containing actual capital expenditures for all
2 projects consistent with the structure of the most recently enacted
3 budget;

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

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

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

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

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

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

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

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

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

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

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

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

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

1 (c) Identify the estimated cost of completion for all projects
2 consistent with the structure of the most recently enacted
3 transportation budget that are going to advertisement during the
4 current fiscal biennium.

5 NEW SECTION. **Sec. 314. FEDERAL FUNDS RECEIVED FOR CAPITAL**
6 **PROJECT EXPENDITURES**

7 To the greatest extent practicable, the department of
8 transportation shall expend federal funds received for capital
9 project expenditures before state funds.

10 **TRANSFERS AND DISTRIBUTIONS**

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

15 Transportation Partnership Account—State

16	Appropriation.	\$2,559,000
17	Highway Bond Retirement Account—State	
18	Appropriation.	\$1,169,927,000
19	Ferry Bond Retirement Account—State Appropriation.	\$29,230,000
20	Transportation Improvement Board Bond Retirement	
21	Account—State Appropriation.	\$16,129,000
22	Nondebt-Limit Reimbursable Bond Retirement Account—	
23	State Appropriation.	\$25,837,000
24	Toll Facility Bond Retirement Account—State	
25	Appropriation.	\$62,885,000
26	Transportation 2003 Account (Nickel Account)—State	
27	Appropriation.	\$719,000
28	TOTAL APPROPRIATION.	\$1,307,286,000

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

32 Transportation Partnership Account—State

33	Appropriation.	\$512,000
34	Transportation 2003 Account (Nickel Account)—State	
35	Appropriation.	\$143,000

1 TOTAL APPROPRIATION. \$655,000

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

5 Toll Facility Bond Retirement Account—Federal
6 Appropriation. \$200,637,000

7 Toll Facility Bond Retirement Account—State
8 Appropriation. \$12,455,000

9 TOTAL APPROPRIATION. \$213,092,000

10 NEW SECTION. **Sec. 404. FOR THE STATE TREASURER—STATE REVENUES**
11 **FOR DISTRIBUTION**

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

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

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

19 NEW SECTION. **Sec. 406. FOR THE DEPARTMENT OF LICENSING—**
20 **TRANSFERS**

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

23 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—ADMINISTRATIVE**
24 **TRANSFERS**

25 (1) Multimodal Transportation Account—State
26 Appropriation: For transfer to the Puget Sound
27 Ferry Operations Account—State. \$10,000,000

28 (2) Multimodal Transportation Account—State
29 Appropriation: For transfer to the Puget Sound
30 Capital Construction Account—State. \$12,000,000

31 (3) State Route Number 520 Civil Penalties
32 Account—State Appropriation: For transfer to the
33 State Route Number 520 Corridor Account—State. \$916,000

34 (4) Highway Safety Account—State Appropriation:

1 For transfer to the State Patrol Highway
 2 Account—State. \$20,000,000
 3 (5) Highway Safety Account—State
 4 Appropriation: For transfer to the Puget Sound Ferry
 5 Operations Account—State. \$10,000,000
 6 (6) Tacoma Narrows Toll Bridge Account—State
 7 Appropriation: For transfer to the Motor Vehicle
 8 Account—State. \$950,000
 9 (7) Motor Vehicle Account—State Appropriation:
 10 For transfer to the Puget Sound Capital Construction
 11 Account—State. \$12,000,000
 12 (8) Rural Mobility Grant Program Account—State
 13 Appropriation: For transfer to the Multimodal
 14 Transportation Account—State. \$3,000,000
 15 (9) Motor Vehicle Account—State Appropriation:
 16 For transfer to the Puget Sound Ferry Operations
 17 Account—State. \$10,000,000

18 **NEW SECTION. Sec. 408. STATUTORY APPROPRIATIONS**

19 In addition to the amounts appropriated in this act for revenue
 20 for distribution, state contributions to the law enforcement
 21 officers' and firefighters' retirement system, and bond retirement
 22 and interest including ongoing bond registration and transfer
 23 charges, transfers, interest on registered warrants, and certificates
 24 of indebtedness, there is also appropriated such further amounts as
 25 may be required or available for these purposes under any statutory
 26 formula or under any proper bond covenant made under law.

27 **NEW SECTION. Sec. 409.** The department of transportation is

28 authorized to undertake federal advance construction projects under
 29 the provisions of 23 U.S.C. Sec. 115 in order to maintain progress in
 30 meeting approved highway construction and preservation objectives.
 31 The legislature recognizes that the use of state funds may be
 32 required to temporarily fund expenditures of the federal
 33 appropriations for the highway construction and preservation programs
 34 for federal advance construction projects prior to conversion to
 35 federal funding.

36 **COMPENSATION**

1 NEW SECTION. **Sec. 501. COMPENSATION**

2 The appropriations for state agencies in this act are subject to
3 the following conditions and limitations: State employee compensation
4 adjustments for employees who are not represented or who bargain
5 under statutory authority other than chapter 47.64 RCW or RCW
6 41.56.473 or 41.56.475 will be provided in accordance with funding
7 adjustments provided in the 2015-2017 omnibus appropriations act.

8 NEW SECTION. **Sec. 502. COLLECTIVE BARGAINING AGREEMENTS NOT**
9 **IMPAIRED**

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

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

15 Sections 504 through 516 of this act represent the results of the
16 2015-2017 collective bargaining process required under chapters 47.64
17 and 41.56 RCW. Provisions of the collective bargaining agreements
18 contained in sections 504 through 516 of this act are described in
19 general terms. Only major economic terms are included in the
20 descriptions. These descriptions do not contain the complete contents
21 of the agreements. The collective bargaining agreements contained in
22 sections 504 through 516 of this act may also be funded by
23 expenditures from nonappropriated accounts. If positions are funded
24 with lidded grants or dedicated fund sources with insufficient
25 revenue, additional funding from other sources is not provided.

26 NEW SECTION. **Sec. 504. DEPARTMENT OF TRANSPORTATION MARINE**
27 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—OPEIU**

28 An agreement has been reached between the governor and the office
29 and professional employees international union local eight (OPEIU)
30 through an interest arbitration decision pursuant to chapter 47.64
31 RCW for the 2015-2017 fiscal biennium. Funding is provided for the
32 awarded three percent general wage increase effective July 1, 2015,
33 and a two and one-half percent general wage increase effective July
34 1, 2016. The agreement also includes and funding is provided to move
35 the relief dispatcher classification to the next higher
36 classification and increase in call back pay.

1 NEW SECTION. **Sec. 505. DEPARTMENT OF TRANSPORTATION MARINE**
2 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—FASPAA**

3 An agreement has been reached between the governor and the ferry
4 agents, supervisors, and project administrators association through
5 an interest arbitration decision pursuant to chapter 47.64 RCW for
6 the 2015-2017 fiscal biennium. Funding is provided for the awarded
7 three percent general wage increase effective July 1, 2015, and a
8 three percent general wage increase effective July 1, 2016. The
9 agreement also includes and funding is provided for an increase in
10 the vacation accrual rate schedule for employees hired before June
11 30, 2011, effective July 1, 2015.

12 NEW SECTION. **Sec. 506. DEPARTMENT OF TRANSPORTATION MARINE**
13 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—SEIU LOCAL 6**

14 An agreement has been reached between the governor and the
15 service employees international union local six pursuant to chapter
16 47.64 RCW for the 2015-2017 fiscal biennium. Funding is provided for
17 the negotiated three percent general wage increase effective July 1,
18 2015, and a one and eight-tenths percent general wage increase
19 effective July 1, 2016. The agreement also includes and funding is
20 provided for an increase in shift premium and foreman pay.

21 NEW SECTION. **Sec. 507. DEPARTMENT OF TRANSPORTATION MARINE**
22 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—CARPENTERS**

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

29 NEW SECTION. **Sec. 508. DEPARTMENT OF TRANSPORTATION MARINE**
30 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—METAL TRADES**

31 An agreement has been reached between the governor and the Puget
32 Sound metal trades council through an interest arbitration decision
33 pursuant to chapter 47.64 RCW for the 2015-2017 fiscal biennium.
34 Funding is provided for the awarded three percent general wage
35 increase effective July 1, 2015, and a four percent general wage
36 increase effective July 1, 2016.

1 NEW SECTION. **Sec. 509. DEPARTMENT OF TRANSPORTATION MARINE**
2 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-UL**

3 An agreement has been reached between the governor and the marine
4 engineers' beneficial association unlicensed engine room employees
5 through an interest arbitration decision pursuant to chapter 47.64
6 RCW for the 2015-2017 fiscal biennium. Funding is provided for the
7 awarded four percent general wage increase effective July 1, 2015,
8 and a two and three-quarters percent general wage increase effective
9 July 1, 2016. The agreement also includes and funding is provided for
10 an increase in holiday pay from eight hours to twelve hours per
11 holiday, an increase in maintenance and cure payments to injured
12 employees, and an increase in the contribution to the training
13 school.

14 NEW SECTION. **Sec. 510. DEPARTMENT OF TRANSPORTATION MARINE**
15 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MEBA-L**

16 An agreement has been reached between the governor and the marine
17 engineers' beneficial association licensed engineer officers 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 four percent general wage increase effective July 1, 2015, and a two
21 and three-quarters percent general wage increase effective July 1,
22 2016. The agreement also includes and funding is provided for an
23 increase holiday pay from eight hours to twelve hours per holiday,
24 reimbursement for the cost of obtaining specified credentials, an
25 increase in the contribution to temporary relief for employee's
26 health care, an increase in maintenance and cure payments to injured
27 employees, and an increase in the contribution to the training
28 school.

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

31 An agreement has been reached between the governor and the
32 masters, mates, and pilots - mates through an interest arbitration
33 decision pursuant to chapter 47.64 RCW for the 2015-2017 fiscal
34 biennium. Funding is provided for the awarded three percent general
35 wage increase effective July 1, 2015, and three percent general wage
36 increase effective July 1, 2016. The agreement also includes and
37 funding is provided for an increase in call back pay and an increase

1 in the Friday Harbor stipend. The agreement also eliminates a two-
2 tiered vacation accrual schedule, replacing it with one schedule that
3 includes increased accrual rates, effective July 1, 2016.

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

6 An agreement has been reached between the governor and the
7 masters, mates, and pilots - masters 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 three percent general
10 wage increase effective July 1, 2015. The agreement also includes and
11 funding is provided for increased vacation accrual rates for those
12 employees hired before June 30, 2011, effective July 1, 2015, an
13 increase in call back pay, an increase in assignment pay, and an
14 increase in the Friday Harbor stipend.

15 NEW SECTION. **Sec. 513. DEPARTMENT OF TRANSPORTATION MARINE**
16 **DIVISION COLLECTIVE BARGAINING AGREEMENTS—MM&P WATCH SUPERVISORS**

17 An agreement has been reached between the governor and the
18 masters, mates, and pilots - watch supervisors through an interest
19 arbitration decision pursuant to chapter 47.64 RCW for the 2015-2017
20 fiscal biennium. Funding is provided for the awarded five percent
21 general wage increase effective July 1, 2015, and five percent
22 general wage increase effective July 1, 2016. The agreement also
23 includes and funding is provided for an increase in the basic shift
24 premium, effective July 1, 2015.

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

27 An agreement has been reached between the governor and the
28 inlandboatmen's union of the Pacific through an interest arbitration
29 decision pursuant to chapter 47.64 RCW for the 2015-2017 fiscal
30 biennium. Funding is provided for the awarded two and one-half
31 percent general wage increase effective July 1, 2015, and a two and
32 one-half percent general wage increase effective July 1, 2016. The
33 agreement also eliminates the entry level rate schedule and moves
34 those employees to the higher temporary rate schedule, for which
35 funding is provided.

1 appropriations, or transportation partnership account appropriations,
2 in order to manage project spending and efficiently deliver all
3 projects in the respective program under the following conditions and
4 limitations:

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

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

10 (c) Each transfer between projects may only occur if the director
11 of financial management finds that any resulting change will not
12 hinder the completion of the projects as approved by the legislature.
13 Until the legislature reconvenes to consider the 2016 supplemental
14 omnibus transportation appropriations act, any unexpended 2013-2015
15 appropriation balance as approved by the office of financial
16 management, in consultation with the legislative staff of the house
17 of representatives and senate transportation committees, may be
18 considered when transferring funds between projects;

19 (d) Transfers from a project may be made if the funds
20 appropriated to the project are in excess of the amount needed to
21 complete the project;

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

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

26 (g) Transfers between projects may be made, without the approval
27 of the director of the office of financial management, by the
28 department of transportation until the transfer amount by project
29 exceeds two hundred fifty thousand dollars, or ten percent of the
30 total project, whichever is less. These transfers must be reported
31 quarterly to the director of financial management and the chairs of
32 the house of representatives and senate transportation committees.

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

36 (3) The office of financial management shall work with
37 legislative staff of the house of representatives and senate
38 transportation committees to review the requested transfers in a
39 timely manner.

1 (4) The office of financial management shall document approved
2 transfers and schedule changes in the transportation executive
3 information system, compare changes to the legislative baseline
4 funding and schedules identified by project identification number
5 identified in the LEAP transportation documents referenced in this
6 act, and transmit revised project lists to chairs of the
7 transportation committees of the legislature on a quarterly basis.

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

9 As part of its 2016 supplemental budget submittal, the department
10 shall provide a report to the legislature and the office of financial
11 management that:

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

15 (2) Identifies, for each project, the amount of cost savings or
16 increases in funding that have been identified as compared to the
17 2013 enacted omnibus transportation appropriations act.

18 (3) As part of the agency request for capital programs, the
19 department shall load reappropriations separately from funds that
20 were assumed to be required for the 2015-2017 fiscal biennium into
21 budgeting systems.

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

23 (1) The department shall submit a report to the transportation
24 committees of the legislature detailing engineering errors on highway
25 construction projects resulting in project cost increases in excess
26 of five hundred thousand dollars. The department must submit a full
27 report within ninety days of the negotiated change order resulting
28 from the engineering error.

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

31 (a) How the engineering error happened;

32 (b) The department of the employee or employees responsible for
33 the engineering error, without disclosing the name of the employee or
34 employees;

35 (c) What corrective action was taken;

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

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

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

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

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

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

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

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

30 (1) The department of transportation shall post on its web site
31 every report that is due from the department to the legislature
32 during the 2015-2017 fiscal biennium on one web page. The department
33 must post both completed reports and planned reports on a single web
34 page.

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

1 NEW SECTION. **Sec. 607. VOLUNTARY RETIREMENT AND SEPARATION**
2 **INCENTIVES**

3 As a management tool to reduce costs and make more effective use
4 of resources, while improving employee productivity and morale,
5 agencies may implement a voluntary retirement and/or separation
6 program that is cost neutral or results in cost savings, including
7 costs to the state pension systems, over a two-year period following
8 the commencement of the program, provided that the program is
9 approved by the director of financial management. Agencies
10 participating in this authorization may offer voluntary retirement
11 and/or separation incentives and options according to procedures and
12 guidelines established by the office of financial management, in
13 consultation with the office of the state human resources director
14 and the department of retirement systems. The options may include,
15 but are not limited to, financial incentives for voluntary separation
16 or retirement. An employee does not have any contractual right to a
17 financial incentive offered pursuant to this section. Offers must be
18 reviewed and monitored jointly by the office of the state human
19 resources director and the department of retirement systems. Agencies
20 must submit a report by June 30, 2017, to the legislature and the
21 office of financial management on the outcome of their approved
22 incentive program. The report should include information on the
23 details of the program, including the incentive payment amount for
24 each participant, the total cost to the state, and the projected or
25 actual net dollar savings over the two-year period.

26 The department of retirement systems may collect from employers
27 the actuarial cost of any incentive provided under this program, or
28 any other incentive to retire provided by employers to members of the
29 state's pension systems, for deposit in the appropriate pension
30 account.

31 **MISCELLANEOUS 2015-2017 FISCAL BIENNIUM**

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

34 (1) Effective June 1, 2006, for agencies complying with the
35 ultra-low sulfur diesel mandate of the United States environmental
36 protection agency for on-highway diesel fuel, agencies shall use
37 biodiesel as an additive to ultra-low sulfur diesel for lubricity,
38 provided that the use of a lubricity additive is warranted and that

1 the use of biodiesel is comparable in performance and cost with other
2 available lubricity additives. The amount of biodiesel added to the
3 ultra-low sulfur diesel fuel shall be not less than two percent.

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

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

13 (4) By December 1, 2009, the department of enterprise services
14 shall:

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

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

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

27 **Sec. 702.** RCW 46.63.170 and 2013 c 306 s 711 are each amended to
28 read as follows:

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

31 (a) The appropriate local legislative authority must prepare an
32 analysis of the locations within the jurisdiction where automated
33 traffic safety cameras are proposed to be located: (i) Before
34 enacting an ordinance allowing for the initial use of automated
35 traffic safety cameras; and (ii) before adding additional cameras or
36 relocating any existing camera to a new location within the
37 jurisdiction. Automated traffic safety cameras may be used to detect
38 one or more of the following: Stoplight, railroad crossing, or school
39 speed zone violations. At a minimum, the local ordinance must contain

1 the restrictions described in this section and provisions for public
2 notice and signage. Cities and counties using automated traffic
3 safety cameras before July 24, 2005, are subject to the restrictions
4 described in this section, but are not required to enact an
5 authorizing ordinance. Beginning one year after June 7, 2012, cities
6 and counties using automated traffic safety cameras must post an
7 annual report of the number of traffic accidents that occurred at
8 each location where an automated traffic safety camera is located as
9 well as the number of notices of infraction issued for each camera
10 and any other relevant information about the automated traffic safety
11 cameras that the city or county deems appropriate on the city's or
12 county's web site.

13 (b) Use of automated traffic safety cameras is restricted to the
14 following locations only: (i) Intersections of two arterials with
15 traffic control signals that have yellow change interval durations in
16 accordance with RCW 47.36.022, which interval durations may not be
17 reduced after placement of the camera; (ii) railroad crossings; and
18 (iii) school speed zones.

19 (c) During the (~~2011-2013 and~~) 2013-2015 and 2015-2017 fiscal
20 biennia, automated traffic safety cameras may be used to detect speed
21 violations for the purposes of (~~section 201(2), chapter 367, Laws of~~
22 ~~2011 and~~) section 201(4), chapter 306, Laws of 2013 and section
23 201(1) of this act if the local legislative authority first enacts an
24 ordinance authorizing the use of cameras to detect speed violations.

