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

2013-2015 FISCAL BIENNUM
GENERAL GOVERNMENT AGENCIES--OPERATING

Sec. 101. 2013 c 306 s 101 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION
Motor Vehicle Account--State Appropriation . . . . . . . . . (\$435,000)
$433,000
The appropriation in this section is subject to the following conditions and limitations: The entire appropriation is provided solely for staffing costs to be dedicated to state transportation activities. Staff hired to support transportation activities must have practical experience with complex construction projects.

Sec. 102. 2013 c 306 s 103 (uncodified) is amended to read as follows:

FOR THE OFFICE OF FINANCIAL MANAGEMENT

Motor Vehicle Account--State Appropriation . . . . . . . . (($1,641,000))

Puget Sound Ferry Operations Account--State Appropriation

TOTAL APPROPRIATION . . . . . . . . . . . . . . . . . . (($1,817,000))

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

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

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

Sec. 103. 2013 c 306 s 106 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF AGRICULTURE

Motor Vehicle Account--State Appropriation . . . . . . (($1,208,000))

$1,203,000
The appropriation in this section is subject to the following conditions and limitations:
(1) $351,000 of the motor vehicle account—state appropriation is provided solely for costs associated with the motor fuel quality program.
(2) $857,000 of the motor vehicle account—state appropriation is provided solely to test the quality of biofuel. The department must test fuel quality at the biofuel manufacturer, distributor, and retailer.

Sec. 104. 2013 c 306 s 107 (uncodified) is amended to read as follows:
FOR THE LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE
Motor Vehicle Account—State Appropriation . . . . . . . ((($529,000))
$527,000

TRANSPORTATION AGENCIES—OPERATING

Sec. 201. 2013 c 306 s 201 (uncodified) is amended to read as follows:
FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION
Highway Safety Account—State Appropriation . . . . . ((($3,017,000))
$3,025,000
Highway Safety Account—Federal Appropriation . . . . ((($40,699,000))
$40,755,000
Highway Safety Account—Private/Local Appropriation . . . . ((($50,000))
$118,000
School Zone Safety Account—State Appropriation . . . . ((($1,800,000))
$1,400,000
TOTAL APPROPRIATION . . . . . . . . . . . . . . ((($45,566,000))
$45,298,000

The appropriations in this section are subject to the following conditions and limitations:
(1) The commission shall develop and implement, in collaboration with the Washington state patrol, a target zero team pilot program in Yakima and Spokane counties. The pilot program must demonstrate the effectiveness of intense, high visibility driving under the influence
enforcement in Washington state. The commission shall apply to the
national highway traffic safety administration for federal highway
safety grants to cover the cost of the pilot program.
(2) $20,000,000 of the highway safety account--federal
appropriation is provided solely for federal funds that may be
obligated to the commission pursuant to 23 U.S.C. Sec. 164 during the
2013-2015 fiscal biennium.
((4)) (3) The commission may continue to oversee pilot projects
implementing the use of automated traffic safety cameras to detect
speed violations within cities west of the Cascade mountains that have
a population over one hundred ninety-five thousand. For the purposes
of pilot projects in this subsection, no more than one automated
traffic safety camera may be used to detect speed violations within any
one jurisdiction.
(a) The commission shall comply with RCW 46.63.170 in administering
the pilot projects.
(b) By January 1, 2015, any local authority that is operating an
automated traffic safety camera to detect speed violations must provide
a summary to the transportation committees of the legislature
concerning the use of the cameras and data regarding infractions,
revenues, and costs.
(4) During the 2013-2015 fiscal biennium, the commission shall
continue to provide funding to counties for target zero task forces at
the same annual allotment levels that were in place January 1, 2014.
By December 1, 2014, the commission must report to the transportation
committees of the legislature on any proposed changes in funding levels
for target zero task forces in the 2015-2017 fiscal biennium.

Sec. 202. 2013 c 306 s 202 (uncodified) is amended to read as
follows:
FOR THE COUNTY ROAD ADMINISTRATION BOARD
Rural Arterial Trust Account--State Appropriation . . . . (($945,000))
$939,000
Motor Vehicle Account--State Appropriation . . . . . (($2,186,000))
$2,174,000
County Arterial Preservation Account--State
Appropriation . . . . . . . . . . . . . . . . . . (($1,456,000))
$1,446,000
Sec. 203. 2013 c 306 s 203 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION IMPROVEMENT BOARD
Transportation Improvement Account--State Appropriation ........................................... ($3,804,000)

Sec. 204. 2013 c 306 s 204 (uncodified) is amended to read as follows:

FOR THE JOINT TRANSPORTATION COMMITTEE
Motor Vehicle Account--State Appropriation .................................................. ($1,330,000)

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

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

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

TOTAL APPROPRIATION .......................................................... ($4,587,000)

$4,559,000

$4,587,000

$3,879,000

$1,325,000

$1,330,000

SSB 6001
(b) The joint transportation committee shall issue a report of its findings to the house of representatives and senate transportation committees by December 31, 2013.

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

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

(4) The joint transportation committee shall convene a work group to identify and evaluate internal refinance opportunities for the Tacoma Narrows bridge. The study must include a staff work group, including staff from the office of financial management, the transportation commission, the department of transportation, the office of the state treasurer, and the legislative transportation committees. The joint transportation committee shall issue a report of its findings to the house of representatives and the senate transportation committees by December 31, 2013.
(5) The joint transportation committee shall study and review the use of surplus property proceeds to fund facility replacement projects, and the possibility of using the north central region as a pilot. The joint transportation committee shall consult with the department of transportation and the office of financial management regarding the department's current process for prioritizing and funding facility improvement and replacement projects.

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

Sec. 205. 2013 c 306 s 205 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION COMMISSION
Motor Vehicle Account--State Appropriation . . . . . . . . . . ((($2,947,000))
$2,941,000
Multimodal Transportation Account--State
   Appropriation . . . . . . . . . . . . . . . . . . . . . . . . . . . $112,000
   TOTAL APPROPRIATION . . . . . . . . . . . . . . . . . . . . . . . ($3,059,000))
$3,053,000

The appropriations in this section are subject to the following conditions and limitations:
(1) Consistent with RCW 43.135.055, 47.60.290, and 47.60.315, during the 2013-2015 fiscal biennium, the legislature authorizes the transportation commission to periodically review and, if necessary, adjust the schedule of fares for the Washington state ferry system only in amounts not greater than those sufficient to generate the amount of revenue required by the biennial transportation budget. When adjusting
ferry fares, the commission must consider input from affected ferry
users by public hearing and by review with the affected ferry advisory
committees, in addition to the data gathered from the current ferry
user survey.

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

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

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

(c) For the purposes of this subsection (3), the commission shall:

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

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

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

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

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

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

(4) $174,000 of the motor vehicle account--state appropriation is provided solely for the voice of Washington survey program. The funding must be utilized for continued program maintenance and two transportation surveys for the 2013-2015 fiscal biennium.

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

FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD
Motor Vehicle Account--State Appropriation . . . . . . . . ((($904,000))
$976,000
Sec. 207. 2013 c 306 s 207 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL

State Patrol Highway Account--State

Appropriation .................. ($370,354,000) $366,733,000

State Patrol Highway Account--Federal

Appropriation .................. ($11,137,000) $11,067,000

State Patrol Highway Account--Private/Local

Appropriation .................. ($3,591,000) $3,572,000

Highway Safety Account--State Appropriation ........ ($19,429,000) $19,265,000

Multimodal Transportation Account--State

Appropriation .................. ($273,000) $272,000

Ignition Interlock Device Revolving Account--State

Appropriation .................. ($573,000) $569,000

TOTAL APPROPRIATION .......... ($405,357,000) $401,478,000

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

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

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

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

(4) \( $573,000 \) \$569,000 of the ignition interlock device
revolving account--state appropriation is provided solely for the
ignition interlock program at the Washington state patrol to provide
funding for two staff to work and provide support for the program in
working with manufacturers, service centers, technicians, and
participants in the program.