25 (d) Automated traffic safety cameras may only take pictures of
26 the vehicle and vehicle license plate and only while an infraction is
27 occurring. The picture must not reveal the face of the driver or of
28 passengers in the vehicle. The primary purpose of camera placement is
29 to take pictures of the vehicle and vehicle license plate when an
30 infraction is occurring. Cities and counties shall consider
31 installing cameras in a manner that minimizes the impact of camera
32 flash on drivers.

33 (e) A notice of infraction must be mailed to the registered owner
34 of the vehicle within fourteen days of the violation, or to the
35 renter of a vehicle within fourteen days of establishing the renter's
36 name and address under subsection (3)(a) of this section. The law
37 enforcement officer issuing the notice of infraction shall include
38 with it a certificate or facsimile thereof, based upon inspection of
39 photographs, microphotographs, or electronic images produced by an
40 automated traffic safety camera, stating the facts supporting the

1 notice of infraction. This certificate or facsimile is prima facie
2 evidence of the facts contained in it and is admissible in a
3 proceeding charging a violation under this chapter. The photographs,
4 microphotographs, or electronic images evidencing the violation must
5 be available for inspection and admission into evidence in a
6 proceeding to adjudicate the liability for the infraction. A person
7 receiving a notice of infraction based on evidence detected by an
8 automated traffic safety camera may respond to the notice by mail.

9 (f) The registered owner of a vehicle is responsible for an
10 infraction under RCW 46.63.030(1)(d) unless the registered owner
11 overcomes the presumption in RCW 46.63.075, or, in the case of a
12 rental car business, satisfies the conditions under subsection (3) of
13 this section. If appropriate under the circumstances, a renter
14 identified under subsection (3)(a) of this section is responsible for
15 an infraction.

16 (g) Notwithstanding any other provision of law, all photographs,
17 microphotographs, or electronic images prepared under this section
18 are for the exclusive use of law enforcement in the discharge of
19 duties under this section and are not open to the public and may not
20 be used in a court in a pending action or proceeding unless the
21 action or proceeding relates to a violation under this section. No
22 photograph, microphotograph, or electronic image may be used for any
23 purpose other than enforcement of violations under this section nor
24 retained longer than necessary to enforce this section.

25 (h) All locations where an automated traffic safety camera is
26 used must be clearly marked at least thirty days prior to activation
27 of the camera by placing signs in locations that clearly indicate to
28 a driver that he or she is entering a zone where traffic laws are
29 enforced by an automated traffic safety camera. Signs placed in
30 automated traffic safety camera locations after June 7, 2012, must
31 follow the specifications and guidelines under the manual of uniform
32 traffic control devices for streets and highways as adopted by the
33 department of transportation under chapter 47.36 RCW.

34 (i) If a county or city has established an authorized automated
35 traffic safety camera program under this section, the compensation
36 paid to the manufacturer or vendor of the equipment used must be
37 based only upon the value of the equipment and services provided or
38 rendered in support of the system, and may not be based upon a
39 portion of the fine or civil penalty imposed or the revenue generated
40 by the equipment.

1 (2) Infractions detected through the use of automated traffic
2 safety cameras are not part of the registered owner's driving record
3 under RCW 46.52.101 and 46.52.120. Additionally, infractions
4 generated by the use of automated traffic safety cameras under this
5 section shall be processed in the same manner as parking infractions,
6 including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120,
7 and 46.20.270(~~(+3+)~~) (2). The amount of the fine issued for an
8 infraction generated through the use of an automated traffic safety
9 camera shall not exceed the amount of a fine issued for other parking
10 infractions within the jurisdiction. However, the amount of the fine
11 issued for a traffic control signal violation detected through the
12 use of an automated traffic safety camera shall not exceed the
13 monetary penalty for a violation of RCW 46.61.050 as provided under
14 RCW 46.63.110, including all applicable statutory assessments.

15 (3) If the registered owner of the vehicle is a rental car
16 business, the law enforcement agency shall, before a notice of
17 infraction being issued under this section, provide a written notice
18 to the rental car business that a notice of infraction may be issued
19 to the rental car business if the rental car business does not,
20 within eighteen days of receiving the written notice, provide to the
21 issuing agency by return mail:

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

25 (b) A statement under oath that the business is unable to
26 determine who was driving or renting the vehicle at the time the
27 infraction occurred because the vehicle was stolen at the time of the
28 infraction. A statement provided under this subsection must be
29 accompanied by a copy of a filed police report regarding the vehicle
30 theft; or

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

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

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

1 (5) For the purposes of this section, "automated traffic safety
2 camera" means a device that uses a vehicle sensor installed to work
3 in conjunction with an intersection traffic control system, a
4 railroad grade crossing control system, or a speed measuring device,
5 and a camera synchronized to automatically record one or more
6 sequenced photographs, microphotographs, or electronic images of the
7 rear of a motor vehicle at the time the vehicle fails to stop when
8 facing a steady red traffic control signal or an activated railroad
9 grade crossing control signal, or exceeds a speed limit in a school
10 speed zone as detected by a speed measuring device. During the
11 (~~2011-2013 and~~) 2013-2015 and 2015-2017 fiscal biennia, an
12 automated traffic safety camera includes a camera used to detect
13 speed violations for the purposes of (~~section 201(2), chapter 367,~~
14 ~~Laws of 2011 and~~) section 201(4), chapter 306, Laws of 2013 and
15 section 201(1) of this act.

16 (6) During the 2011-2013 and 2013-2015 fiscal biennia, this
17 section does not apply to automated traffic safety cameras for the
18 purposes of section 216(5), chapter 367, Laws of 2011 and section
19 216(6), chapter 306, Laws of 2013.

20 **Sec. 703.** RCW 46.68.325 and 2013 c 306 s 706 are each amended to
21 read as follows:

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

26 (2) Beginning September 2011, by the last day of September,
27 December, March, and June of each year, the state treasurer shall
28 transfer from the multimodal transportation account to the rural
29 mobility grant program account two million five hundred thousand
30 dollars.

31 (3) During the (~~2011-2013 and~~) 2013-2015 and 2015-2017 fiscal
32 biennia, the legislature may transfer from the rural mobility grant
33 program account to the multimodal transportation account such amounts
34 as reflect the excess fund balance of the rural mobility grant
35 program account.

36 **Sec. 704.** RCW 47.29.170 and 2013 c 306 s 708 are each amended to
37 read as follows:

1 Before accepting any unsolicited project proposals, the
2 commission must adopt rules to facilitate the acceptance, review,
3 evaluation, and selection of unsolicited project proposals. These
4 rules must include the following:

5 (1) Provisions that specify unsolicited proposals must meet
6 predetermined criteria;

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

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

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

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

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

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

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

29 The commission may adopt other rules as necessary to avoid
30 conflicts with existing laws, statutes, or contractual obligations of
31 the state.

32 The commission may not accept or consider any unsolicited
33 proposals before July 1, ((2015)) 2017.

34 **Sec. 705.** RCW 47.56.403 and 2013 c 306 s 709 are each amended to
35 read as follows:

36 (1) The department may provide for the establishment,
37 construction, and operation of a pilot project of high occupancy toll
38 lanes on state route 167 high occupancy vehicle lanes within King
39 county. The department may issue, buy, and redeem bonds, and deposit

1 and expend them; secure and remit financial and other assistance in
2 the construction of high occupancy toll lanes, carry insurance, and
3 handle any other matters pertaining to the high occupancy toll lane
4 pilot project.

5 (2) Tolls for high occupancy toll lanes will be established as
6 follows:

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

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

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

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

28 (3) The department shall monitor the state route 167 high
29 occupancy toll lane pilot project and shall annually report to the
30 transportation commission and the legislature on operations and
31 findings. At a minimum, the department shall provide facility use
32 data and review the impacts on:

33 (a) Freeway efficiency and safety;

34 (b) Effectiveness for transit;

35 (c) Person and vehicle movements by mode;

36 (d) Ability to finance improvements and transportation services
37 through tolls; and

38 (e) The impacts on all highway users. The department shall
39 analyze aggregate use data and conduct, as needed, separate surveys
40 to assess usage of the facility in relation to geographic,

1 socioeconomic, and demographic information within the corridor in
2 order to ascertain actual and perceived questions of equitable use of
3 the facility.

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

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

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

13 (b) If high occupancy vehicle tolls are being collected on June
14 30, (~~2015~~) 2017.

15 (6) The department of transportation shall adopt rules that allow
16 automatic vehicle identification transponders used for electronic
17 toll collection to be compatible with other electronic payment
18 devices or transponders from the Washington state ferry system, other
19 public transportation systems, or other toll collection systems to
20 the extent that technology permits.

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

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

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

29 **Sec. 706.** RCW 47.56.876 and 2013 c 306 s 710 are each amended to
30 read as follows:

31 A special account to be known as the state route number 520 civil
32 penalties account is created in the state treasury. All state route
33 number 520 bridge replacement and HOV program civil penalties
34 generated from the nonpayment of tolls on the state route number 520
35 corridor must be deposited into the account, as provided under RCW
36 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
37 appropriation. Expenditures from the account may be used to fund any
38 project within the state route number 520 bridge replacement and HOV
39 program, including mitigation. During the (~~2011-2013 and~~) 2013-2015

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

8 **Sec. 707.** RCW 47.64.170 and 2013 c 306 s 521 are each amended to
9 read as follows:

10 (1) Any ferry employee organization certified as the bargaining
11 representative shall be the exclusive representative of all ferry
12 employees in the bargaining unit and shall represent all such
13 employees fairly.

14 (2) A ferry employee organization or organizations and the
15 governor may each designate any individual as its representative to
16 engage in collective bargaining negotiations.

17 (3) Negotiating sessions, including strategy meetings of the
18 employer or employee organizations, mediation, and the deliberative
19 process of arbitrators are exempt from the provisions of chapter
20 42.30 RCW. Hearings conducted by arbitrators may be open to the
21 public by mutual consent of the parties.

22 (4) Terms of any collective bargaining agreement may be enforced
23 by civil action in Thurston county superior court upon the initiative
24 of either party.

25 (5) Ferry system employees or any employee organization shall not
26 negotiate or attempt to negotiate directly with anyone other than the
27 person who has been appointed or authorized a bargaining
28 representative for the purpose of bargaining with the ferry employees
29 or their representative.

30 (6)(a) Within ten working days after the first Monday in
31 September of every odd-numbered year, the parties shall attempt to
32 agree on an interest arbitrator to be used if the parties are not
33 successful in negotiating a comprehensive collective bargaining
34 agreement. If the parties cannot agree on an arbitrator within the
35 ten-day period, either party may request a list of seven arbitrators
36 from the federal mediation and conciliation service. The parties
37 shall select an interest arbitrator using the coin toss/alternate
38 strike method within thirty calendar days of receipt of the list.
39 Immediately upon selecting an interest arbitrator, the parties shall

1 cooperate to reserve dates with the arbitrator for potential
2 arbitration between August 1st and September 15th of the following
3 even-numbered year. The parties shall also prepare a schedule of at
4 least five negotiation dates for the following year, absent an
5 agreement to the contrary. The parties shall execute a written
6 agreement before November 1st of each odd-numbered year setting forth
7 the name of the arbitrator and the dates reserved for bargaining and
8 arbitration. This subsection (6)(a) imposes minimum obligations only
9 and is not intended to define or limit a party's full, good faith
10 bargaining obligation under other sections of this chapter.

11 (b) The negotiation of a proposed collective bargaining agreement
12 by representatives of the employer and a ferry employee organization
13 shall commence on or about February 1st of every even-numbered year.

14 (c) For negotiations covering the 2009-2011 biennium and
15 subsequent biennia, the time periods specified in this section, and
16 in RCW 47.64.210 and 47.64.300 through 47.64.320, must ensure
17 conclusion of all agreements on or before October 1st of the even-
18 numbered year next preceding the biennial budget period during which
19 the agreement should take effect. These time periods may only be
20 altered by mutual agreement of the parties in writing. Any such
21 agreement and any impasse procedures agreed to by the parties under
22 RCW 47.64.200 must include an agreement regarding the new time
23 periods that will allow final resolution by negotiations or
24 arbitration by October 1st of each even-numbered year.

25 (7) It is the intent of this section that the collective
26 bargaining agreement or arbitrator's award shall commence on July 1st
27 of each odd-numbered year and shall terminate on June 30th of the
28 next odd-numbered year to coincide with the ensuing biennial budget
29 year, as defined by RCW 43.88.020(7), to the extent practical. It is
30 further the intent of this section that all collective bargaining
31 agreements be concluded by October 1st of the even-numbered year
32 before the commencement of the biennial budget year during which the
33 agreements are to be in effect. After the expiration date of a
34 collective bargaining agreement negotiated under this chapter, except
35 to the extent provided in subsection (11) of this section and RCW
36 47.64.270(4), all of the terms and conditions specified in the
37 collective bargaining agreement remain in effect until the effective
38 date of a subsequently negotiated agreement, not to exceed one year
39 from the expiration date stated in the agreement. Thereafter, the
40 employer may unilaterally implement according to law.

1 (8) The office of financial management shall conduct a salary
2 survey, for use in collective bargaining and arbitration, which must
3 be conducted through a contract with a firm nationally recognized in
4 the field of human resources management consulting except during the
5 2015-2017 fiscal biennium.

6 (9) Except as provided in subsection (11) of this section:

7 (a) The governor shall submit a request either for funds
8 necessary to implement the collective bargaining agreements
9 including, but not limited to, the compensation and fringe benefit
10 provisions or for legislation necessary to implement the agreement,
11 or both. Requests for funds necessary to implement the collective
12 bargaining agreements shall not be submitted to the legislature by
13 the governor unless such requests:

14 (i) Have been submitted to the director of the office of
15 financial management by October 1st before the legislative session at
16 which the requests are to be considered; and

17 (ii) Have been certified by the director of the office of
18 financial management as being feasible financially for the state.

19 (b) The governor shall submit a request either for funds
20 necessary to implement the arbitration awards or for legislation
21 necessary to implement the arbitration awards, or both. Requests for
22 funds necessary to implement the arbitration awards shall not be
23 submitted to the legislature by the governor unless such requests:

24 (i) Have been submitted to the director of the office of
25 financial management by October 1st before the legislative session at
26 which the requests are to be considered; and

27 (ii) Have been certified by the director of the office of
28 financial management as being feasible financially for the state.

29 (c) The legislature shall approve or reject the submission of the
30 request for funds necessary to implement the collective bargaining
31 agreements or arbitration awards as a whole for each agreement or
32 award. The legislature shall not consider a request for funds to
33 implement a collective bargaining agreement or arbitration award
34 unless the request is transmitted to the legislature as part of the
35 governor's budget document submitted under RCW 43.88.030 and
36 43.88.060. If the legislature rejects or fails to act on the
37 submission, either party may reopen all or part of the agreement and
38 award or the exclusive bargaining representative may seek to
39 implement the procedures provided for in RCW 47.64.210 and 47.64.300.

1 (10) If, after the compensation and fringe benefit provisions of
2 an agreement are approved by the legislature, a significant revenue
3 shortfall occurs resulting in reduced appropriations, as declared by
4 proclamation of the governor or by resolution of the legislature,
5 both parties shall immediately enter into collective bargaining for a
6 mutually agreed upon modification of the agreement.

7 (11)(a) For the collective bargaining agreements negotiated for
8 the 2011-2013 fiscal biennium, the legislature may consider a request
9 for funds to implement a collective bargaining agreement even if the
10 request for funds was not received by the office of financial
11 management by October 1st and was not transmitted to the legislature
12 as part of the governor's budget document submitted under RCW
13 43.88.030 and 43.88.060.

14 (b) For the 2013-2015 fiscal biennium, a collective bargaining
15 agreement related to employee health care benefits negotiated between
16 the employer and coalition pursuant to RCW 41.80.020(3) regarding the
17 dollar amount expended on behalf of each employee must be a separate
18 agreement for which the governor may request funds necessary to
19 implement the agreement. The legislature may act upon a 2013-2015
20 collective bargaining agreement related to employee health care
21 benefits if an agreement is reached and submitted to the office of
22 financial management and legislative budget committees before final
23 legislative action on the biennial or supplemental operating budget
24 by the sitting legislature.

25 (c) For the collective bargaining agreements negotiated for the
26 2013-2015 fiscal biennium, the legislature may consider a request for
27 funds to implement a collective bargaining agreement reached after
28 October 1st after a determination of financial infeasibility by the
29 director of the office of financial management if the request for
30 funds is transmitted to the legislature as part of the governor's
31 budget document submitted under RCW 43.88.030 and 43.88.060.

32 **Sec. 708.** RCW 82.70.020 and 2014 c 222 s 704 are each amended to
33 read as follows:

34 (1) Employers in this state who are taxable under chapter 82.04
35 or 82.16 RCW and provide financial incentives to their own or other
36 employees for ride sharing, for using public transportation, for
37 using car sharing, or for using nonmotorized commuting before July 1,
38 ((2015)) 2017, are allowed a credit against taxes payable under
39 chapters 82.04 and 82.16 RCW for amounts paid to or on behalf of

1 employees for ride sharing in vehicles carrying two or more persons,
2 for using public transportation, for using car sharing, or for using
3 nonmotorized commuting, not to exceed sixty dollars per employee per
4 fiscal year.

5 (2) Property managers who are taxable under chapter 82.04 or
6 82.16 RCW and provide financial incentives to persons employed at a
7 worksite in this state managed by the property manager for ride
8 sharing, for using public transportation, for using car sharing, or
9 for using nonmotorized commuting before July 1, (~~2015~~) 2017, are
10 allowed a credit against taxes payable under chapters 82.04 and 82.16
11 RCW for amounts paid to or on behalf of these persons for ride
12 sharing in vehicles carrying two or more persons, for using public
13 transportation, for using car sharing, or for using nonmotorized
14 commuting, not to exceed sixty dollars per person per fiscal year.

15 (3) The credit under this section is equal to the amount paid to
16 or on behalf of each employee multiplied by fifty percent, but may
17 not exceed sixty dollars per employee per fiscal year. No refunds may
18 be granted for credits under this section.

19 (4) A person may not receive credit under this section for
20 amounts paid to or on behalf of the same employee under both chapters
21 82.04 and 82.16 RCW.

22 (5) A person may not take a credit under this section for amounts
23 claimed for credit by other persons.

24 **Sec. 709.** RCW 82.70.040 and 2014 c 222 s 705 are each amended to
25 read as follows:

26 (1)(a)(i) The department shall keep a running total of all
27 credits allowed under RCW 82.70.020 during each fiscal year. The
28 department shall not allow any credits that would cause the total
29 amount allowed to exceed two million seven hundred fifty thousand
30 dollars in any fiscal year. This limitation includes any deferred
31 credits carried forward under subsection (2)(b)(i) of this section
32 from prior years.

33 (ii) During the 2013-2015 and 2015-2017 fiscal (~~biennium~~)
34 biennia, the department shall not allow any credits that would cause
35 the total amount allowed to exceed one million five hundred thousand
36 dollars in any fiscal year. This limitation includes any deferred
37 credits carried forward under subsection (2)(b)(i) of this section
38 from prior years.

1 (b) If the total amount of credit applied for by all applicants
2 in any year exceeds the limit in this subsection, the department
3 shall ratably reduce the amount of credit allowed for all applicants
4 so that the limit in this subsection is not exceeded. If a credit is
5 reduced under this subsection, the amount of the reduction may not be
6 carried forward and claimed in subsequent fiscal years.

7 (2)(a) Tax credits under RCW 82.70.020 may not be claimed in
8 excess of the amount of tax otherwise due under chapter 82.04 or
9 82.16 RCW.

10 (b)(i) Through June 30, 2005, a person with taxes equal to or in
11 excess of the credit under RCW 82.70.020, and therefore not subject
12 to the limitation in (a) of this subsection, may elect to defer tax
13 credits for a period of not more than three years after the year in
14 which the credits accrue. No credits deferred under this subsection
15 (2)(b)(i) may be used after June 30, 2008. A person deferring tax
16 credits under this subsection (2)(b)(i) must submit an application as
17 provided in RCW 82.70.025 in the year in which the deferred tax
18 credits will be used. This application is subject to the provisions
19 of subsection (1) of this section for the year in which the tax
20 credits will be applied. If a deferred credit is reduced under
21 subsection (1)(b) of this section, the amount of deferred credit
22 disallowed because of the reduction may be carried forward as long as
23 the period of deferral does not exceed three years after the year in
24 which the credit was earned.

25 (ii) For credits approved by the department after June 30, 2005,
26 the approved credit may be carried forward to subsequent years until
27 used. Credits carried forward as authorized by this subsection are
28 subject to the limitation in subsection (1)(a) of this section for
29 the fiscal year for which the credits were originally approved.

30 (3) No person shall be approved for tax credits under RCW
31 82.70.020 in excess of two hundred thousand dollars in any fiscal
32 year. This limitation does not apply to credits carried forward from
33 prior years under subsection (2)(b) of this section.

34 (4) No person may claim tax credits after June 30, (~~(2015)~~) 2017.

35 (5) Credits may not be carried forward other than as authorized
36 in subsection (2)(b) of this section.

37 (6) No person is eligible for tax credits under RCW 82.70.020 if
38 the additional revenues for the multimodal transportation account
39 created by Engrossed Substitute House Bill No. 2231 are terminated.

1 **Sec. 710.** RCW 82.70.050 and 2014 c 222 s 706 are each amended to
2 read as follows:

3 (1) During the 2013-2015 and 2015-2017 fiscal (~~((biennium))~~)
4 biennia, the director shall on the 25th of February, May, August, and
5 November of each year advise the state treasurer of the amount of
6 credit taken under RCW 82.70.020 during the preceding calendar
7 quarter ending on the last day of December, March, June, and
8 September, respectively.

9 (2) On the last day of March, June, September, and December of
10 each year, the state treasurer, based upon information provided by
11 the department, shall deposit to the general fund a sum equal to the
12 dollar amount of the credit provided under RCW 82.70.020 from the
13 multimodal transportation account.

14 **Sec. 711.** RCW 82.70.900 and 2014 c 222 s 707 are each amended to
15 read as follows:

16 This chapter expires June 30, (~~((2015))~~) 2017.

17 **2013-2015 FISCAL BIENNIUM**

18 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

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

22 Motor Vehicle Account—State Appropriation. (~~(\$433,000)~~)
23 \$432,000

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

29 **Sec. 802.** 2014 c 222 s 103 (uncodified) is amended to read as
30 follows:

31 **FOR THE OFFICE OF FINANCIAL MANAGEMENT**

32 Motor Vehicle Account—State Appropriation. (~~(\$1,636,000)~~)
33 \$1,635,000

34 Puget Sound Ferry Operations Account—State
35 Appropriation. \$176,000

1 TOTAL APPROPRIATION. (~~(\$1,812,000)~~)
2 \$1,811,000

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

5 (1) \$932,000 of the motor vehicle account—state appropriation is
6 provided solely for the office of financial management, from funds
7 set aside out of statewide fuel taxes distributed to counties
8 according to RCW 46.68.120(3), to contract with the Washington state
9 association of counties to identify, analyze, evaluate, and implement
10 county transportation performance measures associated with
11 transportation system policy goals outlined in RCW 47.04.280. The
12 Washington state association of counties, in cooperation with state
13 agencies, must: Identify, analyze, and report on county
14 transportation system preservation; identify, evaluate, and report on
15 opportunities to streamline reporting requirements for counties; and
16 evaluate project management tools to help improve project delivery at
17 the county level.

18 (2) \$70,000 of the Puget Sound ferry operations account—state
19 appropriation is provided solely for the state's share of the marine
20 salary survey.

21 **Sec. 803.** 2014 c 222 s 104 (uncodified) is amended to read as
22 follows:

23 **FOR THE DEPARTMENT OF AGRICULTURE**

24 Motor Vehicle Account—State Appropriation. (~~(\$1,203,000)~~)
25 \$1,201,000

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

28 (1) (~~(\$351,000)~~) \$349,000 of the motor vehicle account—state
29 appropriation is provided solely for costs associated with the motor
30 fuel quality program.

31 (2) (~~(\$857,000)~~) \$852,000 of the motor vehicle account—state
32 appropriation is provided solely to test the quality of biofuel. The
33 department must test fuel quality at the biofuel manufacturer,
34 distributor, and retailer.

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

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

1 Motor Vehicle Account—State Appropriation. (~~(\$527,000)~~)
2 \$526,000

3 **TRANSPORTATION AGENCIES—OPERATING**

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

6 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

7 Highway Safety Account—State Appropriation. (~~(\$3,027,000)~~)
8 \$3,026,000

9 Highway Safety Account—Federal Appropriation. (~~(\$40,780,000)~~)
10 \$40,772,000

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

12 School Zone Safety Account—State Appropriation. (~~(\$1,700,000)~~)
13 \$1,600,000

14 TOTAL APPROPRIATION. (~~(\$45,625,000)~~)
15 \$45,516,000

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

18 (1) The commission shall develop and implement, in collaboration
19 with the Washington state patrol, a target zero team pilot program in
20 Yakima and Spokane counties. The pilot program must demonstrate the
21 effectiveness of intense, high visibility driving under the influence
22 enforcement in Washington state. The commission shall apply to the
23 national highway traffic safety administration for federal highway
24 safety grants to cover the cost of the pilot program.

25 (2) \$20,000,000 of the highway safety account—federal
26 appropriation is provided solely for federal funds that may be
27 obligated to the commission pursuant to 23 U.S.C. Sec. 164 during the
28 2013-2015 fiscal biennium.

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

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

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

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

10 (b) The commission may utilize available federal dollars and
11 state dollars to implement and administer the program. The commission
12 may accept donations and partnership funds through the state's
13 existing donation process and deposit the funds to the highway safety
14 account for the start-up and continued support of the program.

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

26 (d) The commission may adopt rules necessary to implement this
27 subsection.

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

30 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

31 Rural Arterial Trust Account—State Appropriation.	((\$939,000))
	<u>\$937,000</u>
33 Motor Vehicle Account—State Appropriation.	((\$2,195,000))
	<u>\$2,191,000</u>
35 County Arterial Preservation Account—State	
36 Appropriation.	((\$1,446,000))
	<u>\$1,443,000</u>
38 TOTAL APPROPRIATION.	((\$4,580,000))

1 \$4,571,000

2 **Sec. 903.** 2014 c 222 s 203 (uncodified) is amended to read as
3 follows:

4 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

5 Transportation Improvement Account—State
6 Appropriation. (~~(\$3,900,000)~~)
7 \$3,894,000

8 **Sec. 904.** 2014 c 222 s 204 (uncodified) is amended to read as
9 follows:

10 **FOR THE JOINT TRANSPORTATION COMMITTEE**

11 Motor Vehicle Account—State Appropriation. (~~(\$1,575,000)~~)
12 \$1,574,000

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

15 (1)(a) \$325,000 of the motor vehicle account—state appropriation
16 is for a study of transportation cost drivers and potential
17 efficiencies to contain project costs and gain more value from
18 investments in Washington state's transportation system. The goal is
19 to enable the department of transportation to construct bridge and
20 highway projects more quickly and to build and operate them at a
21 lower cost, while ensuring that appropriate environmental and
22 regulatory protections are maintained and a quality project is
23 delivered. The joint transportation committee must convene an
24 advisory panel to provide study guidance and discuss potential
25 efficiencies and recommendations. The scope of the study must be
26 limited to state-level policies and practices relating to the
27 planning, design, permitting, construction, financing, and operation
28 of department of transportation roadway and bridge projects. The
29 study must:

- 30 (i) Identify best practices;
- 31 (ii) Identify inefficiencies in state policy or agency practice
32 where changes may save money;
- 33 (iii) Recommend changes to improve efficiency and save money; and
- 34 (iv) Identify potential savings to be achieved by adopting
35 changes in practice or policy.

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

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

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

31 (4) The joint transportation committee shall convene a work group
32 to identify and evaluate internal refinance opportunities for the
33 Tacoma Narrows bridge. The study must include a staff work group,
34 including staff from the office of financial management, the
35 transportation commission, the department of transportation, the
36 office of the state treasurer, and the legislative transportation
37 committees. The joint transportation committee shall issue a report
38 of its findings to the house of representatives and the senate
39 transportation committees by December 31, 2013.

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

8 (6) \$250,000 of the motor vehicle account—state appropriation is
9 for the joint transportation committee to evaluate the current status
10 of electric vehicle charging stations in Washington, and to make
11 recommendations regarding potential business models for financially-
12 sustainable electric vehicle charging networks and alternative roles
13 for public and private sector participation in those business models.
14 Public sector participation may include public financing, funding,
15 facilitation, and other incentives to encourage installation of
16 electric vehicle charging stations. In conducting the study, the
17 committee must coordinate with the department of transportation and
18 consult with local governments and stakeholders in the electric
19 vehicle industry. The committee may also consult with users of
20 electric vehicles and stakeholders representing manufacturers and
21 operators of electric vehicle charging stations. The committee shall
22 submit an interim report by December 31, 2014, and a final report by
23 March 1, 2015.

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

35 (8) The joint transportation committee shall coordinate a work
36 group comprised of representatives from the department of licensing,
37 the Washington state traffic safety commission, and other
38 stakeholders as deemed necessary, along with interested legislators,
39 to develop parameters for and make recommendations regarding a pilot
40 program that would allow students to meet traffic safety education

1 requirements online. Additionally, the work group shall make
2 recommendations related to requiring driver training to individuals
3 between the ages of eighteen and twenty-four who have not previously
4 passed a driver training education program or other methods of
5 enhancing the safety of this high-risk group. The joint
6 transportation committee shall issue a report of its findings to the
7 transportation committees of the house of representatives and senate
8 by December 1, 2014.

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

11 **FOR THE TRANSPORTATION COMMISSION**

12 Motor Vehicle Account—State Appropriation.	((\$3,516,000))
13	<u>\$3,389,000</u>
14 Multimodal Transportation Account—State	
15 Appropriation.	\$112,000
16 TOTAL APPROPRIATION.	((\$3,628,000))
17	<u>\$3,501,000</u>

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

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

30 (2) Consistent with RCW 43.135.055 and 47.46.100, during the
31 2013-2015 fiscal biennium, the legislature authorizes the
32 transportation commission to periodically review and, if necessary,
33 adjust the schedule of toll charges applicable to the Tacoma Narrows
34 bridge only in amounts not greater than those sufficient to support
35 (a) any required costs for operating and maintaining the toll bridge,
36 including the cost of insurance, (b) any amount required by law to
37 meet the redemption of bonds and applicable interest payments, and
38 (c) repayment of the motor vehicle fund.

1 (3) Consistent with RCW 43.135.055 and 47.56.880, during the
2 2013-2015 fiscal biennium, the legislature authorizes the
3 transportation commission to set, periodically review, and, if
4 necessary, adjust the schedule of toll charges applicable to the
5 Interstate 405 express toll lanes.

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

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

34 (c) For the purposes of this subsection (4), the commission
35 shall:

36 (i) Develop preliminary road usage charge policies that are
37 necessary to develop the business case, as well as supporting
38 research and data that will guide the potential application in
39 Washington;

1 (ii) Develop the preferred operational concept or concepts that
2 reflect the preliminary policies;

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

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

11 (d) The commission shall convene a steering committee to guide
12 the development of the business case. The membership must be the same
13 as provided in chapter 86, Laws of 2012, except that the membership
14 must also include the joint transportation committee executive
15 members.

16 (e) The commission shall submit a report of the business case to
17 the governor and the transportation committees of the legislature by
18 December 15, 2013. The report must also include a proposed budget and
19 work plan for fiscal year 2015. A progress report must be submitted
20 to the governor and the joint transportation committee by November 1,
21 2013, including a presentation to the joint transportation committee.

22 (5) \$174,000 of the motor vehicle account—state appropriation is
23 provided solely for the voice of Washington survey program. The
24 funding must be utilized for continued program maintenance and two
25 transportation surveys for the 2013-2015 fiscal biennium.

26 (6)(a) \$450,000 of the motor vehicle account—state appropriation
27 is provided solely for a work plan to further develop the concept of
28 a road usage charge system. The work plan must include: Refinement of
29 initial policy analysis and development, a concept of operations that
30 incorporates refined policy inputs, and a financial analysis
31 evaluating the operational concept. The refinement of initial policy
32 analysis and development funded under this subsection must be
33 supplemented by the products of complementary policy refinement tasks
34 delegated to the department of transportation in section 214 (~~of~~
35 ~~this act~~), chapter 222, Laws of 2014 and the office of the state
36 treasurer in section 703 (~~of this act~~), chapter 222, Laws of 2014.
37 It is the intent of the legislature that consideration for potential
38 planning for a pilot project and any risk analysis occur in the 2015
39 legislative session.

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

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

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

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

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

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

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

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

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

13 Motor Vehicle Account—State Appropriation (~~(\$904,000)~~)
14 \$902,000

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

17 **FOR THE WASHINGTON STATE PATROL**

18 State Patrol Highway Account—State
19 Appropriation. (~~(\$366,805,000)~~)
20 \$364,954,000

21 State Patrol Highway Account—Federal
22 Appropriation. (~~(\$11,067,000)~~)
23 \$11,049,000

24 State Patrol Highway Account—Private/Local
25 Appropriation. (~~(\$3,572,000)~~)
26 \$3,567,000

27 Highway Safety Account—State Appropriation. (~~(\$19,265,000)~~)
28 \$19,257,000

29 Multimodal Transportation Account—State
30 Appropriation. \$272,000

31 Ignition Interlock Device Revolving Account—State
32 Appropriation. \$569,000

33 TOTAL APPROPRIATION. (~~(\$401,550,000)~~)
34 \$399,668,000

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

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

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

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

19 (4) \$569,000 of the ignition interlock device revolving account—
20 state appropriation is provided solely for the ignition interlock
21 program at the Washington state patrol to provide funding for two
22 staff to work and provide support for the program in working with
23 manufacturers, service centers, technicians, and participants in the
24 program.

25 (5) \$370,000 of the state patrol highway account—state
26 appropriation is provided solely for costs associated with the pilot
27 program described under section 216(5) (~~(of this act)~~), chapter 222,
28 Laws of 2014. The Washington state patrol may incur costs related
29 only to the assignment of cadets and necessary computer equipment and
30 to the reimbursement of the department of transportation for contract
31 costs. The appropriation in this subsection must be funded from the
32 portion of the automated traffic safety camera infraction fines
33 deposited into the state patrol highway account; however, if the
34 fines deposited into the state patrol highway account from automated
35 traffic safety camera infractions do not reach three hundred seventy
36 thousand dollars, the department of transportation shall remit funds
37 necessary to the Washington state patrol to ensure the completion of
38 the pilot program. The Washington state patrol may not incur overtime
39 as a result of this pilot program. The Washington state patrol shall

1 not assign troopers to operate or deploy the pilot program equipment
2 used in roadway construction zones.

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

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

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

17 **FOR THE DEPARTMENT OF LICENSING**

18	Marine Fuel Tax Refund Account—State	
19	Appropriation.	\$34,000
20	Motorcycle Safety Education Account—State	
21	Appropriation.	(\$4,396,000)
22		<u>\$4,392,000</u>
23	State Wildlife Account—State Appropriation.	(\$867,000)
24		<u>\$863,000</u>
25	Highway Safety Account—State Appropriation.	(\$158,505,000)
26		<u>\$160,664,000</u>
27	Highway Safety Account—Federal Appropriation.	(\$4,363,000)
28		<u>\$4,355,000</u>
29	Motor Vehicle Account—State Appropriation.	(\$81,352,000)
30		<u>\$83,169,000</u>
31	Motor Vehicle Account—Federal Appropriation.	\$467,000
32	Motor Vehicle Account—Private/Local Appropriation. . .	(\$1,544,000)
33		<u>\$1,601,000</u>
34	Ignition Interlock Device Revolving Account—State	
35	Appropriation.	(\$2,871,000)
36		<u>\$3,271,000</u>
37	Department of Licensing Services Account—State	
38	Appropriation.	(\$5,983,000)

1 \$6,002,000
2 TOTAL APPROPRIATION. ((~~\$260,382,000~~))
3 \$264,818,000

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

6 (1) \$1,235,000 of the highway safety account—state appropriation
7 is provided solely for the implementation of chapter . . .
8 (Substitute House Bill No. 1752), Laws of 2013 (requirements for the
9 operation of commercial motor vehicles in compliance with federal
10 regulations). If chapter . . . (Substitute House Bill No. 1752), Laws
11 of 2013 is not enacted by June 30, 2013, the amount provided in this
12 subsection lapses.