(5) \$370,000 of the state patrol highway account--state
appropriation is provided solely for costs associated with the pilot
program described under section 216((6)) (5) of this act. The
Washington state patrol may incur costs related only to the assignment
of cadets and necessary computer equipment and to the reimbursement of
the department of transportation for contract costs. The appropriation
in this subsection must be funded from the portion of the automated
traffic safety camera infraction fines deposited into the state patrol
highway account; however, if the fines deposited into the state patrol
highway account from automated traffic safety camera infractions do not
reach three hundred seventy thousand dollars, the department of
transportation shall remit funds necessary to the Washington state
patrol to ensure the completion of the pilot program. The Washington
state patrol may not incur overtime as a result of this pilot program.
The Washington state patrol shall not assign troopers to operate or
deploy the pilot program equipment used in roadway construction zones.

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

(7) The Washington state patrol shall work with the state
interoperability executive committee to compile a list of recent
studies evaluating the potential savings and benefits of consolidating
law enforcement and emergency dispatching centers and report to the
joint transportation committee by December 1, 2014, on the findings and
recommendations of those studies. As part of this study, the
Washington state patrol must look for potential efficiencies within
state government.
Sec. 208. 2013 c 306 s 208 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF LICENSING

Marine Fuel Tax Refund Account--State
   Appropriation .......................... $34,000
Motorcycle Safety Education Account--State
   Appropriation .......................... ($4,409,000)
   $4,396,000
State Wildlife Account--State Appropriation .......................... ($855,000)
   $867,000
Highway Safety Account--State Appropriation .......................... ($156,679,000)
   $152,584,000
Highway Safety Account--Federal Appropriation .......................... ($4,392,000)
   $4,363,000
Motor Vehicle Account--State Appropriation .......................... ($76,819,000)
   $78,096,000
Motor Vehicle Account--Federal Appropriation .......................... $467,000
Motor Vehicle Account--Private/Local Appropriation .......................... $1,544,000
Ignition Interlock Device Revolving Account--State
   Appropriation .......................... ($2,656,000)
   $2,871,000
Department of Licensing Services Account--State
   Appropriation .......................... ($5,959,000)
   $5,950,000
   TOTAL APPROPRIATION .......................... ($253,844,000)
   $251,172,000

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

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

(2) $1,000,000 of the highway safety account--state appropriation is provided solely for information technology field system modernization.
(3) $201,000 of the motor vehicle account--state appropriation is provided solely for the implementation of chapter . . . (Substitute Senate Bill No. 5152), Laws of 2013 (Sounders FC and Seahawks license plates). If chapter . . . (Substitute Senate Bill No. 5152), Laws of 2013 is not enacted by June 30, 2013, the amount provided in this subsection lapses.

(4) $425,000 of the highway safety account--state appropriation is provided solely for the implementation of chapter . . . (Substitute Senate Bill No. 5182), Laws of 2013 (vehicle owner information). If chapter . . . (Substitute Senate Bill No. 5182), Laws of 2013 is not enacted by June 30, 2013, the amount provided in this subsection lapses.

(5) $172,000 of the highway safety account--state appropriation is provided solely for the implementation of chapter . . . (Senate Bill No. 5775), Laws of 2014 (veterans/drivers' licenses). If chapter . . . (Senate Bill No. 5775), Laws of 2014 is not enacted by June 30, 2014, the amount provided in this subsection lapses.

(6) ($652,000) $325,000 of the motor vehicle account--state appropriation is provided solely for the implementation of chapter . . . (Second Engrossed Substitute Senate Bill No. 5785), Laws of 2014 (license plates). If chapter . . . (Second Engrossed Substitute Senate Bill No. 5785), Laws of 2014 is not enacted by June 30, 2014, the amount provided in this subsection lapses.

(7) ($78,000 of the motor vehicle account--state appropriation and $3,707,000 of the highway safety account--state appropriation are provided solely for the implementation of chapter . . . (Engrossed Substitute Senate Bill No. 5857), Laws of 2013 (vehicle-related fees). If chapter . . . (Engrossed Substitute Senate Bill No. 5857), Laws of 2013 is not enacted by June 30, 2013, the amount provided in this subsection lapses.

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

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

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

(c) The strategic plan must include:

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

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

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

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

((10)) (9) $3,082,000 of the highway safety account—state appropriation is provided solely for exam and licensing activities, including the workload associated with providing driver record abstracts, and is subject to the following additional conditions and limitations:
(a) The department may furnish driving record abstracts only to those persons or entities expressly authorized to receive the abstracts under Title 46 RCW;

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

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

(10) $1,491,000 of the highway safety account--state appropriation is provided solely for the acquisition and implementation of an updated central issuance system for the production and distribution of drivers' licenses and identicards.

(11) $87,000 of the highway safety account--state appropriation is provided solely for the implementation of chapter . . . (Substitute Senate Bill No. 6227), Laws of 2014 (distracted driving). If chapter . . . (Substitute Senate Bill No. 6227), Laws of 2014 is not enacted by June 30, 2014, the amount provided in this subsection lapses.

Sec. 209. 2013 c 306 s 209 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--TOLL OPERATIONS AND MAINTENANCE--PROGRAM B

High Occupancy Toll Lanes Operations Account--State

Appropriation ....................................................... (($1,851,000))

$1,942,000

Motor Vehicle Account--State Appropriation ............... (($509,000))

$514,000

State Route Number 520 Corridor Account--State

Appropriation ....................................................... (($32,419,000))

$34,267,000

State Route Number 520 Civil Penalties Account--State

Appropriation ....................................................... (($4,169,000))

$4,156,000

Tacoma Narrows Toll Bridge Account--State
Appropriation ........................................... ($23,730,000)

Puget Sound Ferry Operations Account--State

Appropriation ........................................... $250,000

Interstate 405 Express Toll Lanes Operations

Account--State Appropriation ...................... $2,019,000

TOTAL APPROPRIATION ................................ ($62,928,000)

$68,155,000

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

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

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

(c) Using the results of the cost-of-service study and the state audit as a basis, the department shall conduct a review of operations using lean management principles in order to eliminate inefficiencies and redundancies, incorporate lessons learned, and identify opportunities to conduct operations more efficiently and effectively. Within current statutory and budgetary tolling policy, the department shall use the results of the review to improve operations in order to conduct toll operations within the appropriations provided in
subsection (2) through (4) of this section. The department shall submit the review, along with the status of and plans for the implementation of review recommendations, to the office of financial management and the house of representatives and senate transportation committees by October 15, 2013.

(2) $10,482,000 of the Tacoma Narrows toll bridge account--state appropriation, ($17,056,000) $16,534,000 of the state route number 520 corridor account--state appropriation, ($1,226,000) $1,218,000 of the high-occupancy toll lanes operations account--state appropriation, and $509,000 of the motor vehicle account--state appropriation are provided solely for nonvendor costs of administering toll operations, including the costs of: Staffing the division, consultants and other personal service contracts required for technical oversight and management assistance, insurance, payments related to credit card processing, transponder purchases and inventory management, facility operations and maintenance, and other miscellaneous nonvendor costs.

(3) $10,907,000 of the Tacoma Narrows toll bridge account--state appropriation, ($9,363,000) $9,730,000 of the state route number 520 corridor account--state appropriation, and $625,000 of the high-occupancy toll lanes operations account--state appropriation are provided solely for vendor-related costs of operating tolled facilities, including the costs of: The customer service center; cash collections on the Tacoma Narrows bridge; electronic payment processing; and toll collection equipment maintenance, renewal, and replacement.