13 (2) \$1,000,000 of the highway safety account—state appropriation
14 is provided solely for information technology field system
15 modernization.

16 (3) \$5,286,000 of the highway safety account—state appropriation
17 is provided solely for business and technology modernization.

18 (4) \$2,355,000 of the motor vehicle account—state appropriation
19 is provided solely for replacing prorated and fuel tax computer
20 systems used to administer interstate licensing and the collection of
21 fuel tax revenues.

22 (5) \$1,491,000 of the highway safety account—state appropriation
23 is provided solely for the implementation of an updated central
24 issuance system.

25 (6) \$201,000 of the motor vehicle account—state appropriation is
26 provided solely for the implementation of chapter . . . (Substitute
27 Senate Bill No. 5152), Laws of 2013 (Sounders FC and Seahawks license
28 plates). If chapter . . . (Substitute Senate Bill No. 5152), Laws of
29 2013 is not enacted by June 30, 2013, the amount provided in this
30 subsection lapses.

31 (7) \$425,000 of the highway safety account—state appropriation is
32 provided solely for the implementation of chapter . . . (Substitute
33 Senate Bill No. 5182), Laws of 2013 (vehicle owner information). If
34 chapter . . . (Substitute Senate Bill No. 5182), Laws of 2013 is not
35 enacted by June 30, 2013, the amount provided in this subsection
36 lapses.

37 (8) \$289,000 of the motor vehicle account—state appropriation is
38 provided solely for the implementation of chapter . . . (Second
39 Engrossed Substitute Senate Bill No. 5785), Laws of 2014 (license

1 plates). If chapter . . . (Second Engrossed Substitute Senate Bill
2 No. 5785), Laws of 2014 is not enacted by June 30, 2014, the amount
3 provided in this subsection lapses.

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

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

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

18 (c) The strategic plan must include:

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

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

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

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

6 (11) \$3,082,000 of the highway safety account—state appropriation
7 is provided solely for exam and licensing activities, including the
8 workload associated with providing driver record abstracts, and is
9 subject to the following additional conditions and limitations:

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

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

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

22 (12) \$229,000 of the motor vehicle account—state appropriation is
23 provided solely for the implementation of chapter . . . (Engrossed
24 Second Substitute House Bill No. 1129), Laws of 2014 (ferry vessel
25 replacement). If chapter . . . (Engrossed Second Substitute House
26 Bill No. 1129), Laws of 2014 is not enacted by June 30, 2014, the
27 amount provided in this subsection lapses.

28 ~~((+14))~~ (13) \$42,000 of the motor vehicle account—state
29 appropriation is provided solely for the implementation of
30 chapter . . . (House Bill No. 2100), Laws of 2014 (Seattle University
31 license plates). If chapter . . . (House Bill No. 2100), Laws of 2014
32 is not enacted by June 30, 2014, the amount provided in this
33 subsection lapses.

34 ~~((+15))~~ (14) \$46,000 of the motor vehicle account—state
35 appropriation is provided solely for the implementation of
36 chapter . . . (House Bill No. 2700), Laws of 2014 (breast cancer
37 awareness license plates). If chapter . . . (House Bill No. 2700),
38 Laws of 2014 is not enacted by June 30, 2014, the amount provided in
39 this subsection lapses.

1 ~~((17))~~ (15) \$32,000 of the motor vehicle account—state
2 appropriation is provided solely for the implementation of
3 chapter . . . (House Bill No. 2741), Laws of 2014 (initial vehicle
4 registration). If chapter . . . (House Bill No. 2741), Laws of 2014
5 is not enacted by June 30, 2014, the amount provided in this
6 subsection lapses.

7 ~~((18))~~ (16) Within existing resources, the department must
8 convene a work group that includes, at a minimum, representatives
9 from the department of transportation, the trucking industry,
10 manufacturers of compressed natural gas and liquefied natural gas,
11 and any other stakeholders as deemed necessary, for the following
12 purposes:

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

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

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

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

36 ~~((20))~~ (18) The department must convene a work group to study
37 the issue of regulating tow truck operators that are not licensed as
38 registered tow truck operators under chapter 46.55 RCW. The work
39 group must examine the advisability of regulating such operators,
40 including any potential benefits to public safety, and possible

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

10 ~~((21))~~ (19) The department when modernizing its computer
11 systems must place personal and company data elements in separate
12 data fields to allow the department to select discrete data elements
13 when providing information or data to persons or entities outside the
14 department. This requirement must be included as part of the systems
15 design in the department's business and technology modernization. A
16 person's photo, social security number, or medical information must
17 not be made available through public disclosure or data being
18 provided under RCW 46.12.630 or 46.12.635.

19 (20) \$50,000 of the motor vehicle account—state appropriation is
20 provided solely for the implementation of chapter 30, Laws of 2014
21 (snowmobile license fees).

22 (21) \$30,000 of the highway safety account—state appropriation is
23 provided solely for the implementation of chapter 100, Laws of 2014
24 (DUI prior offenses).

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

27 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
28 **—PROGRAM B**

29 High((-))Occupancy Toll Lanes Operations Account—State	
30 Appropriation.	((\$1,942,000))
31	<u>\$1,884,000</u>
32 Motor Vehicle Account—State Appropriation.	((\$514,000))
33	<u>\$513,000</u>
34 State Route Number 520 Corridor Account—State	
35 Appropriation.	((\$34,267,000))
36	<u>\$33,133,000</u>
37 State Route Number 520 Civil Penalties Account—State	
38 Appropriation.	((\$4,156,000))

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

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

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

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

34 (c) Using the results of the cost-of-service study and the state
35 audit as a basis, the department shall conduct a review of operations
36 using lean management principles in order to eliminate inefficiencies
37 and redundancies, incorporate lessons learned, and identify
38 opportunities to conduct operations more efficiently and effectively.
39 Within current statutory and budgetary tolling policy, the department

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

8 (2) \$10,343,000 of the Tacoma Narrows toll bridge account—state
9 appropriation, \$16,534,000 of the state route number 520 corridor
10 account—state appropriation, \$1,217,000 of the high-occupancy toll
11 lanes operations account—state appropriation, and \$514,000 of the
12 motor vehicle account—state appropriation are provided solely for
13 nonvendor costs of administering toll operations, including the costs
14 of: Staffing the division, consultants and other personal service
15 contracts required for technical oversight and management assistance,
16 insurance, payments related to credit card processing, transponder
17 purchases and inventory management, facility operations and
18 maintenance, and other miscellaneous nonvendor costs.

19 (3) \$11,265,000 of the Tacoma Narrows toll bridge account—state
20 appropriation, \$9,730,000 of the state route number 520 corridor
21 account—state appropriation, and \$625,000 of the high-occupancy toll
22 lanes operations account—state appropriation are provided solely for
23 vendor-related costs of operating tolled facilities, including the
24 costs of: The customer service center; cash collections on the Tacoma
25 Narrows bridge; electronic payment processing; and toll collection
26 equipment maintenance, renewal, and replacement.

27 (4) \$1,300,000 of the Tacoma Narrows toll bridge account—state
28 appropriation and \$6,000,000 of the state route number 520 corridor
29 account—state appropriation are provided solely for the purposes of
30 addressing unforeseen operations and maintenance costs on the Tacoma
31 Narrows bridge and the state route number 520 bridge, respectively.
32 The office of financial management shall place the amounts provided
33 in this section, which represent a portion of the required minimum
34 fund balance under the policy of the state treasurer, in unallotted
35 status. The office may release the funds only when it determines that
36 all other funds designated for operations and maintenance purposes
37 have been exhausted.

38 (5) (~~(\$4,156,000)~~) \$4,606,000 of the state route number 520 civil
39 penalties account—state appropriation and (~~(\$1,039,000)~~) \$2,539,000

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

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

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

21 (8) The department shall make detailed quarterly reports to the
22 governor and the transportation committees of the legislature on the
23 use of consultants in the tolling program. The reports must include
24 the name of the contractor, the scope of work, the type of contract,
25 timelines, deliverables, any new task orders, and any extensions to
26 existing consulting contracts.

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

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

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

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

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

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

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

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

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

28 (11) \$1,060,000 of the Tacoma narrows toll bridge account—state
29 appropriation, \$2,003,000 of the state route number 520 corridor
30 account—state appropriation, and \$99,000 of the high occupancy toll
31 lanes operations account—state appropriation are provided solely in
32 anticipation of, and to prepare for, the procurement of a new tolling
33 customer service center. Of the amounts provided in this subsection,
34 \$480,000 of the Tacoma narrows toll bridge account—state
35 appropriation, \$906,000 of the state route number 520 corridor
36 account—state appropriation, and \$45,000 of the high occupancy toll
37 lanes operations account—state appropriation must be placed in
38 unallotted status by the office of financial management until a
39 procurement plan is finalized and approved by the office of financial

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

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

10 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
11 **C**

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

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

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

37	Motor Vehicle Account—State Appropriation.	((26,114,000))
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The appropriation in this section is subject to the following conditions and limitations: \$850,000 of the motor vehicle account—state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

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

FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F

Aeronautics Account—State Appropriation.	(\$7,909,000)
	<u>\$7,903,000</u>
Aeronautics Account—Federal Appropriation.	\$2,150,000
TOTAL APPROPRIATION.	(\$10,059,000)
	<u>\$10,053,000</u>

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

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

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

Motor Vehicle Account—State Appropriation.	(\$48,687,000)
	<u>\$48,555,000</u>
Motor Vehicle Account—Federal Appropriation.	\$500,000
Multimodal Transportation Account—State Appropriation.	\$250,000
TOTAL APPROPRIATION.	(\$49,437,000)
	<u>\$49,305,000</u>

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

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

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

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

21 (4) The legislature recognizes that the trail known as the Apple
22 Capital Loop, and its extensions, serve to separate motor vehicle
23 traffic from pedestrians and bicyclists, increasing motor vehicle
24 safety on existing state route number 28. Consistent with chapter
25 47.30 RCW and pursuant to RCW 47.12.080, the legislature declares
26 that transferring portions of WSDOT Inventory Control (IC) Nos.
27 2-09-04537 and 2-09-04569 to Douglas county and the city of East
28 Wenatchee is consistent with the public interest. The legislature
29 directs the department to transfer the property to Douglas county and
30 the city of East Wenatchee. The department must be paid fair market
31 value for any portions of the transferred real property that is later
32 abandoned, vacated, or ceases to be publicly maintained for trail
33 purposes. Douglas county and the city of East Wenatchee must agree to
34 accept responsibility for trail segments within their respective
35 jurisdictions and sign an agreement with the state that the transfer
36 of these parcels to their respective jurisdictions extinguishes any
37 state obligations to improve, maintain, or be in any way responsible
38 for these assets. This subsection expires June 30, 2014.

39 (5) The legislature recognizes that the SR 20/Cook Road
40 realignment and extension project in the city of Sedro-Woolley will

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

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

22 ~~((+8))~~ (7) \$1,453,000 of the motor vehicle account—state
23 appropriation is provided solely to support increased departmental
24 efforts to dispose of surplus property as directed in subsection (2)
25 of this section. These additional funds are expected to result in up
26 to \$5,000,000 per fiscal biennium in additional revenues through
27 increasing the sale of surplus property. By December 1, 2014, the
28 department shall report to the governor and the chairs and ranking
29 members of the senate and house of representatives transportation
30 committees on the number of surplus property parcels sold and the
31 amount of revenue generated from those sales during 2014.

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

34 **FOR THE DEPARTMENT OF TRANSPORTATION—ECONOMIC PARTNERSHIPS—PROGRAM K**
35 Motor Vehicle Account—State Appropriation. ~~((589,000))~~
36 \$588,000

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

1 (1) The legislature finds that the efforts started in the
2 2011-2013 fiscal biennium regarding the transition to a road usage
3 charge system represent an important first step in the policy and
4 conceptual development of potential alternative systems to fund
5 transportation projects, but that the governance for the development
6 needs clarification. The legislature also finds that significant
7 amounts of research and public education are occurring in similar
8 efforts in several states and that these efforts can and should be
9 leveraged to advance the evaluation in Washington. The legislature
10 intends, therefore, that the transportation commission and its staff
11 lead the policy development of the business case for a road usage
12 charge system, with the goal of providing the business case to the
13 governor and the legislative committees of the legislature in time
14 for inclusion in the 2014 supplemental omnibus transportation
15 appropriations act. The legislature intends for additional oversight
16 in the business case development, with guidance from a steering
17 committee as provided in chapter 86, Laws of 2012 for the
18 transportation commission, augmented with participation by the joint
19 transportation committee. The legislature further intends that,
20 through the economic partnerships program, the department continue to
21 address administrative, technical, and conceptual operational issues
22 related to road usage charge systems, and that the department serve
23 as a resource for information gleaned from other states on this topic
24 for the transportation commission's efforts.

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

28 (3) The department, in collaboration with the transportation
29 commission, shall work with the office of the state treasurer and the
30 state's bond counsel to explore legal approaches for ensuring that
31 any reduction, refunding, crediting, or repeal of the motor vehicle
32 fuel tax, in whole or in part, can be accomplished without unlawfully
33 impairing the legal rights of motor vehicle fuel tax bond holders.
34 The results of this work must be shared with the transportation
35 committees of the legislature and the office of financial management
36 by September 1, 2014.

37 (4) \$21,000 of the motor vehicle account—state appropriation is
38 provided solely as matching funds for the department to partner with
39 other transportation agencies located in the western region of North
40 America to develop strategies and methods for reporting, collecting,

1 crediting, and remitting road usage charges resulting from inter-
2 jurisdictional travel. At least one partnering jurisdiction must
3 share a common border with Washington. The results of this work must
4 be reported to the governor, the transportation commission, and the
5 transportation committees of the legislature by September 1, 2014.

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

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

9 Highway Safety Account—State Appropriation.	\$10,000,000
10 Motor Vehicle Account—State Appropriation.	(\$391,358,000)
11	<u>\$390,394,000</u>
12 Motor Vehicle Account—Federal Appropriation.	\$7,000,000
13 TOTAL APPROPRIATION.	(\$408,358,000)
14	<u>\$407,394,000</u>

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

17 (1) \$10,910,000 of the motor vehicle account—state appropriation
18 is provided solely for the department's compliance with its national
19 pollution discharge elimination system permit.

20 (2) \$2,605,000 of the motor vehicle account—state appropriation
21 is provided solely for utility fees assessed by local governments as
22 authorized under RCW 90.03.525 for the mitigation of storm water
23 runoff from state highways.

24 (3) The department shall submit a budget decision for the 2014
25 legislative session package that details all costs associated with
26 utility fees assessed by local governments as authorized under RCW
27 90.03.525.

28 (4) \$50,000 of the motor vehicle account—state appropriation is
29 provided solely for clearing and pruning dangerous trees along state
30 route number 542 between mile markers 43 and 48 to prevent safety
31 hazards and delays.

32 (5) \$2,277,000 of the motor vehicle account—state appropriation
33 is provided solely to replace or rehabilitate critical equipment
34 needed to perform snow and ice removal activities and roadway
35 maintenance. These funds may not be used to purchase passenger cars
36 as defined in RCW 46.04.382.

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

3 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
4 **OPERATING**

5 Motor Vehicle Account—State Appropriation.	((\$50,055,000))
6	<u>\$49,879,000</u>
7 Motor Vehicle Account—Federal Appropriation.	\$2,050,000
8 Motor Vehicle Account—Private/Local Appropriation.	\$250,000
9 TOTAL APPROPRIATION.	((\$52,355,000))
10	<u>\$52,179,000</u>

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

13 (1) \$6,000,000 of the motor vehicle account—state appropriation
14 is provided solely for low-cost enhancements. The department shall
15 give priority to low-cost enhancement projects that improve safety or
16 provide congestion relief. The department shall prioritize low-cost
17 enhancement projects on a statewide rather than regional basis. By
18 September 1st of each even-numbered year, the department shall
19 provide a report to the legislature listing all low-cost enhancement
20 projects prioritized on a statewide rather than regional basis
21 completed in the prior year.

22 (2) \$9,000,000 of the motor vehicle account—state appropriation
23 is provided solely for the department's incident response program.

24 (3) During the 2013-2015 fiscal biennium, the department shall
25 continue a pilot program that expands private transportation
26 providers' access to high occupancy vehicle lanes. Under the pilot
27 program, when the department reserves a portion of a highway based on
28 the number of passengers in a vehicle, the following vehicles must be
29 authorized to use the reserved portion of the highway if the vehicle
30 has the capacity to carry eight or more passengers, regardless of the
31 number of passengers in the vehicle: (a) Auto transportation company
32 vehicles regulated under chapter 81.68 RCW; (b) passenger charter
33 carrier vehicles regulated under chapter 81.70 RCW, except marked or
34 unmarked stretch limousines and stretch sport utility vehicles as
35 defined under department of licensing rules; (c) private nonprofit
36 transportation provider vehicles regulated under chapter 81.66 RCW;
37 and (d) private employer transportation service vehicles. For
38 purposes of this subsection, "private employer transportation
39 service" means regularly scheduled, fixed-route transportation

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

6 (4) The department shall work with the cities of Lynnwood and
7 Edmonds to provide traffic light synchronization on state route
8 number 524.

9 (5) The department, in consultation with the Washington state
10 patrol, must continue a pilot program for the state patrol to issue
11 infractions based on information from automated traffic safety
12 cameras in roadway construction zones on state highways. For the
13 purpose of this pilot program, during the 2013-2015 fiscal biennium,
14 a roadway construction zone includes areas where public employees or
15 private contractors may be present or where a driving condition
16 exists that would make it unsafe to drive at higher speeds, such as,
17 when the department is redirecting or realigning lanes on any public
18 roadway pursuant to ongoing construction. The department shall use
19 the following guidelines to administer the program:

20 (a) Automated traffic safety cameras may only take pictures of
21 the vehicle and vehicle license plate and only while an infraction is
22 occurring. The picture must not reveal the face of the driver or of
23 passengers in the vehicle;

24 (b) The department shall plainly mark the locations where the
25 automated traffic safety cameras are used by placing signs on
26 locations that clearly indicate to a driver that he or she is
27 entering a roadway construction zone where traffic laws are enforced
28 by an automated traffic safety camera;

29 (c) Notices of infractions must be mailed to the registered owner
30 of a vehicle within fourteen days of the infraction occurring;

31 (d) The owner of the vehicle is not responsible for the violation
32 if the owner of the vehicle, within fourteen days of receiving
33 notification of the violation, mails to the patrol, a declaration
34 under penalty of perjury, stating that the vehicle involved was, at
35 the time, stolen or in the care, custody, or control of some person
36 other than the registered owner, or any other extenuating
37 circumstances;

38 (e) For purposes of the 2013-2015 fiscal biennium pilot program,
39 infractions detected through the use of automated traffic safety
40 cameras are not part of the registered owner's driving record under

1 RCW 46.52.101 and 46.52.120. Additionally, infractions generated by
2 the use of automated traffic safety cameras must be processed in the
3 same manner as parking infractions for the purposes of RCW 3.50.100,
4 35.20.220, 46.16A.120, and 46.20.270(3). However, the amount of the
5 fine issued under this subsection (5) for an infraction generated
6 through the use of an automated traffic safety camera is one hundred
7 thirty-seven dollars. The court shall remit thirty-two dollars of the
8 fine to the state treasurer for deposit into the state patrol highway
9 account; and

10 (f) If a notice of infraction is sent to the registered owner and
11 the registered owner is a rental car business, the infraction must be
12 dismissed against the business if it mails to the patrol, within
13 fourteen days of receiving the notice, a declaration under penalty of
14 perjury of the name and known mailing address of the individual
15 driving or renting the vehicle when the infraction occurred. If the
16 business is unable to determine who was driving or renting the
17 vehicle at the time the infraction occurred, the business must sign a
18 declaration under penalty of perjury to this effect. The declaration
19 must be mailed to the patrol within fourteen days of receiving the
20 notice of traffic infraction. Timely mailing of this declaration to
21 the issuing agency relieves a rental car business of any liability
22 under this section for the notice of infraction. A declaration form
23 suitable for this purpose must be included with each automated
24 traffic safety camera infraction notice issued, along with
25 instructions for its completion and use.

26 (6) \$102,000 of the motor vehicle account—state appropriation is
27 provided solely to replace or rehabilitate critical equipment needed
28 to perform traffic control. These funds may not be used to purchase
29 passenger cars as defined in RCW 46.04.382.

30 **Sec. 917.** 2014 c 222 s 217 (uncodified) is amended to read as
31 follows:

32 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
33 **SUPPORT—PROGRAM S**

34 Motor Vehicle Account—State Appropriation.	((\$27,079,000))
35	<u>\$26,871,000</u>
36 Motor Vehicle Account—Federal Appropriation.	\$280,000
37 Multimodal Transportation Account—State	
38 Appropriation.	\$1,131,000

1 TOTAL APPROPRIATION. ((~~\$28,490,000~~))
2 \$28,282,000

3 The appropriations in this section are subject to the following
4 conditions and limitations: (~~\$200,000~~) \$80,000 of the motor vehicle
5 account—state appropriation is provided solely for enhanced
6 disadvantaged business enterprise outreach to increase the pool of
7 disadvantaged businesses available for department contracts. The
8 department must submit a status report on disadvantaged business
9 enterprise outreach to the transportation committees of the
10 legislature by November 15, 2014.

11 **Sec. 918.** 2014 c 222 s 218 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
14 **AND RESEARCH—PROGRAM T**

15 Motor Vehicle Account—State Appropriation. ((~~\$19,818,000~~))
16 \$19,716,000
17 Motor Vehicle Account—Federal Appropriation. \$26,085,000
18 Multimodal Transportation Account—State
19 Appropriation. \$662,000
20 Multimodal Transportation Account—Federal
21 Appropriation. \$2,809,000
22 Multimodal Transportation Account—Private/Local
23 Appropriation. \$100,000
24 TOTAL APPROPRIATION. ((~~\$49,474,000~~))
25 \$49,372,000

26 The appropriations in this section are subject to the following
27 conditions and limitations: Within available resources, the
28 department must collaborate with the affected metropolitan planning
29 organizations, regional transportation planning organizations,
30 transit agencies, and private transportation providers to develop a
31 plan to reduce vehicle demand, increase public transportation
32 options, and reduce vehicle miles traveled on corridors affected by
33 growth at Joint Base Lewis-McChord.

34 **Sec. 919.** 2014 c 222 s 219 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
37 **PROGRAM U**

1	Motor Vehicle Account—State Appropriation.	((\$74,198,000))
2		<u>\$73,941,000</u>
3	Motor Vehicle Account—Federal Appropriation.	\$400,000
4	Multimodal Transportation Account—State	
5	Appropriation.	\$3,068,000
6	TOTAL APPROPRIATION.	((\$77,666,000))
7		<u>\$77,409,000</u>

8 The appropriations in this section are subject to the following
9 conditions and limitations: The department of enterprise services
10 must provide a detailed accounting of the revenues and expenditures
11 of the self-insurance fund to the transportation committees of the
12 legislature on December 31st and June 30th of each year.

13 *Sec. 920. 2014 c 222 s 220 (uncodified) is amended to read as
14 follows:

15	FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V	
16	State Vehicle Parking Account—State Appropriation.	\$754,000
17	Regional Mobility Grant Program Account—State	
18	Appropriation.	((\$51,111,000))
19		<u>\$41,111,000</u>
20	Rural Mobility Grant Program Account—State	
21	Appropriation.	\$17,000,000
22	Multimodal Transportation Account—State	
23	Appropriation.	((\$39,325,000))
24		<u>\$39,313,000</u>
25	Multimodal Transportation Account—Federal	
26	Appropriation.	\$3,280,000
27	Motor Vehicle Account—Federal Appropriation.	\$160,000
28	TOTAL APPROPRIATION.	((\$111,630,000))
29		<u>\$101,618,000</u>

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

32 (1) \$25,000,000 of the multimodal transportation account—state
33 appropriation is provided solely for a grant program for special
34 needs transportation provided by transit agencies and nonprofit
35 providers of transportation. Of this amount:

36 (a) \$5,500,000 of the multimodal transportation account—state
37 appropriation is provided solely for grants to nonprofit providers of

1 special needs transportation. Grants for nonprofit providers must be
2 based on need, including the availability of other providers of
3 service in the area, efforts to coordinate trips among providers and
4 riders, and the cost effectiveness of trips provided.

5 (b) \$19,500,000 of the multimodal transportation account—state
6 appropriation is provided solely for grants to transit agencies to
7 transport persons with special transportation needs. To receive a
8 grant, the transit agency must, to the greatest extent practicable,
9 have a maintenance of effort for special needs transportation that is
10 no less than the previous year's maintenance of effort for special
11 needs transportation. Grants for transit agencies must be prorated
12 based on the amount expended for demand response service and route
13 deviated service in calendar year 2011 as reported in the "Summary of
14 Public Transportation - 2011" published by the department of
15 transportation. No transit agency may receive more than thirty
16 percent of these distributions.

17 (2) \$17,000,000 of the rural mobility grant program account—state
18 appropriation is provided solely for grants to aid small cities in
19 rural areas as prescribed in RCW 47.66.100.

20 (3)(a) \$6,000,000 of the multimodal transportation account—state
21 appropriation is provided solely for a vanpool grant program for: (a)
22 Public transit agencies to add vanpools or replace vans; and (b)
23 incentives for employers to increase employee vanpool use. The grant
24 program for public transit agencies will cover capital costs only;
25 operating costs for public transit agencies are not eligible for
26 funding under this grant program. Additional employees may not be
27 hired from the funds provided in this section for the vanpool grant
28 program, and supplanting of transit funds currently funding vanpools
29 is not allowed. The department shall encourage grant applicants and
30 recipients to leverage funds other than state funds.

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

33 (c) \$520,000 of the amount provided in this subsection is
34 provided solely for the purchase of additional vans for use by
35 vanpools serving or traveling through the Joint Base Lewis-McChord
36 I-5 corridor between mile post 116 and 127. The department's public
37 transportation division is authorized to purchase vans in the
38 2013-2015 fiscal biennium, on behalf of public transit agencies,

1 exclusively for the purpose of compliance with the terms of this
2 subsection (3)(c).

3 ~~(4) ((\$11,111,000 of the regional mobility grant program account—~~
4 ~~state appropriation is reappropriated and provided solely for the~~
5 ~~regional mobility grant projects identified in LEAP Transportation~~
6 ~~Document 2014-2 ALL PROJECTS — Public Transportation — Program (V) as~~
7 ~~developed March 10, 2014.~~

8 ~~(5)(a) \$40,000,000))~~ (a) \$41,111,000 of the regional mobility
9 grant program account—state appropriation is provided solely for the
10 regional mobility grant projects identified in LEAP Transportation
11 Document ~~((2014-2))~~ 2015-2 ALL PROJECTS ((—Public Transportation—
12 Program (V))) as developed ~~((March 10, 2014))~~ May 26, 2015, Program -
13 Public Transportation Program (V). The department shall review all
14 projects receiving grant awards under this program at least
15 semiannually to determine whether the projects are making
16 satisfactory progress. Any project that has been awarded funds, but
17 does not report activity on the project within one year of the grant
18 award, must be reviewed by the department to determine whether the
19 grant should be terminated. The department shall promptly close out
20 grants when projects have been completed, and any remaining funds
21 must be used only to fund projects identified in the LEAP
22 transportation document referenced in this subsection. The department
23 shall provide annual status reports on December 15, 2013, and
24 December 15, 2014, to the office of financial management and the
25 transportation committees of the legislature regarding the projects
26 receiving the grants. It is the intent of the legislature to
27 appropriate funds through the regional mobility grant program only
28 for projects that will be completed on schedule. A grantee may not
29 receive more than twenty-five percent of the amount appropriated in
30 this subsection. The department shall not approve any increases or
31 changes to the scope of a project for the purpose of a grantee
32 expending remaining funds on an awarded grant.

33 (b) In order to be eligible to receive a grant under (a) of this
34 subsection during the 2013-2015 fiscal biennium, a transit agency
35 must establish a process for private transportation providers to
36 apply for the use of park and ride facilities. For purposes of this
37 subsection, (i) "private transportation provider" means: An auto
38 transportation company regulated under chapter 81.68 RCW; a passenger
39 charter carrier regulated under chapter 81.70 RCW, except marked or
40 unmarked stretch limousines and stretch sport utility vehicles as

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

7 (6) Funds provided for the commute trip reduction (CTR) program
8 may also be used for the growth and transportation efficiency center
9 program.

10 (7) \$6,424,000 of the total appropriation in this section is
11 provided solely for CTR grants and activities. Of this amount:

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

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

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

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

27 (9) \$200,000 of the multimodal transportation account—state
28 appropriation is contingent on the timely development of an annual
29 report summarizing the status of public transportation systems as
30 identified under RCW 35.58.2796.

31 (10) \$160,000 of the motor vehicle account—federal appropriation
32 is provided solely for King county metro to study demand potential
33 for a state route number 18 and Interstate 90 park and ride location,
34 to size the facilities appropriately, to perform site analysis, and
35 to develop preliminary design concepts. When studying potential park
36 and ride locations pursuant to this subsection, King county metro
37 must take into consideration the effect of the traffic using the
38 weigh station at the Interstate 90 and state route number 18
39 interchange at exit 25 and, to the maximum extent practicable, choose

1 a park and ride location that minimizes traffic impacts for the
2 Interstate 90 and state route number 18 interchange and the weigh
3 station.

**Sec. 920 was partially vetoed. See message at end of chapter.*

4 **Sec. 921.** 2014 c 222 s 221 (uncodified) is amended to read as
5 follows:

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

7 Puget Sound Ferry Operations Account—State

8	Appropriation.	((\$483,404,000))
9		<u>\$475,915,000</u>

10 Puget Sound Ferry Operations Account—Private/Local

11	Appropriation.	\$121,000
12	TOTAL APPROPRIATION.	((\$483,525,000))
13		<u>\$476,036,000</u>

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

16 (1) The office of financial management budget instructions
17 require agencies to recast enacted budgets into activities. The
18 Washington state ferries shall include a greater level of detail in
19 its 2013-2015 supplemental and 2015-2017 omnibus transportation
20 appropriations act requests, as determined jointly by the office of
21 financial management, the Washington state ferries, and the
22 transportation committees of the legislature. This level of detail
23 must include the administrative functions in the operating as well as
24 capital programs.

25 (2) Until a reservation system is operational on the San Juan
26 islands inter-island route, the department shall provide the same
27 priority loading benefits on the San Juan islands inter-island route
28 to home health care workers as are currently provided to patients
29 traveling for purposes of receiving medical treatment.

30 (3) For the 2013-2015 fiscal biennium, the department may enter
31 into a distributor controlled fuel hedging program and other methods
32 of hedging approved by the fuel hedging committee.

33 (4) ((~~\$113,157,000~~)) \$106,497,000 of the Puget Sound ferry
34 operations account—state appropriation is provided solely for auto
35 ferry vessel operating fuel in the 2013-2015 fiscal biennium, which
36 reflect cost savings from a reduced biodiesel fuel requirement and,
37 therefore, are contingent upon the enactment of section 701, chapter

1 306, Laws of 2013. The amount provided in this subsection represent
2 the fuel budget for the purposes of calculating any ferry fare fuel
3 surcharge. The department shall develop a fuel reduction plan to be
4 submitted as part of its 2014 supplemental budget proposal. The plan
5 must include fuel saving proposals, such as vessel modifications,
6 vessel speed reductions, and changes to operating procedures, along
7 with anticipated fuel saving estimates.

8 (5) \$100,000 of the Puget Sound ferry operations account—state
9 appropriation is provided solely for the department's compliance with
10 its national pollution discharge elimination system permit.

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

14 (7) \$3,049,000 of the Puget Sound ferry operations account—state
15 appropriation is provided solely for the operating program share of
16 the \$7,259,000 in lease payments for the ferry division's
17 headquarters building. Consistent with the 2012 facilities oversight
18 plan, the department shall strive to consolidate office space in
19 downtown Seattle by the end of 2015. The department shall consider
20 renewing the lease for the ferry division's current headquarters
21 building only if the lease rate is reduced at least (~~fifty~~) forty
22 percent and analysis shows that this is the least cost and risk
23 option for the department. Consolidation with other divisions or
24 state agencies, or a reduction in leased space, must also be
25 considered as part of any headquarters lease renewal analysis.

26 (8) \$5,000,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for the purchase of a 2013-2015
28 marine insurance policy. Within this amount, the department is
29 expected to purchase a policy with the lowest deductible possible,
30 while maintaining at least existing coverage levels for ferry
31 vessels, and providing coverage for all terminals.

32 (9) Within existing resources, the department must evaluate the
33 feasibility of using re-refined used motor oil processed in
34 Washington state as a ferry fuel source. The evaluation must include,
35 but is not limited to, research on existing entities currently using
36 the process for re-refined fuel, any required combustible engine
37 modifications, additional needed equipment on the vessels or fueling
38 locations, cost analysis, compatibility with B-5 blended diesel, and
39 meeting engine performance specifications. The department must

1 establish an evaluation group that includes, but is not limited to,
2 persons experienced in the re-refined motor oil industry. The
3 department must deliver a report containing the results of the
4 evaluation to the transportation committees of the legislature and
5 the office of financial management by December 1, 2014.

6 (10) \$71,000 of the Puget Sound ferry operations account—state
7 appropriation is provided solely for one traffic attendant for ferry
8 terminal traffic control at the Fauntleroy ferry terminal.

9 **Sec. 922.** 2014 c 222 s 222 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**
12 Multimodal Transportation Account—State

13	Appropriation.	((\$46,026,000))
14		<u>\$45,963,000</u>
15	<u>Multimodal Transportation Account—Private/Local</u>	
16	Appropriation.	\$57,000
17	<u>TOTAL APPROPRIATION.</u>	<u>\$46,020,000</u>

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

20 (1) \$40,289,000 of the multimodal transportation account—state
21 appropriation is provided solely for operating and maintaining state-
22 supported passenger rail service. In recognition of the increased
23 costs the state is expected to absorb due to changes in federal law,
24 the department is directed to analyze the Amtrak contract proposal
25 and find cost saving alternatives. The department shall report to the
26 transportation committees of the legislature before the 2014 regular
27 legislative session on its revisions to the Amtrak contract,
28 including a review of the appropriate costs within the contract for
29 concession services, policing, host railroad incentives, and station
30 services and staffing needs. Within thirty days of each annual cost/
31 revenue reconciliation under the Amtrak service contract, the
32 department shall report any changes that would affect the state
33 subsidy amount appropriated in this subsection. Through a competitive
34 process, the department may contract with a private entity for
35 services related to operations and maintenance of the Amtrak Cascades
36 route, including, but not limited to, concession services.

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

1 (3) The department shall continue a pilot program by partnering
2 with the travel industry on the Amtrak Cascades service between
3 Vancouver, British Columbia, and Seattle to test opportunities for
4 increasing ridership, maximizing farebox recovery, and stimulating
5 private investment. The pilot program must run from December 31,
6 2013, to December 31, 2014, and evaluate seasonal differences in the
7 program and the effect of advertising. The department may offer to
8 Washington universities an opportunity for business students to work
9 as interns on the analysis of the pilot program process and results.
10 The department shall report on the results of the pilot program to
11 the office of financial management and the legislature by January 31,
12 2015.

13 (4) \$150,000 of the multimodal transportation account—state
14 appropriation is provided solely for the department to develop an
15 inventory of short line rail infrastructure that can be used to
16 support a data-driven approach to identifying system needs. The
17 department shall work with short line rail owners and operators
18 within the state, provide status updates periodically to the joint
19 transportation committee, submit a progress report of its findings to
20 the transportation committees of the legislature and the office of
21 financial management by December 15, 2014, submit a preliminary
22 report of key findings and recommendations to the transportation
23 committees of the legislature and the office of financial management
24 by March 1, 2015, and submit a final report to the transportation
25 committees of the legislature and the office of financial management
26 by June 30, 2015.