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

(5) ($4,169,000) $4,156,000 of the state route number 520 civil penalties account--state appropriation and $1,039,000 of the Tacoma Narrows toll bridge account--state appropriation are provided solely for nonvendor costs of administering toll operations, including the costs of: Staffing the division, consultants and other personal service contracts required for technical oversight and management assistance, insurance, payments related to credit card processing, transponder purchases and inventory management, facility operations and maintenance, and other miscellaneous nonvendor costs.
Narrows toll bridge account--state appropriation are provided solely for expenditures related to the toll adjudication process. The department shall report on the civil penalty process to the office of financial management and the house of representatives and senate transportation committees by the end of each calendar quarter. The reports must include a summary table for each toll facility that includes: The number of notices of civil penalty issued; the number of recipients who pay before the notice becomes a penalty; the number of recipients who request a hearing and the number who do not respond; workload costs related to hearings; the cost and effectiveness of debt collection activities; and revenues generated from notices of civil penalty.

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

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

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

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

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

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

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

(C) Transitioning customer service currently provided by the marine division to the statewide tolling customer service center; and
(D) Transitioning existing and planned ferry reservation system support from the marine division to the statewide tolling customer service center.

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

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

(11) $1,060,000 of the Tacoma narrows toll bridge account--state appropriation, $2,003,000 of the state route number 520 corridor account--state appropriation, and $99,000 of high occupancy toll lanes operations account--state appropriation are provided solely in anticipation of, and to prepare for, the procurement of a new tolling customer service center. Of the amounts provided in this subsection, $480,000 of the Tacoma narrows toll bridge account--state appropriation, $906,000 of the state route number 520 corridor account--state appropriation, and $45,000 of the high occupancy toll lanes operations account--state appropriation must be placed in unallotted status by the office of financial management until a procurement plan is finalized and approved by the office of financial management, in consultation with the chairs and ranking member of the transportation committees of the legislature. The legislature finds that the development and enforcement of the current tolling customer service center contract has cost the state millions in project delays and uncollected damages from the vendor; therefore, beginning July 1, 2014, the department shall report quarterly to the governor,
legislature, and state auditor on: (a) The department's effort to
mitigate risk to the state, (b) the development of a request for
proposals, and (c) the overall progress towards procuring a new tolling
customer service center.

Sec. 210. 2013 c 306 s 210 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--INFORMATION TECHNOLOGY--PROGRAM C

Transportation Partnership Account--State

Appropriation ........................................ $1,460,000

Motor Vehicle Account--State Appropriation .......... (($68,773,000))

$65,936,000

Multimodal Transportation Account--State

Appropriation ........................................ (($363,000))

$2,883,000

Transportation 2003 Account (Nickel Account)--State

Appropriation ........................................ $1,460,000

Puget Sound Ferry Operations Account--State

Appropriation ........................................ $263,000

TOTAL APPROPRIATION ................................ (($72,056,000))

$72,002,000

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

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

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

Sec. 211. 2013 c 306 s 211 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--FACILITY MAINTENANCE,
OPERATIONS, AND CONSTRUCTION--PROGRAM D--OPERATING

Motor Vehicle Account--State Appropriation .......... (($26,251,000))

$26,114,000
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. 212. 2013 c 306 s 212 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--AVIATION--PROGRAM F
Aeronautics Account--State Appropriation ............. (($7,361,000))
7,344,000
Aeronautics Account--Federal Appropriation ............. $2,150,000
TOTAL APPROPRIATION ................................. (($9,511,000))
9,494,000

The appropriations in this section are subject to the following conditions and limitations: $3,500,000 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. 213. 2013 c 306 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 .......... (($47,607,000))
48,666,000
Motor Vehicle Account--Federal Appropriation .......... $500,000
Multimodal Transportation Account--State Appropriation ..................... $250,000
TOTAL APPROPRIATION ................................. (($48,357,000))
49,416,000

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

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

(4) The legislature recognizes that the trail known as the Apple Capital Loop, and its extensions, serve to separate motor vehicle traffic from pedestrians and bicyclists, increasing motor vehicle safety on existing state route number 28. Consistent with chapter 47.30 RCW and pursuant to RCW 47.12.080, the legislature declares that transferring portions of WSDOT Inventory Control (IC) Nos. 2-09-04537 and 2-09-04569 to Douglas county and the city of East Wenatchee is consistent with the public interest. The legislature directs the department to transfer the property to Douglas county and the city of East Wenatchee. The department must be paid fair market value for any portions of the transferred real property that is later abandoned, vacated, or ceases to be publicly maintained for trail purposes. Douglas county and the city of East Wenatchee must agree to accept responsibility for trail segments within their respective jurisdictions and sign an agreement with the state that the transfer of these parcels to their respective jurisdictions extinguishes any state obligations to improve, maintain, or be in any way responsible for these assets. This subsection expires June 30, 2014.
(5) The legislature recognizes that the SR 20/Cook Road realignment and extension project in the city of Sedro-Woolley will enhance the state and local highway systems by providing a more direct route from state route number 20 and state route number 9 to Interstate 5, and will reduce traffic on state route number 20 and state route number 9, improving the capacity of each route. Furthermore, the legislature declares that certain portions of the department's property held for highway purposes located primarily to the north and west of state route number 20, between state route number 20 to the south and F and S Grade Road to the north, in the incorporated limits of Sedro-Woolley in Skagit county, can help facilitate completion of the project. Therefore, consistent with RCW 47.12.063, 47.12.080, and 47.12.120, it is the intent of the legislature that the department sell, transfer, or lease, as appropriate, to the city of Sedro-Woolley only those portions of the property necessary to construct the project, including necessary staging areas. However, any staging areas should revert to the department within three years of completion of the project.

Sec. 214. 2013 c 306 s 214 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--ECONOMIC PARTNERSHIPS--PROGRAM K

Motor Vehicle Account--State Appropriation . . . . . . . ((570,000)) $568,000

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

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

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

Sec. 215. 2013 c 306 s 215 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--HIGHWAY MAINTENANCE--PROGRAM M
Highway Safety Account--State Appropriation . . . . . . . . . . $10,000,000
Motor Vehicle Account--State Appropriation . . . . . . . . . . (( $390,040,000 )) $388,372,000
Motor Vehicle Account--Federal Appropriation . . . . . . . . $7,000,000
TOTAL APPROPRIATION . . . . . . . . . . . . . . . ((( $407,040,000 ))) $405,372,000

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

(1) (( $377,779,000 )) $376,290,000 of the motor vehicle account--state appropriation and $10,000,000 of the highway safety account--state appropriation are provided solely for highway maintenance activities. It is expected that the maintenance program ((t)) will achieve specific levels of service on the thirty maintenance targets listed by statewide priority in LEAP Transportation Document 2013-4 as developed April 23, 2013. Beginning in February 2014, the department shall report to the legislature annually on its updated maintenance accountability process targets and whether or not the department was able to achieve its targets.
(2) $8,450,000 of the motor vehicle account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

(3) $1,305,000 of the motor vehicle account--state appropriation is provided solely for utility fees assessed by local governments as authorized under RCW 90.03.525 for the mitigation of storm water runoff from state highways.

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

(5) $50,000 of the motor vehicle account--state appropriation is provided solely for clearing and pruning dangerous trees along state route number 542 between mile markers 43 and 48 to prevent safety hazards and delays.

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

Sec. 216. 2013 c 306 s 216 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--TRAFFIC OPERATIONS--PROGRAM Q--OPERATING
Motor Vehicle Account--State Appropriation . . . . . . . . . . . . ((50,504,000))  $50,055,000
Motor Vehicle Account--Federal Appropriation . . . . . . . . . . . 2,050,000
Motor Vehicle Account--Private/Local Appropriation . . . . . . . . 250,000
TOTAL APPROPRIATION . . . . . . . . . . . . . . . . . . . . . . . . ((52,804,000))  $52,355,000

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

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

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

(3) During the 2013-2015 fiscal biennium, the department shall
6 continue a pilot program that expands private transportation providers'
7 access to high occupancy vehicle lanes. Under the pilot program, when
8 the department reserves a portion of a highway based on the number of
9 passengers in a vehicle, the following vehicles must be authorized to
10 use the reserved portion of the highway if the vehicle has the capacity
11 to carry eight or more passengers, regardless of the number of
12 passengers in the vehicle: (a) Auto transportation company vehicles
13 regulated under chapter 81.68 RCW; (b) passenger charter carrier
14 vehicles regulated under chapter 81.70 RCW, except marked or unmarked
15 stretch limousines and stretch sport utility vehicles as defined under
16 department of licensing rules; (c) private nonprofit transportation
17 provider vehicles regulated under chapter 81.66 RCW; and (d) private
18 employer transportation service vehicles. For purposes of this
19 subsection, "private employer transportation service" means regularly
20 scheduled, fixed-route transportation service that is offered by an
21 employer for the benefit of its employees. Nothing in this subsection
22 is intended to authorize the conversion of public infrastructure to
23 private, for-profit purposes or to otherwise create an entitlement or
24 other claim by private users to public infrastructure.

(4) The department shall work with the cities of Lynnwood and
25 Edmonds to provide traffic light synchronization on state route number
26 524.

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

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

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

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

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

(e) For purposes of the 2013-2015 fiscal biennium pilot program, infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW 46.52.101 and 46.52.120. Additionally, infractions generated by the use of automated traffic safety cameras must be processed in the same manner as parking infractions for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(3). However, the amount of the fine issued under this subsection (((6))) (5) for an infraction generated through the use of an automated traffic safety camera is one hundred thirty-seven dollars. The court shall remit thirty-two dollars of the fine to the state treasurer for deposit into the state patrol highway account; and

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

((47)) (6) $102,000 of the motor vehicle account--state
appropriation is provided solely to replace or rehabilitate critical
equipment needed to perform traffic control. These funds may not be
used to purchase passenger cars as defined in RCW 46.04.382.

Sec. 217. 2013 c 306 s 217 (uncodified) is amended to read as
follows:
FOR THE DEPARTMENT OF TRANSPORTATION--TRANSPORTATION MANAGEMENT AND
SUPPORT--PROGRAM S
Motor Vehicle Account--State Appropriation ........ (($27,281,000))
$26,879,000
Motor Vehicle Account--Federal Appropriation ........ $30,000
Multimodal Transportation Account--State
Appropriation ........ ........ ........ ........ ........ (($973,000))
$1,131,000
TOTAL APPROPRIATION ........ ........ ........ ........ ........ (($28,284,000))
$28,040,000

Sec. 218. 2013 c 306 s 218 (uncodified) is amended to read as
follows:
FOR THE DEPARTMENT OF TRANSPORTATION--TRANSPORTATION PLANNING, DATA,
AND RESEARCH--PROGRAM T
Motor Vehicle Account--State Appropriation ........ (($20,109,000))
$19,818,000
Motor Vehicle Account--Federal Appropriation ........ $24,885,000
Multimodal Transportation Account--State
Appropriation ........ ........ ........ ........ ........ $662,000
Multimodal Transportation Account--Federal
Appropriation ........................................ $2,809,000
Multimodal Transportation Account--Private/Local
  Appropriation ........................................ $100,000
  TOTAL APPROPRIATION ............................ ((($48,565,000)) $48,274,000

The appropriations in this section are subject to the following conditions and limitations: ((1)) Within available resources, the department must collaborate with the affected metropolitan planning organizations, regional transportation planning organizations, transit agencies, and private transportation providers to develop a plan to reduce vehicle demand, increase public transportation options, and reduce vehicle miles traveled on corridors affected by growth at Joint Base Lewis-McChord.

Sec. 219. 2013 c 306 s 219 (uncodified) is amended to read as follows:
FOR THE DEPARTMENT OF TRANSPORTATION--CHARGES FROM OTHER AGENCIES--PROGRAM U
Motor Vehicle Account--State Appropriation ........ (($81,628,000)) $73,424,000
Motor Vehicle Account--Federal Appropriation ........ $400,000
Multimodal Transportation Account--State Appropriation .... ((($40,000)) $3,054,000
  TOTAL APPROPRIATION ............................. ((($82,068,000)) $76,878,000

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

Sec. 220. 2013 c 306 s 220 (uncodified) is amended to read as follows:
FOR THE DEPARTMENT OF TRANSPORTATION--PUBLIC TRANSPORTATION--PROGRAM V
State Vehicle Parking Account--State Appropriation .... ((($452,000)) $754,000
Regional Mobility Grant Program Account--State
Appropriation ............... (($49,948,000))

$51,111,000

Rural Mobility Grant Program Account--State
Appropriation .................. $17,000,000

Multimodal Transportation Account--State
Appropriation ....................... (($39,057,000))

$39,025,000

Multimodal Transportation Account--Federal
Appropriation ...................... $3,280,000

Motor Vehicle Account--Federal Appropriation .............. $160,000

TOTAL APPROPRIATION ............... (($109,737,000))

$111,330,000

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

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

(a) $5,500,000 of the multimodal transportation account--state appropriation is provided solely for grants to nonprofit providers of special needs transportation. Grants for nonprofit providers must be based on need, including the availability of other providers of service in the area, efforts to coordinate trips among providers and riders, and the cost effectiveness of trips provided.

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

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

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

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

(c) $520,000 of the amount provided in this subsection is provided solely for the purchase of additional vans for use by vanpools serving ((soldiers and civilian employees at)) or traveling through the Joint Base Lewis-McChord I-5 corridor between mile post 116 and 127.

(4) ($9,948,000) $11,111,000 of the regional mobility grant program account--state appropriation is reappropriated and provided solely for the regional mobility grant projects identified in LEAP Transportation Document ((2013-2)) 2014-2 ALL PROJECTS - Public Transportation - Program (V) as developed ((April 23, 2013)) February 24, 2014.

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

(b) In order to be eligible to receive a grant under (a) of this subsection during the 2013-2015 fiscal biennium, a transit agency must establish a process for private transportation providers to apply for the use of park and ride facilities. For purposes of this subsection, (i) "private transportation provider" means: An auto transportation company regulated under chapter 81.68 RCW; a passenger charter carrier regulated under chapter 81.70 RCW, except marked or unmarked stretch limousines and stretch sport utility vehicles as defined under department of licensing rules; a private nonprofit transportation provider regulated under chapter 81.66 RCW; or a private employer transportation service provider; and (ii) "private employer transportation service" means regularly scheduled, fixed-route transportation service that is offered by an employer for the benefit of its employees.

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

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

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

(b) $1,770,000 of the multimodal transportation account--state appropriation is provided solely for state costs associated with CTR. The department shall develop more efficient methods of CTR assistance and survey procedures; and
(c) $754,000 of the state vehicle parking account--state appropriation is provided solely for CTR-related expenditures, including all expenditures related to the guaranteed ride home program and the STAR pass program.

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

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

Sec. 221. 2013 c 306 s 221 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--MARINE--PROGRAM X
Puget Sound Ferry Operations Account--State
   Appropriation ......................... (($485,076,000))
   ............................................... $483,333,000
Puget Sound Ferry Operations Account--Private/Local
   Appropriation ......................... $121,000
   TOTAL APPROPRIATION .................. (($485,197,000))
   ............................................... $483,454,000

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

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

(2) Until a reservation system is operational on the San Juan islands inter-island route, the department shall provide the same priority loading benefits on the San Juan islands inter-island route to home health care workers as are currently provided to patients traveling for purposes of receiving medical treatment.
(3) For the 2013-2015 fiscal biennium, the department may enter into a distributor controlled fuel hedging program and other methods of hedging approved by the fuel hedging committee.

(4) ($112,342,000) $113,157,000 of the Puget Sound ferry operations account--state appropriation is provided solely for auto ferry vessel operating fuel in the 2013-2015 fiscal biennium, which reflect cost savings from a reduced biodiesel fuel requirement and, therefore, are contingent upon the enactment of section 701 (of this act) chapter 306, Laws of 2013. The amount provided in this subsection represent the fuel budget for the purposes of calculating any ferry fare fuel surcharge. The department shall develop a fuel reduction plan to be submitted as part of its 2014 supplemental budget proposal. The plan must include fuel saving proposals, such as vessel modifications, vessel speed reductions, and changes to operating procedures, along with anticipated fuel saving estimates.