27 **Sec. 923.** 2014 c 222 s 223 (uncodified) is amended to read as
28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
30 **OPERATING**

31	Motor Vehicle Account—State Appropriation.	((\$8,672,000))
32		<u>\$8,647,000</u>
33	Motor Vehicle Account—Federal Appropriation.	\$2,567,000
34	TOTAL APPROPRIATION.	((\$11,239,000))
35		<u>\$11,214,000</u>

36 **TRANSPORTATION AGENCIES—CAPITAL**

1 **Sec. 1001.** 2014 c 222 s 301 (uncodified) is amended to read as
2 follows:

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

4	Freight Mobility Investment Account—State	
5	Appropriation.	((\$11,930,000))
6		<u>\$6,270,000</u>
7	Freight Mobility Multimodal Account—State	
8	Appropriation.	((\$9,826,000))
9		<u>\$6,011,000</u>
10	((Freight Mobility Multimodal Account—Private/Local	
11	 Appropriation.	\$1,320,000))
12	Highway Safety Account—State Appropriation.	\$2,606,000
13	((Motor Vehicle Account—State Appropriation.	\$84,000))
14	Motor Vehicle Account—Federal Appropriation.	((\$5,750,000))
15		<u>\$2,500,000</u>
16	TOTAL APPROPRIATION.	((\$31,516,000))
17		<u>\$17,387,000</u>

18 **Sec. 1002.** 2014 c 222 s 303 (uncodified) is amended to read as
19 follows:

20 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

21	Rural Arterial Trust Account—State	
22	Appropriation.	((\$57,394,000))
23		<u>\$49,095,000</u>
24	Highway Safety Account—State Appropriation.	\$10,000,000
25	Motor Vehicle Account—State Appropriation.	\$706,000
26	County Arterial Preservation Account—State	
27	Appropriation.	\$32,000,000
28	TOTAL APPROPRIATION.	((\$100,100,000))
29		<u>\$91,801,000</u>

30 **Sec. 1003.** 2014 c 222 s 304 (uncodified) is amended to read as
31 follows:

32 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

33	Small City Pavement and Sidewalk Account—State	
34	Appropriation.	\$5,250,000
35	Highway Safety Account—State Appropriation.	\$10,000,000
36	Transportation Improvement Account—State	
37	Appropriation.	((\$231,851,000))

1 \$230,851,000
 2 TOTAL APPROPRIATION. ((~~\$247,101,000~~))
 3 \$246,101,000

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

- 7 (1) The arterial preservation program to help low tax-based,
- 8 medium-sized cities preserve arterial pavements;
- 9 (2) The small city pavement program to help cities meet urgent
- 10 preservation needs; and
- 11 (3) The small city low-energy street light retrofit demonstration
- 12 program.

13 **Sec. 1004.** 2014 c 222 s 305 (uncodified) is amended to read as
 14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
 16 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**
 17 Transportation Partnership Account—State
 18 Appropriation. ((~~\$14,390,000~~))
 19 \$13,390,000
 20 Motor Vehicle Account—State Appropriation. \$9,469,000
 21 TOTAL APPROPRIATION. ((~~\$23,859,000~~))
 22 \$22,859,000

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

- 25 (1) The legislature recognizes that the Marginal Way site (King
- 26 county parcel numbers 3024049182 & 5367202525) is surplus state-owned
- 27 real property under the jurisdiction of the department and that the
- 28 public would benefit significantly if this site is used to provide
- 29 important social services. Therefore, the legislature declares that
- 30 committing the Marginal Way site to this use is consistent with the
- 31 public interest.

32 Pursuant to RCW 47.12.063, the department shall work with the
 33 owner of King county parcel number 7643400010, which abuts both
 34 parcels of the Marginal Way site, and shall convey the Marginal Way
 35 site to that abutting property owner for the appraised fair market
 36 value of the parcels, the proceeds of which must be deposited in the
 37 motor vehicle fund. The conveyance is conditional upon the
 38 purchaser's agreement to commit the use of the Marginal Way site to

1 operations with the goal of ending hunger in western Washington. The
2 department may not make this conveyance before September 1, 2013, and
3 may not make this conveyance after September 1, 2014.

4 The Washington department of transportation is not responsible
5 for any costs associated with the cleanup or transfer of the Marginal
6 Way site.

7 (2) (~~(\$14,390,000)~~) \$13,390,000 of the transportation partnership
8 account—state appropriation is provided solely for the construction
9 of a new traffic management and emergency operations center on
10 property owned by the department on Dayton Avenue in Shoreline
11 (project 100010T). Consistent with the office of financial
12 management's 2012 study, it is the intent of the legislature to
13 appropriate no more than \$15,000,000 for the total construction
14 costs. The department shall report to the transportation committees
15 of the legislature and the office of financial management by June 30,
16 2014, on the progress of the construction of the traffic management
17 and emergency operations center, including a schedule for terminating
18 the current lease of the Goldsmith building in Seattle.

19 *Sec. 1005. 2014 c 222 s 306 (uncodified) is amended to read as
20 follows:

21 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**
22 (~~(Multimodal Transportation Account—State~~
23 ~~Appropriation. \$1,000,000))~~
24 Transportation Partnership Account—State
25 Appropriation. (~~(\$1,313,555,000)~~)
26 \$935,899,000
27 **Motor Vehicle Account—State Appropriation. (~~(\$69,478,000)~~**
28 **\$58,888,000**
29 Motor Vehicle Account—Federal Appropriation. (~~(\$516,181,000)~~)
30 \$508,032,000
31 Motor Vehicle Account—Private/Local Appropriation. . (~~(\$166,357,000)~~)
32 \$157,553,000
33 Transportation 2003 Account (Nickel Account)—State
34 Appropriation. (~~(\$325,778,000)~~)
35 \$261,599,000
36 State Route Number 520 Corridor Account—State
37 Appropriation. \$880,111,000
38 State Route Number 520 Corridor Account—Federal

1	Appropriation.	\$300,000,000
2	Special Category C Account—State Appropriation.	\$124,000
3	TOTAL APPROPRIATION.	((\$3,572,584,000))
4		<u>\$3,102,206,000</u>

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

7 (1) Except as provided otherwise in this section, the entire
8 transportation 2003 account (nickel account) appropriation and the
9 entire transportation partnership account appropriation are provided
10 solely for the projects and activities as listed by fund, project,
11 and amount in LEAP Transportation Document ~~((2014-1))~~ 2015-1 as
12 developed ~~((March 10, 2014))~~ May 26, 2015, Program - Highway
13 Improvements Program (I). However, limited transfers of specific
14 line-item project appropriations may occur between projects for those
15 amounts listed subject to the conditions and limitations in section
16 ~~((601 of this act))~~ 1201, chapter . . . (Engrossed Substitute House
17 Bill No. 1299), Laws of 2015 1st sp. sess.

18 (2) **Except as provided otherwise in this section, the entire**
19 **motor vehicle account—state appropriation and motor vehicle account—**
20 **federal appropriation are provided solely for the projects and**
21 **activities listed in LEAP Transportation Document ~~((2014-2))~~ 2015-2**
22 **ALL PROJECTS as developed ~~((March 10, 2014))~~ May 26, 2015, Program -**
23 **Highway Improvements Program (I). The department shall apply any**
24 **federal funds gained through efficiencies or the redistribution**
25 **process in an amount up to \$27,200,000 for cost overruns related to**
26 **the pontoon design errors on the SR 520 Bridge Replacement and HOV**
27 **project (8BI1003) as described in subsection (12)(f) of this section.**
28 **Any federal funds gained through efficiencies or the redistribution**
29 **process that are in excess of \$27,200,000 must then be applied to the**
30 **"Contingency (Unfunded) Highway Preservation Projects" as identified**
31 **in LEAP Transportation Document 2014-2 ALL PROJECTS as developed**
32 **March 10, 2014, Program - Highway Preservation Program (P). However,**
33 **no additional federal funds may be allocated to the I-5/Columbia**
34 **River Crossing project (400506A).**

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

1 (4) The transportation 2003 account (nickel account)—state
2 appropriation includes up to (~~(\$246,710,000)~~) \$189,996,000 in
3 proceeds from the sale of bonds authorized by RCW 47.10.861.

4 (5) The transportation partnership account—state appropriation
5 includes up to (~~(\$811,595,000)~~) \$564,989,000 in proceeds from the
6 sale of bonds authorized in RCW 47.10.873.

7 (6) The motor vehicle account—state appropriation includes up to
8 (~~(\$30,000,000)~~) \$14,997,000 in proceeds from the sale of bonds
9 authorized in RCW 47.10.843.

10 (7)(a) (~~(\$6,174,000)~~) \$1,514,000 of the motor vehicle account—
11 federal appropriation and (~~(\$269,000)~~) \$21,000 of the motor vehicle
12 account—state appropriation are provided solely for the I-90
13 Comprehensive Tolling Study and Environmental Review project
14 (100067T). The department shall prepare a detailed environmental
15 impact statement that complies with the national environmental policy
16 act regarding tolling Interstate 90 between Interstate 5 and
17 Interstate 405 for the purposes of both managing traffic and
18 providing funding for the construction of the unfunded state route
19 number 520 from Interstate 5 to Medina project. As part of the
20 preparation of the statement, the department must review any impacts
21 to the network of highways and roads surrounding Lake Washington. In
22 developing this statement, the department must provide significant
23 outreach to potential affected communities. The department may
24 consider traffic management options that extend as far east as
25 Issaquah.

26 (b)(i) As part of the project in this subsection (7), the
27 department shall perform a study of all funding alternatives to
28 tolling Interstate 90 to provide funding for construction of the
29 unfunded state route number 520 and explore and evaluate options to
30 mitigate the effect of tolling on affected residents and all other
31 users of the network of highways and roads surrounding Lake
32 Washington including, but not limited to:

33 (A) Allowing all Washington residents to traverse a portion of
34 the tolled section of Interstate 90 without paying a toll. Residents
35 may choose either (I) the portion of Interstate 90 between the
36 easternmost landing west of Mercer Island and the westernmost landing
37 on Mercer Island, or (II) the portion of Interstate 90 between the
38 westernmost landing east of Mercer Island and the easternmost landing
39 on Mercer Island;

1 (B) Assessing a toll only when a driver traverses, in either
2 direction, the entire portion of Interstate 90 between the
3 easternmost landing west of Mercer Island and the westernmost landing
4 east of Mercer Island; and

5 (C) Allowing affected residents to choose one portion of the
6 tolled section of Interstate 90 upon which they may travel without
7 paying a toll. Residents may choose either (I) the portion of
8 Interstate 90 between the easternmost landing west of Mercer Island
9 and the westernmost landing on Mercer Island, or (II) the portion of
10 Interstate 90 between the westernmost landing east of Mercer Island
11 and the easternmost landing on Mercer Island.

12 (ii) The department may also consider any alternative mitigation
13 options that conform to the purpose of this subsection (7).

14 (iii) For the purposes of this subsection (7), "affected
15 resident" means anyone who must use a portion of Interstate 90 west
16 of Interstate 405 upon which tolling is considered in order to access
17 necessary medical services, such as a hospital.

18 (8) (~~(\$490,796,000)~~) \$203,317,000 of the transportation
19 partnership account—state appropriation, (~~(\$156,979,000)~~)
20 \$156,879,000 of the motor vehicle account—federal appropriation,
21 (~~(\$132,191,000)~~) \$131,327,000 of the motor vehicle account—private/
22 local appropriation, and (~~(\$123,305,000)~~) \$86,401,000 of the
23 transportation 2003 account (nickel account)—state appropriation are
24 provided solely for the SR 99/Alaskan Way Viaduct - Replacement
25 project (809936Z). Amounts appropriated in this subsection may not be
26 spent for the purpose of public transportation mitigation, except
27 pursuant to an agreement or agreements between the department and
28 King county as that agreement or agreements existed on January 1,
29 2013.

30 (9) The department shall reconvene an expert review panel of no
31 more than three members as described under RCW 47.01.400 for the
32 purpose of updating the work that was previously completed by the
33 panel on the Alaskan Way viaduct replacement project and to ensure
34 that an appropriate and viable financial plan is created and
35 regularly reviewed. The expert review panel must be selected
36 cooperatively by the chairs of the senate and house of
37 representatives transportation committees, the secretary of
38 transportation, and the governor. The expert review panel must report
39 findings and recommendations to the transportation committees of the

1 legislature, the governor's Alaskan Way viaduct project oversight
2 committee, and the transportation commission annually until the
3 project is operationally complete. This subsection takes effect if
4 chapter ... (Substitute House Bill No. 1957), Laws of 2013 is not
5 enacted by June 30, 2013.

6 (10) (~~(\$7,103,000)~~) \$6,955,000 of the transportation partnership
7 account—state appropriation, (~~(\$22,774,000)~~) \$23,285,000 of the
8 transportation 2003 account (nickel account)—state appropriation,
9 (~~(\$1,000,000—of—the—multimodal—transportation—account—state~~
10 ~~appropriation)~~) \$3,776,000 of the motor vehicle account—state
11 appropriation, \$70,000 of the motor vehicle account—private/local
12 appropriation, and (~~(\$51,712,000)~~) \$45,688,000 of the motor vehicle
13 account—federal appropriation are provided solely for the US 395/
14 North Spokane Corridor projects (600010A & 600003A). Any future
15 savings on the projects must stay on the US 395/Interstate 90
16 corridor and be made available to the current phase of the North
17 Spokane corridor projects or any future phase of the projects.

18 (11) (~~(\$129,952,000)~~) \$115,807,000 of the transportation
19 partnership account—state appropriation, \$145,000 of the motor
20 vehicle account—private/local appropriation, and (~~(\$58,583,000)~~)
21 \$48,227,000 of the transportation 2003 account (nickel account)—state
22 appropriation are provided solely for the I-405/Kirkland Vicinity
23 Stage 2 - Widening project (8BI1002). This project must be completed
24 as soon as practicable as a design-build project. Any future savings
25 on this project or other Interstate 405 corridor projects must stay
26 on the Interstate 405 corridor and be made available to either the
27 I-405/SR 167 Interchange - Direct Connector project (140504C) or the
28 I-405 Renton to Bellevue project.

29 (12)(a) The SR 520 Bridge Replacement and HOV project (8BI1003)
30 is supported over time from multiple sources, including a
31 \$300,000,000 TIFIA loan, \$923,000,000 in Garvee bonds, toll revenues,
32 state bonds, interest earnings, and other miscellaneous sources.

33 (b) The state route number 520 corridor account—state
34 appropriation includes up to \$814,784,000 in proceeds from the sale
35 of bonds authorized in RCW 47.10.879 and 47.10.886.

36 (c) The state route number 520 corridor account—federal
37 appropriation includes up to \$300,000,000 in proceeds from the sale
38 of bonds authorized in RCW 47.10.879 and 47.10.886.

1 (d) \$165,175,000 of the transportation partnership account—state
2 appropriation, \$300,000,000 of the state route number 520 corridor
3 account—federal appropriation, and \$880,111,000 of the state route
4 number 520 corridor account—state appropriation are provided solely
5 for the SR 520 Bridge Replacement and HOV project (8BI1003). Of the
6 amounts appropriated in this subsection (12)(d), \$84,001,000 of the
7 state route number 520 corridor account—federal appropriation and
8 \$354,411,000 of the state route number 520 corridor account—state
9 appropriation must be put into unallotted status and are subject to
10 review by the office of financial management. The director of the
11 office of financial management shall consult with the joint
12 transportation committee prior to making a decision to allot these
13 funds.

14 (e) When developing the financial plan for the project, the
15 department shall assume that all maintenance and operation costs for
16 the new facility are to be covered by tolls collected on the toll
17 facility and not by the motor vehicle account.

18 (f) The legislature finds that the most appropriate way to pay
19 for the cost overruns related to change orders, additional sales tax,
20 and future risks associated with pontoon design errors is for the
21 state to issue triple pledge bonds in the 2015-2017 fiscal biennium
22 resulting in \$110,961,000 in proceeds, and use efficiencies,
23 including the use of least cost planning or practical design, and
24 favorable bids in the highway construction program to generate an
25 additional \$61,066,000 towards paying for the estimated project
26 overruns. Of this additional \$61,066,000, \$33,866,000 should come
27 from the transportation partnership account—state appropriation and
28 \$27,200,000 should come from federal funds. As the department
29 identifies savings in federal funds during the 2013-2015 fiscal
30 biennium, the department shall prioritize the use of these funds
31 towards the anticipated \$27,200,000 in federal funds needed to
32 address cost overruns before expending state funds during this fiscal
33 biennium. The legislature assumes that issuing bonds to complete this
34 project as listed in LEAP Transportation Document 2014-1 as developed
35 March 10, 2014, does not require a comprehensive financial plan for a
36 project that completes the state route number 520 corridor to
37 Interstate 5.

38 (g) The department's 2014 supplemental budget allotment submittal
39 must include a project-specific plan detailing how the department

1 will achieve the mandatory budget savings in (f) of this subsection,
2 including the use of least cost planning or practical design as a
3 means to generate savings, as referenced in subsection (23) of this
4 section. The use of least cost planning or practical design may
5 result in a reduction of project cost, but not a reduction of
6 functional scope. The director of financial management shall notify
7 the transportation committees of the legislature in writing seven
8 days prior to approving any allotment modifications under this
9 subsection.

10 (13) Within the amounts provided in this section, the department
11 must continue to work with the Seattle department of transportation
12 in their joint planning, design, outreach, and operation of the
13 remaining west side elements including, but not limited to, the
14 Montlake lid, the bicycle/pedestrian path, the effective network of
15 transit connections, and the Portage Bay bridge of the SR 520 Bridge
16 Replacement and HOV project.

17 (14) (~~(\$1,062,000)~~) \$514,000 of the motor vehicle account—federal
18 appropriation (~~(is)~~) and \$19,000 of the motor vehicle account—state
19 appropriation are provided solely for the 31st Ave SW Overpass
20 Widening and Improvement project (L1100048).

21 (15) (~~(\$25,243,000)~~) \$18,016,000 of the motor vehicle account—
22 state appropriation is provided solely to advance the design,
23 preliminary engineering, and rights-of-way acquisition for the
24 priority projects identified in LEAP Transportation Document 2014-3
25 as developed March 10, 2014. Funds must be used to advance the
26 emergent, initial development of these projects for the purpose of
27 expediting delivery of the associated major investments when funding
28 for such investments becomes available. Funding may be reallocated
29 between projects to maximize the accomplishment of design and
30 preliminary engineering work and rights-of-way acquisition, provided
31 that all projects are addressed. It is the intent of the legislature
32 that, while seeking to maximize the outcomes in this section, the
33 department shall provide for continuity of both the state and
34 consulting engineer workforce, while strategically utilizing private
35 sector involvement to ensure consistency with the department's
36 business plan for staffing in the highway construction program in the
37 current fiscal biennium.

38 (16) If a planned roundabout in the vicinity of state route
39 number 526 and 84th Street SW would divert commercial traffic onto

1 neighborhood streets, the department may not proceed with
2 improvements at state route number 526 and 84th Street SW until the
3 traffic impacts in the vicinity of state route number 526 and 40th
4 Avenue West are addressed.