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

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

(7) $3,049,000 of the Puget Sound ferry operations account--state appropriation is provided solely for the operating program share of the $7,259,000 in lease payments for the ferry division's headquarters building. Consistent with the 2012 facilities oversight plan, the department shall strive to consolidate office space in downtown Seattle by the end of 2015. The department (shall consider renewing) may renew the lease for the ferry division's current headquarters building for a period not to exceed five years only if the lease rate is reduced at least (fifty percent and analysis shows that this is the least cost and risk option for the department) thirty-five percent. Consolidation with other divisions or state agencies, or a reduction in leased space, must also be considered as part of any headquarters lease renewal analysis.

(8) $5,000,000 of the Puget Sound ferry operations account--state appropriation is provided solely for the purchase of a 2013-2015 marine insurance policy. Within this amount, the department is expected to
purchase a policy with the lowest deductible possible, while maintaining at least existing coverage levels for ferry vessels, and providing coverage for all terminals.

Sec. 222. 2013 c 306 s 222 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--RAIL--PROGRAM Y--OPERATING
Multimodal Transportation Account--State

Appropriation ....................... (($32,924,000)) $45,876,000

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

(1) (($27,319,000)) $40,289,000 of the multimodal transportation account--state appropriation is provided solely for (the Amtrak service contract and Talgo maintenance contract associated with providing) operating and maintaining state-supported passenger rail service. In recognition of the increased costs the state is expected to absorb due to changes in federal law, the department is directed to analyze the Amtrak contract proposal and find cost saving alternatives. The department shall report to the transportation committees of the legislature before the 2014 regular legislative session on its revisions to the Amtrak contract, including a review of the appropriate costs within the contract for concession services, policing, host railroad incentives, and station services and staffing needs. Within thirty days of each annual cost/revenue reconciliation under the Amtrak service contract, the department shall report any changes that would affect the state subsidy amount appropriated in this subsection.

Through a competitive process, the department may contract with a private entity for services related to operations and maintenance of the Amtrak Cascades route, including, but not limited to, concession services.

(2) Amtrak Cascades runs may not be eliminated.

(3) The department shall continue a pilot program by partnering with the travel industry on the Amtrak Cascades service between Vancouver, British Columbia, and Seattle to test opportunities for increasing ridership, maximizing farebox recovery, and stimulating private investment. The pilot program must run from December 31, 2013, to December 31, 2014, and evaluate seasonal differences in the program.
and the effect of advertising. The department may offer to Washington
universities an opportunity for business students to work as interns on
the analysis of the pilot program process and results. The department
shall report on the results of the pilot program to the office of
financial management and the legislature by January 31, 2015.

Sec. 223. 2013 c 306 s 223 (uncodified) is amended to read as
follows:

**FOR THE DEPARTMENT OF TRANSPORTATION--LOCAL PROGRAMS--PROGRAM Z--
OPERATING**

<table>
<thead>
<tr>
<th>Account</th>
<th>Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motor Vehicle Account--State Appropriation</td>
<td>(($8,737,000))</td>
</tr>
<tr>
<td></td>
<td>$8,672,000</td>
</tr>
<tr>
<td>Motor Vehicle Account--Federal Appropriation</td>
<td>$2,567,000</td>
</tr>
<tr>
<td>TOTAL APPROPRIATION</td>
<td>(($11,304,000))</td>
</tr>
<tr>
<td></td>
<td>$11,239,000</td>
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</tbody>
</table>

**TRANSPORTATION AGENCIES--CAPITAL**

Sec. 301. 2013 c 306 s 301 (uncodified) is amended to read as
follows:

**FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

<table>
<thead>
<tr>
<th>Account</th>
<th>Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Mobility Investment Account--State Appropriation</td>
<td>(($11,794,000))</td>
</tr>
<tr>
<td></td>
<td>$11,930,000</td>
</tr>
<tr>
<td>Freight Mobility Multimodal Account--State Appropriation</td>
<td>(($9,736,000))</td>
</tr>
<tr>
<td></td>
<td>$9,826,000</td>
</tr>
<tr>
<td>Freight Mobility Multimodal Account--Private/Local Appropriation</td>
<td>$1,320,000</td>
</tr>
<tr>
<td>Highway Safety Account--State Appropriation</td>
<td>(($2,450,000))</td>
</tr>
<tr>
<td></td>
<td>$2,606,000</td>
</tr>
<tr>
<td>Motor Vehicle Account--State Appropriation</td>
<td>$84,000</td>
</tr>
<tr>
<td>Motor Vehicle Account--Federal Appropriation</td>
<td>(($3,250,000))</td>
</tr>
<tr>
<td></td>
<td>$5,750,000</td>
</tr>
<tr>
<td>TOTAL APPROPRIATION</td>
<td>(($28,634,000))</td>
</tr>
<tr>
<td></td>
<td>$31,516,000</td>
</tr>
</tbody>
</table>
The appropriations in this section are subject to the following conditions and limitations: ((Except as provided otherwise in this section,)) The total appropriation in this section is provided solely for the implementation of chapter ((... (Substitute House Bill No. 1256))) 104, Laws of 2013 (addressing project selection by the freight mobility strategic investment board). ((If chapter ... (Substitute House Bill No. 1256), Laws of 2013 is not enacted by June 30, 2013, the amounts provided in this section lapse.))

Sec. 302. 2013 c 306 s 302 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL
State Patrol Highway Account--State Appropriation . . . (($1,926,000))
$2,276,000

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

(1) $200,000 of the state patrol highway account--state appropriation is provided solely for unforeseen emergency repairs on facilities.

(2) $426,000 of the state patrol highway account--state appropriation is provided solely for the replacement of the roofs of the Marysville district office and vehicle inspection building and Spokane East office.

(3) $450,000 of the state patrol highway account--state appropriation is provided solely for upgrades to scales at Ridgefield Port of Entry, Dryden, South Pasco, Deer Park, and Kelso required to meet current certification requirements.

(4) ($850,000) $1,200,000 of the state patrol highway account--state appropriation is provided solely for the replacement of the damaged and unrepairable scale house at the Everett southbound I-5 weigh scale((s, including equipment, weigh-in-motion technology, and an ALPR camera)).

(5) The Washington state patrol, in cooperation with the Washington state department of transportation, must study the federal funding options available for weigh station construction and improvements on the national highway system. A study report must be provided by July 1, 2014, to the office of financial management and the transportation
committees of the legislature with recommendations on utilizing federal funds for weigh station projects.

Sec. 303. 2013 c 306 s 303 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Rural Arterial Trust Account--State Appropriation ....................................... $57,394,000
Highway Safety Account--State Appropriation .............................................. $10,000,000
Motor Vehicle Account--State Appropriation ................................................. $706,000
County Arterial Preservation Account--State Appropriation ......................... $32,000,000
TOTAL APPROPRIATION ................................................................. $100,100,000

Sec. 304. 2013 c 306 s 304 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION IMPROVEMENT BOARD

Small City Pavement and Sidewalk Account--State Appropriation .................. $5,250,000
Highway Safety Account--State Appropriation .............................................. $10,000,000
Transportation Improvement Account--State Appropriation ......................... $231,851,000
TOTAL APPROPRIATION ................................................................. $247,101,000

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

(1) The arterial preservation program to help low tax-based, medium-sized cities preserve arterial pavements;
(2) The small city pavement program to help cities meet urgent preservation needs; and
(3) The small city low-energy street light retrofit demonstration program.
Sec. 305. 2013 c 306 s 305 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--FACILITIES--PROGRAM D--
(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)--CAPITAL

Transportation Partnership Account--State

Appropriation ....................... (($13,425,000))

$14,390,000

Motor Vehicle Account--State Appropriation ........ (($8,106,000))

$8,285,000

TOTAL APPROPRIATION ............. (($21,531,000))

$22,675,000

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

(1) The legislature recognizes that the Marginal Way site (King county parcel numbers 3024049182 & 5367202525) is surplus state-owned real property under the jurisdiction of the department and that the public would benefit significantly if this site is used to provide important social services. Therefore, the legislature declares that committing the Marginal Way site to this use is consistent with the public interest.

Pursuant to RCW 47.12.063, the department shall work with the owner of King county parcel number 7643400010, which abuts both parcels of the Marginal Way site, and shall convey the Marginal Way site to that abutting property owner for the appraised fair market value of the parcels, the proceeds of which must be deposited in the motor vehicle fund. The conveyance is conditional upon the purchaser's agreement to commit the use of the Marginal Way site to operations with the goal of ending hunger in western Washington. The department may not make this conveyance before September 1, 2013, and may not make this conveyance after January 15, 2014.

The Washington department of transportation is not responsible for any costs associated with the cleanup or transfer of the Marginal Way site.

(2) (($13,425,000)) $14,390,000 of the transportation partnership account--state appropriation is provided solely for the construction of a new traffic management and emergency operations center on property owned by the department on Dayton Avenue in Shoreline (project 100010T). Consistent with the office of financial management's 2012
study, it is the intent of the legislature to appropriate no more than $15,000,000 for the total construction costs. The department shall report to the transportation committees of the legislature and the office of financial management by June 30, 2014, on the progress of the construction of the traffic management and emergency operations center, including a schedule for terminating the current lease of the Goldsmith building in Seattle.

Sec. 306. 2013 c 306 s 306 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--IMPROVEMENTS--PROGRAM I
Multimodal Transportation Account--State
  Appropriation ......................... $1,000,000
Transportation Partnership Account--State
  Appropriation ......................... (($1,536,032,000))
  $1,313,555,000
Motor Vehicle Account--State Appropriation ........ (($61,508,000))
  $69,478,000
Motor Vehicle Account--Federal Appropriation ........ (($473,359,000))
  $516,181,000
Motor Vehicle Account--Private/Local
  Appropriation .......................... (($208,452,000))
  $166,357,000
Transportation 2003 Account (Nickel Account)--State
  Appropriation .......................... (($242,253,000))
  $325,778,000
State Route Number 520 Corridor Account--State
  Appropriation .......................... (($737,205,000))
  $880,111,000
State Route Number 520 Corridor Account--Federal
  Appropriation .......................... $300,000,000
Special Category C Account--State Appropriation ........ $124,000
  TOTAL APPROPRIATION ........................ (($3,559,933,000))
  $3,572,584,000

The appropriations in this section are subject to the following conditions and limitations:
  (1) Except as provided otherwise in this section, the entire transportation 2003 account (nickel account) appropriation and the
entire transportation partnership account appropriation are provided solely for the projects and activities as listed by fund, project, and amount in LEAP Transportation Document (2014-1) as developed (April 23, 2013) February 24, 2014, Program – Highway Improvement Program (I). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section (603) 601 of this act.

(2) Except as provided otherwise in this section, the entire motor vehicle account--state appropriation and motor vehicle account--federal appropriation are provided solely for the projects and activities listed in LEAP Transportation Document (2013-2) ALL PROJECTS as developed (April 23, 2013) February 24, 2014, Program – Highway Improvement Program (I). (It is the intent of the legislature to direct) The department (to give first priority of) shall apply any federal funds gained through efficiencies or the redistribution process in an amount up to $27,200,000 for cost overruns related to the pontoon design errors on the SR 520 Bridge Replacement and HOV project (8BI1003) as described in subsection (12)(f) of this section. Any federal funds gained through efficiencies or the redistribution process that are in excess of $27,200,000 must then be applied to the remainder of the "Contingency (Unfunded) Highway Preservation Projects" as identified in LEAP Transportation Document 2013-2 ALL PROJECTS as developed April 23, 2013, Program – Highway Preservation Program (P). However, no additional federal funds may be allocated to the I-5/Columbia River Crossing project (400506A).

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

(4) The transportation 2003 account (nickel account)--state appropriation includes up to ($217,604,000) $246,710,000 in proceeds from the sale of bonds authorized by RCW 47.10.861.

(5) The transportation partnership account--state appropriation includes up to ($1,156,217,000) $826,616,000 in proceeds from the sale of bonds authorized in RCW 47.10.873.

(6) The motor vehicle account--state appropriation includes up to
$30,000,000 in proceeds from the sale of bonds authorized in RCW 47.10.843.

((8)(a) $5,000,000)) (7)(a) $6,174,000 of the motor vehicle account--federal appropriation and ((7(a) $200,000)) $269,000 of the motor vehicle account--state appropriation are provided solely for the I-90 Comprehensive Tolling Study and Environmental Review project (100067T).

The department shall prepare a detailed environmental impact statement that complies with the national environmental policy act regarding tolling Interstate 90 between Interstate 5 and Interstate 405 for the purposes of both managing traffic and providing funding for the construction of the unfunded state route number 520 from Interstate 5 to Medina project. As part of the preparation of the statement, the department must review any impacts to the network of highways and roads surrounding Lake Washington. In developing this statement, the department must provide significant outreach to potential affected communities. The department may consider traffic management options that extend as far east as Issaquah.

(b)(i) As part of the project in this subsection ((8)(a)) (7), the department shall perform a study of all funding alternatives to tolling Interstate 90 to provide funding for construction of the unfunded state route number 520 and explore and evaluate options to mitigate the effect of tolling on affected residents and all other users of the network of highways and roads surrounding Lake Washington including, but not limited to:

(A) Allowing all Washington residents to traverse a portion of the tolled section of Interstate 90 without paying a toll. Residents may choose either (I) the portion of Interstate 90 between the easternmost landing west of Mercer Island and the westernmost landing on Mercer Island, or (II) the portion of Interstate 90 between the westernmost landing east of Mercer Island and the easternmost landing on Mercer Island;

(B) Assessing a toll only when a driver traverses, in either direction, the entire portion of Interstate 90 between the easternmost landing west of Mercer Island and the westernmost landing east of Mercer Island; and

(C) Allowing affected residents to choose one portion of the tolled section of Interstate 90 upon which they may travel without paying a toll. Residents may choose either (I) the portion of Interstate 90
between the easternmost landing west of Mercer Island and the
westernmost landing on Mercer Island, or (II) the portion of Interstate
90 between the westernmost landing east of Mercer Island and the
easternmost landing on Mercer Island.

(ii) The department may also consider any alternative mitigation
options that conform to the purpose of this subsection (({8})) (7).

(iii) For the purposes of this subsection (({8})) (7), "affected
resident" means anyone who must use a portion of Interstate 90 west of
Interstate 405 upon which tolling is considered in order to access
necessary medical services, such as a hospital.

((9) $541,901,000) (8) $490,796,000 of the transportation
partnership account--state appropriation, (($144,954,000)) $156,979,000
of the motor vehicle account--federal appropriation, (($129,779,000))
$132,191,000 of the motor vehicle account--private/local appropriation,
and (($78,004,000)) $123,305,000 of the transportation 2003 account
(nickel account)--state appropriation are provided solely for the SR
99/Alaskan Way Viaduct - Replacement project (809936Z).

((10)) (9) The department shall reconvene an expert review panel
of no more than three members as described under RCW 47.01.400 for the
purpose of updating the work that was previously completed by the panel
on the Alaskan Way viaduct replacement project and to ensure that an
appropriate and viable financial plan is created and regularly
reviewed. The expert review panel must be selected cooperatively by
the chairs of the senate and house of representatives transportation
committees, the secretary of transportation, and the governor. The
expert review panel must report findings and recommendations to the
transportation committees of the legislature, the governor's Alaskan
Way viaduct project oversight committee, and the transportation
commission annually until the project is operationally complete. This
subsection takes effect if chapter ... (Substitute House Bill No.
1957), Laws of 2013 is not enacted by June 30, 2013.