5 (17) The legislature finds that there are sixteen companies
6 involved in wood preserving in the state that employ four hundred
7 workers and have an annual payroll of fifteen million dollars. Prior
8 to the department's switch to steel guardrails, ninety percent of the
9 twenty-five hundred mile guardrail system was constructed of
10 preserved wood and one hundred ten thousand wood guardrail posts were
11 produced annually for state use. Moreover, the policy of using steel
12 posts requires the state to use imported steel. Given these findings,
13 where practicable, and until June 30, 2015, the department shall
14 include the design option to use wood guardrail posts, in addition to
15 steel posts, in new guardrail installations. The selection of posts
16 must be consistent with the agency design manual policy that existed
17 before December 2009.

18 (18) The legislature finds that "right-sizing" is a lean, metric-
19 based approach to determining project investments. This concept
20 entails compromise between project cost and design, incorporating
21 local community needs, desired outcomes, and available funding.
22 Furthermore, the legislature finds that the concepts and principles
23 the department has utilized in the safety analyst program have been
24 effective tools to prioritize projects and reduce project costs.
25 Therefore, the department shall establish a pilot project on the SR
26 3/Belfair Bypass - New Alignment (300344C) to begin implementing the
27 concept of "right-sizing" in the highway construction program.

28 (19) 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 (20) 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 2014 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.

39 (21) \$19,513,000 of the motor vehicle account—state appropriation
40 and \$9,450,000 of the motor vehicle account—federal appropriation are

1 provided solely for improvement program support activities (095901X).
2 \$18,000,000 of this amount must be held in unallotted status until
3 the office of financial management certifies that the department's
4 2014 supplemental budget request conforms to the terms of subsection
5 (20) of this section.

6 (22) Any new advisory group that the department convenes during
7 the 2013-2015 fiscal biennium must be representative of the interests
8 of the entire state of Washington.

9 (23) Practical design offers targeted benefits to a state
10 transportation system within available fiscal resources. This
11 delivers value not just for individual projects, but for the entire
12 system. Applying practical design standards will also preserve and
13 enhance safety and mobility. The department shall implement a
14 practical design strategy for transportation design standards. By
15 June 30, 2015, the department shall report to the governor and the
16 house of representatives and senate transportation committees on
17 where practical design has been applied or is intended to be applied
18 in the department and the cost savings resulting from the use of
19 practical design.

**Section 1005 was partially vetoed. See message at end of chapter.*

20 **Sec. 1006.** 2014 c 222 s 307 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**
23 Transportation Partnership Account—State
24 Appropriation. ((~~\$34,966,000~~))
25 \$26,954,000
26 Highway Safety Account—State Appropriation. ((~~\$13,500,000~~))
27 \$13,502,000
28 Motor Vehicle Account—State Appropriation. ((~~\$59,796,000~~))
29 \$51,379,000
30 Motor Vehicle Account—Federal Appropriation. ((~~\$595,604,000~~))
31 \$549,666,000
32 Motor Vehicle Account—Private/Local Appropriation. ((~~\$11,827,000~~))
33 \$11,871,000
34 Transportation 2003 Account (Nickel Account)—State
35 Appropriation. ((~~\$2,650,000~~))
36 \$1,809,000
37 Tacoma Narrows Toll Bridge Account—State

1	Appropriation.	((\$120,000))
2		<u>\$1,177,000</u>
3	<u>High Occupancy Toll Lanes Operations Account—State</u>	
4	<u>Appropriation.</u>	<u>\$200,000</u>
5	TOTAL APPROPRIATION.	((\$718,463,000))
6		<u>\$656,558,000</u>

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

9 (1) Except as provided otherwise in this section, the entire
10 transportation 2003 account (nickel account) appropriation and the
11 entire transportation partnership account appropriation are provided
12 solely for the projects and activities as listed by fund, project,
13 and amount in LEAP Transportation Document ((~~2014-1~~)) 2015-1 as
14 developed ((~~March 10, 2014~~)) May 26, 2015, Program - Highway
15 Preservation Program (P). However, limited transfers of specific
16 line-item project appropriations may occur between projects for those
17 amounts listed subject to the conditions and limitations in section
18 ((~~601 of this act~~)) 1201, chapter . . . (Engrossed Substitute House
19 Bill No. 1299), Laws of 2015 1st sp. sess.

20 (2) Except as provided otherwise in this section, the entire
21 motor vehicle account—state appropriation and motor vehicle account—
22 federal appropriation are provided solely for the projects and
23 activities listed in LEAP Transportation Document ((~~2014-2~~)) 2015-2
24 ALL PROJECTS as developed ((~~March 10, 2014~~)) May 26, 2015, Program -
25 Highway Preservation Program (P). The department shall apply any
26 federal funds gained through efficiencies or the redistribution
27 process in an amount up to \$27,200,000 for cost overruns related to
28 the pontoon design errors on the SR 520 Bridge Replacement and HOV
29 project (8BI1003) as described in section 306(12)(f) ((~~of this act~~)),
30 chapter 222, Laws of 2014. Any federal funds gained through
31 efficiencies or the redistribution process that are in excess of
32 \$27,200,000 must then be applied to the "Contingency (Unfunded)
33 Highway Preservation Projects" as identified in LEAP Transportation
34 Document 2014-2 ALL PROJECTS as developed March 10, 2014, Program -
35 Highway Preservation Program (P). However, no additional federal
36 funds may be allocated to the I-5/Columbia River Crossing project
37 (400506A).

38 (3) Within the motor vehicle account—state appropriation and
39 motor vehicle account—federal appropriation, the department may

1 transfer funds between programs I and P, except for funds that are
2 otherwise restricted in this act.

3 (4) (~~(\$26,610,000)~~) \$25,480,000 of the motor vehicle account—
4 federal appropriation(~~(, \$51,000 of the motor vehicle account—state~~
5 ~~appropriation,)~~) and (~~(\$769,000)~~) \$605,000 of the highway safety
6 account—state appropriation are provided solely for the SR 167/
7 Puyallup River Bridge Replacement project (316725A). This project
8 must be completed as a design-build project. The department must work
9 with local jurisdictions and the community during the environmental
10 review process to develop appropriate esthetic design elements, at no
11 additional cost to the department, and traffic management plans
12 pertaining to this project. The department must report to the
13 transportation committees of the legislature on estimated cost and/or
14 time savings realized as a result of using the design-build process.

15 (5) The department shall examine the use of electric arc furnace
16 slag for use as an aggregate for new roads and paving projects in
17 high traffic areas and report back to the legislature on its current
18 use in other areas of the country and any characteristics that can
19 provide greater wear resistance and skid resistance in new pavement
20 construction.

21 **Sec. 1007.** 2014 c 222 s 308 (uncodified) is amended to read as
22 follows:

23 **FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—**
24 **CAPITAL**

25	Motor Vehicle Account—State Appropriation.	((\$4,915,000))
26		<u>\$4,648,000</u>
27	Motor Vehicle Account—Federal Appropriation.	((\$9,152,000))
28		<u>\$7,191,000</u>
29	Motor Vehicle Account—Private/Local Appropriation.	\$200,000
30	TOTAL APPROPRIATION.	((\$14,267,000))
31		<u>\$12,039,000</u>

32 The appropriations in this section are subject to the following
33 conditions and limitations: (~~(\$195,000)~~) \$100,000 of the motor
34 vehicle account—state appropriation is provided solely for project
35 000005Q as state matching funds for federally selected competitive
36 grants or congressional earmark projects. These moneys must be placed
37 into reserve status until such time as federal funds are secured that
38 require a state match.

1 shall use as much already procured equipment as practicable on the
2 144-car vessels.

3 (4) (~~(\$14,728,000)~~) \$8,773,000 of the Puget Sound capital
4 construction account—federal appropriation, (~~(\$4,038,000)~~) \$1,600,000
5 of the Puget Sound capital construction account—state appropriation,
6 and (~~(\$1,535,000)~~) \$490,000 of the multimodal transportation account—
7 state appropriation are provided solely for the Mukilteo ferry
8 terminal (~~((project))~~) 952515P). To the greatest extent practicable,
9 the department shall seek additional federal funding for this
10 project. Within the multimodal transportation account—state
11 appropriation amount provided in this subsection, the department
12 shall lease to the city in which the project is located a portion of
13 the department's property associated with this project to provide
14 safe, temporary public access from the easterly terminus of First
15 Street to the vicinity of Front Street. The department shall provide
16 the lease at no cost in recognition of the impacts of this project to
17 the city and require appropriate liability and maintenance coverage
18 in the terms of the lease. Public access must be installed and
19 removed at no cost to the state prior to construction of the
20 multimodal terminal project.

21 (5) (~~(\$4,935,000)~~) \$7,000,000 of the Puget Sound capital
22 construction account—state appropriation is provided solely for
23 emergency capital repair costs (~~((project))~~) 999910K). Funds may only
24 be spent after approval by the office of financial management.

25 (6) Consistent with RCW 47.60.662, which requires the Washington
26 state ferry system to collaborate with passenger-only ferry and
27 transit providers to provide service at existing terminals, the
28 department shall ensure that multimodal access, including for
29 passenger-only ferries and transit service providers, is not
30 precluded by any future modifications at the terminal.

31 (7) (~~(\$4,026,000)~~) \$4,788,000 of the Puget Sound capital
32 construction account—state appropriation is provided solely for the
33 reservation and communications system projects (L200041 & L200042).

34 (8) \$4,210,000 of the Puget Sound capital construction account—
35 state appropriation is provided solely for the capital program share
36 of \$7,259,000 in lease payments for the ferry division's headquarters
37 building. Consistent with the 2012 facilities oversight plan, the
38 department shall strive to consolidate office space in downtown
39 Seattle by the end of 2015. The department shall consider renewing

1 the lease for the ferry division's current headquarters building only
2 if the lease rate is reduced at least (~~(fifty)~~) forty percent and
3 analysis shows that this is the least cost and risk option for the
4 department. Consolidation with other divisions or state agencies, or
5 a reduction in leased space, must also be considered as part of any
6 headquarters lease renewal analysis.

7 ~~(9) ((\$23,737,000 of the total appropriation is for preservation~~
8 ~~work on the Hyak super class vessel (project 944431D), including~~
9 ~~installation of a power management system and more efficient~~
10 ~~propulsion systems, that in combination are anticipated to save up to~~
11 ~~twenty percent in fuel and reduce maintenance costs. Upon completion~~
12 ~~of this project, the department shall provide a report to the~~
13 ~~transportation committees of the legislature on the fuel and~~
14 ~~maintenance savings achieved for this vessel and the potential to~~
15 ~~save additional funds through other vessel conversions.~~

16 ~~(10))~~ The transportation 2003 account (nickel account)—state
17 appropriation includes up to \$50,000,000 in proceeds from the sale of
18 bonds authorized in RCW 47.10.861.

19 ~~((11))~~ (10) \$50,000,000 of the transportation 2003 account
20 (nickel account)—state appropriation is provided solely for the
21 acquisition of one 144-car vessel (~~((project))~~) L1000063). If
22 chapter . . . (Engrossed Second Substitute House Bill No. 1129), Laws
23 of 2014 (ferry vessel replacement) is not enacted by June 30, 2014,
24 the amount provided in the subsection lapses.

25 ~~((12))~~ (11) If the department pursues a conversion of the
26 existing diesel powered Issaquah class fleet to a different fuel
27 source or engine technology or the construction of a new vessel
28 powered by a fuel source or engine technology that is not diesel
29 powered, the department must use a design-build procurement process.

30 ~~((13))~~ (12) \$350,000 of the Puget Sound capital construction
31 account—state appropriation is provided solely for the issuance of a
32 request for proposals to convert the Issaquah class vessels to use
33 liquefied natural gas and to provide a one-time stipend to the entity
34 awarded the conversion contract. Of the amounts provided in this
35 subsection:

36 (a) \$100,000 of the Puget Sound capital construction account—
37 state appropriation is for the department to issue a request for
38 proposals for a design-build contract consistent with RCW 47.20.780
39 to convert six Issaquah class vessels to be powered by liquefied

1 natural gas. Consistent with RCW 47.56.030(2)(c), the legislature
2 finds that the performance needs of the department in converting to
3 liquefied natural gas are for engines with the lowest life-cycle
4 costs, and the department must weigh this criteria as a priority when
5 evaluating the proposals. To encourage cost saving ideas, the
6 department shall limit prescribing design elements in the proposal to
7 those approved or required by the United States coast guard in the
8 liquefied natural gas waterways suitability assessment or those
9 otherwise essential to provide clear direction to bidders. The
10 request for proposals must include a process for evaluating proposals
11 that may include alternative financing arrangements that are in
12 compliance with state private financing law. When evaluating the
13 financial merits of any liquefied natural gas conversion request for
14 proposals, the department shall give consideration to the inability
15 of the state to fund a liquefied natural gas conversion using
16 currently available public resources. The department shall issue the
17 request for proposals within forty-five days of rejecting the
18 liquefied natural gas request for proposals issued under section
19 308(11), chapter 86, Laws of 2012 or receiving final findings from
20 the United States coast guard on the liquefied natural gas waterways
21 suitability assessment, whichever is later.

22 (b) \$250,000 of the Puget Sound capital construction account—
23 state appropriation is for the entity awarded the contract pursuant
24 to this subsection.

25 **Sec. 1009.** 2014 c 222 s 310 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**
28 Essential Rail Assistance Account—State

29	Appropriation.	((\$1,020,000))
30		<u>\$899,000</u>

31 Transportation Infrastructure Account—State

32	Appropriation.	((\$9,190,000))
33		<u>\$7,369,000</u>

34 Multimodal Transportation Account—State

35	Appropriation.	((\$44,085,000))
36		<u>\$40,395,000</u>

37 Multimodal Transportation Account—Federal

38	Appropriation.	((\$430,193,000))
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1		<u>\$388,418,000</u>
2	Multimodal Transportation Account—Private/Local	
3	Appropriation.	\$409,000
4	TOTAL APPROPRIATION.	((\$484,897,000))
5		<u>\$437,490,000</u>

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

8 (1)(a) Except as provided otherwise in this section, the entire
9 appropriations in this section are provided solely for the projects
10 and activities as listed by project and amount in LEAP Transportation
11 Document ((2014-2)) 2015-2 ALL PROJECTS as developed ((~~March 10,~~
12 ~~2014~~) May 26, 2015, Program - Rail Program (Y).

13 (b) Within the amounts provided in this section, \$7,669,000 of
14 the transportation infrastructure account—state appropriation is for
15 low-interest loans through the freight rail investment bank program
16 identified in the LEAP transportation document referenced in (a) of
17 this subsection. The department shall issue freight rail investment
18 bank program loans with a repayment period of no more than ten years,
19 and only so much interest as is necessary to recoup the department's
20 costs to administer the loans.

21 (c) Within the amounts provided in this section, \$2,440,000 of
22 the multimodal transportation account—state appropriation, \$1,250,000
23 of the transportation infrastructure account—state appropriation, and
24 \$311,000 of the essential rail assistance account—state appropriation
25 are for statewide emergent freight rail assistance projects
26 identified in the LEAP transportation document referenced in (a) of
27 this subsection.

28 (2) Unsuccessful 2012 freight rail assistance program grant
29 applicants may be awarded freight rail investment bank program loans,
30 if eligible. The department shall issue a call for projects for the
31 freight rail investment bank loan program and the freight rail
32 assistance grant program, and shall evaluate the applications in a
33 manner consistent with past practices as specified in section 309,
34 chapter 367, Laws of 2011. By November 1, 2014, the department shall
35 submit a prioritized list of recommended projects to the office of
36 financial management and the transportation committees of the
37 legislature.

38 (3) ((~~\$424,400,000~~)) \$382,625,000 of the multimodal
39 transportation account—federal appropriation and ((~~\$10,658,000~~))

1 \$10,084,000 of the multimodal transportation account—state
2 appropriation are provided solely for expenditures related to
3 passenger high-speed rail grants. Except for the Mount Vernon project
4 (P01101A), the multimodal transportation account—state appropriation
5 funds reflect one and one-half percent of the total project funds,
6 and are provided solely for expenditures that are not eligible for
7 federal reimbursement. (~~Of the amounts provided in this subsection,~~
8 ~~\$31,500,000 of the multimodal transportation account federal~~
9 ~~appropriation is provided solely for the purchase of two new train~~
10 ~~sets for the state-supported intercity passenger rail service. The~~
11 ~~department must apply for any federal waivers required to purchase~~
12 ~~the new train sets, as allowable under existing competitive bidding~~
13 ~~practices, and seek federal funds in addition to those available from~~
14 ~~the high-speed rail grants.))~~

15 (4) As allowable under federal rail authority rules and existing
16 competitive bidding practices, when purchasing new train sets, the
17 department shall give preference to bidders that propose train sets
18 with characteristics and maintenance requirements most similar to
19 those currently owned by the department.

20 (5) The department shall provide quarterly reports to the office
21 of financial management and the transportation committees of the
22 legislature regarding applications that the department submits for
23 federal funds and the status of such applications.

24 (6)(a) \$709,000 of the essential rail assistance account—state
25 appropriation, \$241,000 of the transportation infrastructure account—
26 state appropriation, and \$1,893,000 of the multimodal transportation
27 account—state appropriation are provided solely for the purpose of
28 rehabilitation and maintenance of the Palouse river and Coulee City
29 railroad line (project F01111B). The department shall complete an
30 evaluation and assessment of future maintenance needs on the line to
31 ensure appropriate levels of state investment.

32 (b) Expenditures from the essential rail assistance account—state
33 appropriation in this section may not exceed the combined total of:

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

36 (ii) Revenues transferred from the miscellaneous program account
37 to the essential rail assistance account, pursuant to RCW 47.76.360,
38 for the purpose of sustaining the grain train program by maintaining
39 the Palouse river and Coulee City railroad line.