((11) $7,408,000) (10) $7,103,000 of the transportation
partnership account--state appropriation, (($14,594,000)) $22,774,000
of the transportation 2003 account (nickel account)--state
appropriation, (($3,730,000)) $3,776,000 of the motor vehicle account--
state appropriation, $1,000,000 of the multimodal transportation
account--state appropriation, and (($41,395,000)) $51,712,000 of the
motor vehicle account--federal appropriation are provided solely for
the US 395/North Spokane Corridor projects (600010A & 600003A). Any future savings on the projects must stay on the US 395/Interstate 90 corridor and be made available to the current phase of the North Spokane corridor projects or any future phase of the projects. 

\[ ((12)\, (11)\, $114,369,000) \, (11)\, $129,952,000 \] of the transportation partnership account--state appropriation and \((($53,755,000))\) $58,583,000 of the transportation 2003 account (nickel account)--state appropriation are provided solely for the I-405/Kirkland Vicinity Stage 2 – Widening project (8BI1002). This project must be completed as soon as practicable as a design-build project. Any future savings on this project or other Interstate 405 corridor projects must stay on the Interstate 405 corridor and be made available to either the I-405/SR 167 Interchange – Direct Connector project (140504C) or the I-405 Renton to Bellevue project.

\((((13))\) (12)(a) The SR 520 Bridge Replacement and HOV project \(((((8BI1003))\) (8BI1003))\) is supported over time from multiple sources, including a $300,000,000 TIFIA loan, \((($819,524,625))\) $923,000,000 in Garvee bonds, toll revenues, state bonds, interest earnings, and other miscellaneous sources.

(b) The state route number 520 corridor account--state appropriation includes up to \((($668,142,000))\) $814,784,000 in proceeds from the sale of bonds authorized in RCW 47.10.879 and 47.10.886.

c) The state route number 520 corridor account--federal appropriation includes up to $300,000,000 in proceeds from the sale of bonds authorized in RCW 47.10.879 and 47.10.886.

(d) \((($153,124,000))\) $165,175,000 of the transportation partnership account--state appropriation, $300,000,000 of the state route number 520 corridor account--federal appropriation, and \((($737,205,000))\) $880,111,000 of the state route number 520 corridor account--state appropriation are provided solely for the SR 520 Bridge Replacement and HOV project \(((((8BI1003))\) (8BI1003)). Of the amounts appropriated in this subsection \((((13))\) (12)(d), \((($105,085,000))\) $84,001,000 of the state route number 520 corridor account--federal appropriation and \((($227,415,000))\) $354,411,000 of the state route number 520 corridor account--state appropriation must be put into unallotted status and are subject to review by the office of financial management. The director of the office of financial management shall consult with the joint
transportation committee prior to making a decision to allot these funds.

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

(f) The legislature finds that the most appropriate way to pay for the cost overruns related to change orders, additional sales tax, and future risks associated with pontoon design errors, is for the state to issue triple pledge bonds in the 2015-2017 fiscal biennium resulting in $110,961,000 in proceeds, and use efficiencies and favorable bids in the highway construction program to generate an additional $61,066,000 towards paying for the overruns. Of this additional $61,066,000, $33,866,000 should come from the transportation partnership account--state appropriation and $27,200,000 should come from federal funds. It is the intent of the legislature to use the savings in federal funds from the 2013-2015 fiscal biennium in the 2015-2017 fiscal biennium as listed in LEAP Transportation Document 2014-2 as developed February 24, 2014. The legislature assumes that issuing bonds to complete this project (8BI1003) does not require a comprehensive financial plan for a project that completes the state route number 520 corridor to Interstate 5.

((14) $1,100,000)) (13) $1,062,000 of the motor vehicle account--federal appropriation is provided solely for the 31st Ave SW Overpass Widening and Improvement project (L1100048).

((15) $22,602,000)) (14) $25,244,000 of the motor vehicle account--state appropriation is provided solely to advance the design, preliminary engineering, and rights-of-way acquisition for the priority projects identified in LEAP Transportation Document ((2013-3)) 2014-3 as developed ((April 23, 2013)) February 24, 2014. Funds must be used to advance the emergent, initial development of these projects for the purpose of expediting delivery of the associated major investments when funding for such investments becomes available. Funding may be reallocated between projects to maximize the accomplishment of design and preliminary engineering work and rights-of-way acquisition, provided that all projects are addressed. It is the intent of the legislature that, while seeking to maximize the outcomes in this section, the department shall provide for continuity of both the state
and consulting engineer workforce, while strategically utilizing private sector involvement to ensure consistency with the department's business plan for staffing in the highway construction program in the current fiscal biennium.

((16)) (15) If a planned roundabout in the vicinity of state route number 526 and 84th Street SW would divert commercial traffic onto neighborhood streets, the department may not proceed with improvements at state route number 526 and 84th Street SW until the traffic impacts in the vicinity of state route number 526 and 40th Avenue West are addressed.

((17)) (16) The legislature finds that there are sixteen companies involved in wood preserving in the state that employ four hundred workers and have an annual payroll of fifteen million dollars. Prior to the department's switch to steel guardrails, ninety percent of the twenty-five hundred mile guardrail system was constructed of preserved wood and one hundred ten thousand wood guardrail posts were produced annually for state use. Moreover, the policy of using steel posts requires the state to use imported steel. Given these findings, where practicable, and until June 30, 2015, the department shall include the design option to use wood guardrail posts, in addition to steel posts, in new guardrail installations. The selection of posts must be consistent with the agency design manual policy that existed before December 2009.

((18)) (17) The legislature finds that "right-sizing" is a lean, metric-based approach to determining project investments. This concept entails compromise between project cost and design, incorporating local community needs, desired outcomes, and available funding. Furthermore, the legislature finds that the concepts and principles the department has utilized in the safety analyst program have been effective tools to prioritize projects and reduce project costs. Therefore, the department shall establish a pilot project on the SR 3/Belfair Bypass - New Alignment (300344C) to begin implementing the concept of "right-sizing" in the highway construction program.

((19)) (18) For urban corridors that are all or partially within a metropolitan planning organization boundary, for which the department has not initiated environmental review, and that require an environmental impact statement, at least one alternative must be consistent with the goals set out in RCW 47.01.440.
(20) The department shall itemize all future requests for the construction of buildings on a project list and submit them through the transportation executive information system as part of the department's 2014 budget submittal. It is the intent of the legislature that new facility construction must be transparent and not appropriated within larger highway construction projects.

(21) $28,963,000 of the motor vehicle account--state appropriation and $9,450,000 of the motor vehicle account--federal appropriation is provided solely for improvement program support activities (095901X). $18,000,000 of these amounts must be held in unallotted status until the office of financial management certifies that the department's 2014 supplemental budget request conforms to the terms of subsection (19) of this section.

(22) Any new advisory group that the department convenes during the 2013-2015 fiscal biennium must be representative of the interests of the entire state of Washington.

**Sec. 307.** 2013 c 306 s 307 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION--PRESERVATION--PROGRAM P**

<table>
<thead>
<tr>
<th>Account</th>
<th>Appropriation</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
<td>Transportation Partnership Account--State</td>
<td></td>
<td>$34,966,000</td>
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<tr>
<td>Highway Safety Account--State Appropriation</td>
<td></td>
<td>$13,500,000</td>
</tr>
<tr>
<td>Motor Vehicle Account--State Appropriation</td>
<td></td>
<td>$59,796,000</td>
</tr>
<tr>
<td>Motor Vehicle Account--Federal Appropriation</td>
<td></td>
<td>$595,604,000</td>
</tr>
<tr>
<td>Motor Vehicle Account--Private/Local Appropriation</td>
<td></td>
<td>$11,827,000</td>
</tr>
<tr>
<td>Transportation 2003 Account (Nickel Account)--State</td>
<td></td>
<td>$2,650,000</td>
</tr>
<tr>
<td>Tacoma Narrows Toll Bridge Account--State</td>
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<td>$120,000</td>
</tr>
<tr>
<td>TOTAL APPROPRIATION</td>
<td></td>
<td>$698,600,000</td>
</tr>
</tbody>
</table>
The appropriations in this section are subject to the following conditions and limitations:

(1) Except as provided otherwise in this section, the entire transportation 2003 account (nickel account) appropriation and the entire transportation partnership account appropriation are provided solely for the projects and activities as listed by fund, project, and amount in LEAP Transportation Document ((2013-1)) 2014-1 as developed ((April 23, 2013)) February 24, 2014, Program – Highway Preservation Program (P). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section ((603)) 601 of this act.