1 ((7))

2 **Sec. 1010.** 2014 c 222 s 311 (uncodified) is amended to read as
3 follows:

4 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
5 **CAPITAL**

6	((Highway Infrastructure Account—State Appropriation. . . . \$207,000))	
7	Highway Infrastructure Account—Federal	
8	Appropriation.	((\$1,602,000))
9		<u>\$1,400,000</u>
10	Transportation Partnership Account—State	
11	Appropriation.	((\$9,236,000))
12		<u>\$7,912,000</u>
13	Highway Safety Account—State Appropriation.	((\$8,915,000))
14		<u>\$5,700,000</u>
15	Motor Vehicle Account—State Appropriation.	\$2,201,000
16	Motor Vehicle Account—Federal Appropriation.	((\$34,581,000))
17		<u>\$23,141,000</u>
18	Multimodal Transportation Account—State	
19	Appropriation.	((\$18,740,000))
20		<u>\$11,419,000</u>
21	TOTAL APPROPRIATION.	((\$75,482,000))
22		<u>\$51,773,000</u>

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

25 (1) Except as provided otherwise in this section, the entire
26 appropriations in this section are provided solely for the projects
27 and activities as listed by project and amount in LEAP Transportation
28 Document ((2014-2)) 2015-2 ALL PROJECTS as developed ((~~March 10,~~
29 ~~2014~~)) May 26, 2015, Program - Local Programs Program (Z).

30 (2) With each department budget submittal, the department shall
31 provide an update on the status of the repayment of the twenty
32 million dollars of unobligated federal funds authority advanced by
33 the department in September 2010 to the city of Tacoma for the Murray
34 Morgan/11th Street bridge project. The department may negotiate with
35 the city of Tacoma an agreement for repayment of the funds over a
36 period of up to twenty-five years at terms agreed upon by the
37 department and the city. The funds previously advanced by the
38 department to the city are not to be considered a general obligation

1 of the city but instead an obligation payable from identified
2 revenues set aside for the repayment of the funds.

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

6 (a) (~~(\$16,543,000)~~) \$9,600,000 of the multimodal transportation
7 account—state appropriation, (~~(\$8,724,000)~~) \$7,400,000 of the
8 transportation partnership account—state appropriation, and
9 (~~(\$62,000)~~) \$60,000 of the motor vehicle account—federal
10 appropriation are provided solely for pedestrian and bicycle safety
11 program projects.

12 (b) (~~(\$11,700,000)~~) \$6,200,000 of the motor vehicle account—
13 federal appropriation and (~~(\$6,750,000)~~) \$3,900,000 of the highway
14 safety account—state appropriation are provided solely for newly
15 selected safe routes to school projects, and (~~(\$6,503,000)~~)
16 \$5,500,000 of the motor vehicle account—federal appropriation and
17 (~~(\$2,165,000)~~) \$1,800,000 of the highway safety account—state
18 appropriation are reappropriated for safe routes to school projects
19 selected in the previous biennia. The amount provided for new
20 projects is consistent with federal funding levels from the 2011-2013
21 omnibus transportation appropriations act and the intent of the fee
22 increases in chapter 74, Laws of 2012 and chapter 80, Laws of 2012.

23 (4) The department may enter into contracts and make expenditures
24 for projects on behalf of and selected by the freight mobility
25 strategic investment board from the amounts provided in section 301
26 (~~(of this act)~~), chapter 306, Laws of 2013 and section 301, chapter
27 222, Laws of 2014.

28 (5) The department shall submit a report to the transportation
29 committees of the legislature by December 1, 2013, and December 1,
30 2014, on the status of projects funded as part of the pedestrian
31 safety/safe routes to school grant program (0LP600P). The report must
32 include, but is not limited to, a list of projects selected and a
33 brief description of each project's status.

34 (6) \$50,000 of the motor vehicle account—state appropriation is
35 provided solely for the installation of a guard rail on Deer Harbor
36 Road in San Juan county (L2220054).

37 **TRANSFERS AND DISTRIBUTIONS**

1 **Sec. 1101.** 2014 c 222 s 401 (uncodified) is amended to read as
 2 follows:

3 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 4 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
 5 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
 6 **REVENUE**

7 Transportation Partnership Account—State		
8 Appropriation.	. . . . .	\$3,099,000
9 Motor Vehicle Account—State Appropriation.	. . . . .	(\$187,000)
10		<u>\$229,000</u>
11 State Route Number 520 Corridor Account—State		
12 Appropriation.	. . . . .	(\$3,866,000)
13		<u>\$866,000</u>
14 Highway Bond Retirement Account—State		
15 Appropriation.	. . . . .	(\$1,086,801,000)
16		<u>\$1,068,801,000</u>
17 Ferry Bond Retirement Account—State Appropriation.	. . . . .	(\$31,824,000)
18		<u>\$30,824,000</u>
19 Transportation Improvement Board Bond Retirement		
20 Account—State Appropriation.	. . . . .	\$16,268,000
21 Nondebt-Limit Reimbursable Bond Retirement Account—		
22 State Appropriation.	. . . . .	\$25,825,000
23 Toll Facility Bond Retirement Account—State		
24 Appropriation.	. . . . .	\$52,050,000
25 Transportation 2003 Account (Nickel Account)—State		
26 Appropriation.	. . . . .	\$682,000
27 TOTAL APPROPRIATION.	. . . . .	(\$1,220,602,000)
28		<u>\$1,198,644,000</u>

29 **Sec. 1102.** 2014 c 222 s 402 (uncodified) is amended to read as
 30 follows:

31 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 32 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**
 33 **FISCAL AGENT CHARGES**

34 Transportation Partnership Account—State		
35 Appropriation.	. . . . .	\$588,000
36 Motor Vehicle Account—State Appropriation.	. . . . .	(\$32,000)
37		<u>\$43,000</u>
38 State Route Number 520 Corridor Account—State		

1	Appropriation.	\$531,000
2	Transportation 2003 Account (Nickel Account)—State	
3	Appropriation.	\$123,000
4	TOTAL APPROPRIATION.	(\$1,274,000)
5		<u>\$1,285,000</u>

6 **Sec. 1103.** 2014 c 222 s 404 (uncodified) is amended to read as
7 follows:

8 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

9	Motor Vehicle Account—State Appropriation: For	
10	motor vehicle fuel tax distributions to cities	
11	and counties.	(\$478,598,000)
12		<u>\$480,931,994</u>

13 **Sec. 1104.** 2014 c 222 s 405 (uncodified) is amended to read as
14 follows:

15 **FOR THE STATE TREASURER—TRANSFERS**

16	Motor Vehicle Account—State Appropriation: For	
17	motor vehicle fuel tax refunds and statutory	
18	transfers.	(\$1,242,728,000)
19		<u>\$1,248,403,000</u>

20 **Sec. 1105.** 2014 c 222 s 406 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

23	Motor Vehicle Account—State Appropriation:	
24	For motor vehicle fuel tax refunds	
25	and transfers.	(\$138,494,000)
26		<u>\$137,953,014</u>

27 **Sec. 1106.** 2014 c 222 s 407 (uncodified) is amended to read as
28 follows:

29 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

30	(1) Recreational Vehicle Account—State	
31	Appropriation: For transfer to the Motor Vehicle	
32	Account—State.	\$1,300,000
33	(2) Multimodal Transportation Account—State	
34	Appropriation: For transfer to the Puget Sound	
35	Ferry Operations Account—State.	\$13,000,000

1 (3) Rural Mobility Grant Program Account—State
 2 Appropriation: For transfer to the Multimodal
 3 Transportation Account—State. \$3,000,000
 4 (4) (~~(Motor Vehicle Account—State~~
 5 ~~Appropriation: For transfer to the Special Category C~~
 6 ~~Account—State. \$1,500,000~~
 7 ~~(5) Capital Vessel Replacement Account—State~~
 8 ~~Appropriation: For transfer to the Transportation~~
 9 ~~2003 Account (Nickel Account)—State. \$7,571,000~~
 10 ~~(6))~~ Multimodal Transportation Account—State
 11 Appropriation: For transfer to the Public
 12 Transportation Grant Program Account—State. \$26,000,000
 13 ~~((7))~~ (5) Motor Vehicle Account—State Appropriation:
 14 For transfer to the Puget Sound Ferry Operations
 15 Account—State. \$28,000,000
 16 ~~((8))~~ (6) Motor Vehicle Account—State Appropriation:
 17 For transfer to the Puget Sound Capital Construction
 18 Account—State. \$28,000,000
 19 ~~((9))~~ (7) State Route Number 520 Civil Penalties
 20 Account—State Appropriation: For transfer to the
 21 State Route Number 520 Corridor Account—State. \$886,000
 22 ~~((10))~~ (8) Multimodal Transportation Account—State
 23 Appropriation: For transfer to the Highway Safety
 24 Account—State. \$14,000,000
 25 ~~((11))~~ (9) Motor Vehicle Account—State Appropriation:
 26 For transfer to the State Patrol Highway
 27 Account—State. \$27,000,000
 28 ~~((12))~~ (10) Highway Safety Account—State
 29 Appropriation: For transfer to the Puget Sound Ferry
 30 Operations Account—State. \$42,000,000
 31 ~~((13))~~ (11) Advanced Environmental Mitigation Revolving
 32 Account—State Appropriation: For transfer to the
 33 Motor Vehicle Account—State. \$2,000,000
 34 ~~((14))~~ (12) Advanced Right-of-Way Revolving Fund—State
 35 Appropriation: For transfer to the Motor Vehicle
 36 Account—State. \$6,000,000
 37 ~~((15))~~ (13) Tacoma Narrows Toll Bridge Account—State
 38 Appropriation: For transfer to the Motor Vehicle

1 Account—State. \$950,000
2 ((~~16~~)) (14) License Plate Technology Account—State
3 Appropriation: For transfer to the Highway Safety
4 Account—State. \$3,000,000
5 ((~~17~~)) (15) Motor Vehicle Account—State Appropriation:
6 For transfer to the Transportation Equipment
7 Fund—State. \$3,915,000
8 ((~~18~~)(a) ~~Capital Vessel Replacement Account—State~~
9 ~~Appropriation: For transfer to Transportation 2003~~
10 ~~Account (Nickel Account)—State. \$11,128,000~~
11 ~~(b) If chapter . . . (Engrossed Second Substitute House Bill No.~~
12 ~~1129), Laws of 2014 (ferry vessel replacement) is not enacted by June~~
13 ~~30, 2014, the amount transferred in (a) of this subsection lapses.~~
14 ~~(19~~)) (16) Motor Vehicle Account—State
15 Appropriation: For transfer to the Interstate 405
16 Express Toll Lanes Operations Account—State. \$2,019,000

17 **IMPLEMENTING PROVISIONS**

18 **Sec. 1201.** 2014 c 222 s 601 (uncodified) is amended to read as
19 follows:

20 **FUND TRANSFERS**

21 (1) The transportation 2003 projects or improvements and the 2005
22 transportation partnership projects or improvements are listed in the
23 LEAP list titled ((~~2014-1~~)) 2015-1 as developed ((~~March 10, 2014~~))
24 May 26, 2015, which consists of a list of specific projects by fund
25 source and amount over a ten-year period. Current fiscal biennium
26 funding for each project is a line-item appropriation, while the
27 outer year funding allocations represent a ten-year plan. The
28 department is expected to use the flexibility provided in this
29 section to assist in the delivery and completion of all
30 transportation partnership account and transportation 2003 account
31 (nickel account) projects on the LEAP transportation documents
32 referenced in this act. However, this section does not apply to the
33 I-5/Columbia River Crossing project (400506A). For the 2011-2013 and
34 2013-2015 project appropriations, unless otherwise provided in this
35 act, the director of financial management may authorize a transfer of
36 appropriation authority between projects funded with transportation
37 2003 account (nickel account) appropriations, or transportation

1 partnership account appropriations, in order to manage project
2 spending and efficiently deliver all projects in the respective
3 program under the following conditions and limitations:

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

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

9 (c) Each transfer between projects may only occur if the director
10 of financial management finds that any resulting change will not
11 hinder the completion of the projects as approved by the legislature.
12 Until the legislature reconvenes to consider the 2014 supplemental
13 omnibus transportation appropriations act, any unexpended 2011-2013
14 appropriation balance as approved by the office of financial
15 management, in consultation with the legislative staff of the house
16 of representatives and senate transportation committees, may be
17 considered when transferring funds between projects;

18 (d) Transfers from a project may be made if the funds
19 appropriated to the project are in excess of the amount needed to
20 complete the project;

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

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

25 (g) Transfers between projects may be made, without the approval
26 of the director of the office of financial management, by the
27 department of transportation until the transfer amount by project
28 exceeds two hundred fifty thousand dollars, or ten percent of the
29 total project, whichever is less. These transfers must be reported
30 quarterly to the director of financial management and the chairs of
31 the house of representatives and senate transportation committees.

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

35 (3) The office of financial management shall work with
36 legislative staff of the house of representatives and senate
37 transportation committees to review the requested transfers in a
38 timely manner.

39 (4) The office of financial management shall document approved
40 transfers and schedule changes in the transportation executive

1 information system, compare changes to the legislative baseline
2 funding and schedules identified by project identification number
3 identified in the LEAP transportation documents referenced in this
4 act, and transmit revised project lists to chairs of the
5 transportation committees of the legislature on a quarterly basis.

6 NEW SECTION. **Sec. 1202.** A new section is added to 2013 c 306
7 (uncodified) to read as follows:

8 The appropriations to the department of transportation in chapter
9 222, Laws of 2014 and this act must be expended for the programs and
10 in the amounts specified in this act. However, after May 1, 2015,
11 unless specifically prohibited, the department may transfer state
12 appropriations for the 2013-2015 fiscal biennium among operating
13 programs after approval by the director of the office of financial
14 management. However, the department shall not transfer state moneys
15 that are provided solely for a specific purpose. The department shall
16 not transfer funds, and the director of the office of financial
17 management shall not approve the transfer, unless the transfer is
18 consistent with the objective of conserving, to the maximum extent
19 possible, the expenditure of state funds and not federal funds. The
20 director of the office of financial management shall notify the
21 appropriate transportation committees of the legislature no fewer
22 than ten business days before approving any allotment modifications
23 or transfers under this section. The written notification must
24 include a narrative explanation and justification of the changes,
25 along with expenditures and allotments by program and appropriation,
26 both before and after any allotment modifications or transfers.

27 **MISCELLANEOUS**

28 NEW SECTION. **Sec. 1301.** If any provision of this act or its
29 application to any person or circumstance is held invalid, the
30 remainder of the act or the application of the provision to other
31 persons or circumstances is not affected.

32 NEW SECTION. **Sec. 1302.** This act is necessary for the immediate
33 preservation of the public peace, health, or safety, or support of
34 the state government and its existing public institutions, and takes
35 effect immediately.

Passed by the House May 27, 2015.
Passed by the Senate May 28, 2015.
Approved by the Governor June 11, 2015, with the exception of certain items that were vetoed.
Filed in Office of Secretary of State June 12, 2015.

Note: Governor's explanation of partial veto is as follows:

"I am returning herewith, without my approval as to Sections 102, page 2, lines 29-36, and page 3, lines 1-8; 103(1); 213(3); 920(4); 1005, page 113, lines 26-27 and 1005(2); 1005(4); 1005(5); and 1005(6), Second Engrossed Substitute House Bill No. 1299 entitled:

"AN ACT Relating to transportation funding and appropriations."

Section 102, page 2, lines 29-36, and page 3, lines 1-8, Utilities and Transportation Commission, State Agency Workgroup

This proviso directs the Utilities and Transportation Commission (UTC) to coordinate a state agency workgroup to identify issues related to consolidating rail employee safety and regulatory functions within the UTC. Funding for this activity would come from the Grade Crossing Protective Account, which is used to install and maintain equipment to make grade crossings safer. Because this is not the appropriate fund source for coordinating a workgroup on the topic identified in the proviso, I have directed the UTC to conduct this activity with other existing resources. For this reason, I have vetoed Section 102, page 2, lines 29-36, and page 3, lines 1-8.

Section 103(1), page 3, Office of Financial Management, Study of Fund Exchange

This proviso directs the Office of Financial Management to perform a study on the feasibility of establishing a fund exchange where federal funds are exchanged for state funds to reduce the administrative burden on local governments which use federal funds. The funding is likely insufficient to provide a thorough report on the issues. In addition, the Joint Transportation Committee is a more appropriate entity to perform this analysis, not the Office of Financial Management. Therefore, I have vetoed Section 103(1).

Section 213(3), pages 18-19, Department of Transportation, Beaver Dams

This proviso creates a complicated process for managing beaver dams on private property that pose a threat to Washington state highways, individual personal property, and public safety. The proposed process would require the Washington State Department of Transportation to notify private property owners of impending threats from beaver dam failure, to produce wildlife management plans, and to provide potential remedies that could create liability for the state. In addition, no funding is provided for this effort. For these reasons, I have vetoed Section 213(3).

Section 920(4), pages 105-106, Department of Transportation, Public Transportation

This proviso prevents the Washington State Department of Transportation from continuing work on regional mobility grant projects previously authorized by the Legislature. The department needs authority to work on these projects to support local efforts to improve transit mobility and reduce congestion on our roadways. The

majority of the projects are not yet complete, and expenditures have already been made. Therefore, I have vetoed Section 920(4).

Section 1005, page 113, lines 26-27, and Section 1005(2), page 114, Department of Transportation, Highway Improvements Program

Due to changes in the timing of expenditures for highway improvement projects and insufficient flexibility in the capital program budgets, this reduced appropriation would result in an estimated shortfall of \$3.5 million in expenditure authority in the Highway Improvements program. The Washington State Department of Transportation must have ongoing expenditure authority to keep projects within the total spending plan. Therefore, I have vetoed Section 1005, page 113, lines 26-27, and Section 1005(2).

Section 1005(4), 1005(5) and 1005(6), page 115, Department of Transportation, Proceeds from Bond Sales

Section 605 provides the flexibility needed to retroactively assign bond proceeds received in the 2015-17 biennium to associated costs that occurred in the 2013-15 biennium. The reduced appropriations in Section 1005(4), Section 1005(5), and Section 1005(6) negate the flexibility provided in Section 605. For this reason, I have vetoed Section 1005(4), Section 1005(5), and Section 1005(6).

For these reasons I have vetoed Sections 102, page 2, lines 29-36, and page 3, lines 1-8; 103(1); 213 (3); 920(4); 1005, page 113, lines 26-27 and 1005(2); 1005(4); 1005(5); and 1005(6) of Second Engrossed Substitute House Bill No. 1299.

With the exception of Sections 102, page 2, lines 29-36, and page 3, lines 1-8; 103(1); 213(3); 920(4); 1005, page 113, lines 26-27 and 1005(2); 1005(4); 1005(5); and 1005(6), Second Engrossed Substitute House Bill No. 1299 is approved."

(End of Bill)

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