(2) Except as provided otherwise in this section, the entire motor vehicle account--state appropriation and motor vehicle account--federal appropriation are provided solely for the projects and activities listed in LEAP Transportation Document ((2013-2)) 2014-2 ALL PROJECTS as developed ((April 23, 2013)) February 24, 2014, Program – Highway Preservation Program (P). ((It is the intent of the legislature to direct)) The department ((to give first priority of)) shall apply any federal funds gained through efficiencies or the redistribution process in an amount up to $27,200,000 for cost overruns related to the pontoon design errors on the SR 520 Bridge Replacement and HOV project (8BI1003) as described in section 306(12)(f) of this act. Any federal funds gained through efficiencies or the redistribution process that are in excess of $27,200,000 must then be applied to the remainder of the "Contingency (Unfunded) Highway Preservation Projects" as identified in LEAP Transportation Document 2013-2 ALL PROJECTS as developed April 23, 2013, Program – Highway Preservation Program (P). However, no additional federal funds may be allocated to the I-5/Columbia River Crossing project (400506A).

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

(4) $26,610,000 of the motor vehicle account--federal appropriation ((and $1,141,000)), $51,000 of the motor vehicle account--state appropriation, and $769,000 of the highway safety
account--state appropriation are provided solely for the SR 167/Puyallup River Bridge Replacement project (316725A). This project must be completed as a design-build project. The department must work with local jurisdictions and the community during the environmental review process to develop appropriate esthetic design elements, at no additional cost to the department, and traffic management plans pertaining to this project. The department must report to the transportation committees of the legislature on estimated cost and/or time savings realized as a result of using the design-build process.

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

Sec. 308. 2013 c 306 s 308 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--TRAFFIC OPERATIONS--PROGRAM Q--CAPITAL
Motor Vehicle Account--State Appropriation . . . . . . . . (($3,194,000)) $4,915,000
Motor Vehicle Account--Federal Appropriation . . . . . . . (($7,959,000)) $9,152,000
TOTAL APPROPRIATION . . . . . . . . . . . . . . . . . . . . . (($11,153,000)) $14,067,000

The appropriations in this section are subject to the following conditions and limitations: (($694,000)) $195,000 of the motor vehicle account--state appropriation is provided solely for project 000005Q as state matching funds for federally selected competitive grants or congressional earmark projects. These moneys must be placed into reserve status until such time as federal funds are secured that require a state match.

Sec. 309. 2013 c 306 s 309 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--WASHINGTON STATE FERRIES
CONSTRUCTION--PROGRAM W

Puget Sound Capital Construction Account--State
  Appropriation ...................................... ($53,036,000) $63,475,000

Puget Sound Capital Construction Account--Federal
  Appropriation ...................................... ($91,692,000) $118,444,000

Puget Sound Capital Construction Account--Private/Local
  Appropriation ...................................... ($1,145,000) $1,312,000

Multimodal Transportation Account--State
  Appropriation ...................................... ($1,534,000) $2,588,000

Transportation 2003 Account (Nickel Account)--State
  Appropriation ...................................... ($143,941,000) $140,031,000

Transportation Partnership Account--State
  Appropriation ...................................... $2,813,000
  TOTAL APPROPRIATION ................................ ($291,348,000) $328,663,000

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

(1) Except as provided otherwise in this section, the entire appropriations in this section are provided solely for the projects and activities as listed in LEAP Transportation Document (2013-2) 2014-2 ALL PROJECTS as developed (April 23, 2013) February 24, 2014, Program - Washington State Ferries Capital Program (W).

(2) The Puget Sound capital construction account--state appropriation includes up to $20,000,000 in proceeds from the sale of bonds authorized in RCW 47.10.843.

(3) ($143,633,000) $137,425,000 of the transportation 2003 account (nickel account)--state appropriation (is $2,338,000 of the transportation partnership account--state appropriation, and $300,000 of the Puget Sound capital construction account--federal appropriation are provided solely for the acquisition of two 144-car vessels (projects L2200038 and L2200039). The department shall use as much already procured equipment as practicable on the 144-car vessels.
(4) $14,727,000 of the Puget Sound capital construction account--federal appropriation, $4,038,000 of the Puget Sound capital construction account--state appropriation, and $1,535,000 of the multimodal transportation account--state appropriation are provided solely for the Mukilteo ferry terminal (project 952515P). To the greatest extent practicable, the department shall seek additional federal funding for this project. Within the multimodal transportation account--state appropriation provided in this subsection, the department shall lease to the city in which the project is located a portion of the department's property associated with this project to provide safe, temporary public access from the easterly terminus of First Street to the vicinity of Front Street. The department shall provide the lease at no cost in recognition of the impacts of this project to the city and require appropriate liability and maintenance coverage in the terms of the lease. Public access must be installed and removed at no cost to the state, prior to construction of the multimodal terminal project.

(5) $4,935,000 of the Puget Sound capital construction account--state appropriation is provided solely for emergency capital repair costs (project 999910K). Funds may only be spent after approval by the office of financial management.

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

(7) $4,026,000 of the Puget Sound capital construction account--state appropriation is provided solely for the reservation and communications system projects (L200041 & L200042).

(8) $4,210,000 of the Puget Sound capital construction account--state appropriation is provided solely for the capital program share of $7,259,000 in lease payments for the ferry division's headquarters building. Consistent with the 2012 facilities oversight plan, the department shall strive to consolidate office space in downtown Seattle by the end of 2015. The department (shall consider renewing) may renew the lease for the ferry division's current headquarters building for a period not to exceed five years only if the lease rate is reduced.
at least ((fifty)) thirty-five percent ((and analysis shows that this is the least cost and risk option for the department)). Consolidation with other divisions or state agencies, or a reduction in leased space, must also be considered as part of any headquarters lease renewal analysis.

((9) $21,950,000) (10) $23,737,000 of the total appropriation is for preservation work on the Hyak super class vessel (project 944431D), including installation of a power management system and more efficient propulsion systems, that in combination are anticipated to save up to twenty percent in fuel and reduce maintenance costs. Upon completion of this project, the department shall provide a report to the transportation committees of the legislature on the fuel and maintenance savings achieved for this vessel and the potential to save additional funds through other vessel conversions.

Sec. 310. 2013 c 306 s 310 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--RAIL--PROGRAM Y--CAPITAL

Essential Rail Assistance Account--State

Appropriation ....................... (($861,000)) $1,020,000

Transportation Infrastructure Account--State

Appropriation ....................... (($8,582,000)) $9,190,000

Multimodal Transportation Account--State

Appropriation ....................... (($33,156,000)) $44,085,000

Multimodal Transportation Account--Federal

Appropriation ....................... (($333,881,000)) $426,859,000

Multimodal Transportation Account--Private/Local

Appropriation ....................... $409,000

TOTAL APPROPRIATION ................ (($376,480,000)) $481,563,000

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

(1)(a) Except as provided otherwise in this section, the entire appropriations in this section are provided solely for the projects and
activities as listed by project and amount in LEAP Transportation Document ((2013-2)) 2014-2 ALL PROJECTS as developed ((April 23, 2013)) February 24, 2014, Program-Rail Capital Program (Y).

(b) Within the amounts provided in this section, (($7,332,000)) $7,699,000 of the transportation infrastructure account--state appropriation is for low-interest loans through the freight rail investment bank program identified in the LEAP transportation document referenced in (a) of this subsection. The department shall issue freight rail investment bank program loans with a repayment period of no more than ten years, and only so much interest as is necessary to recoup the department's costs to administer the loans.

(c) Within the amounts provided in this section, $2,439,000 of the multimodal transportation account--state appropriation, $1,250,000 of the transportation infrastructure account--state appropriation, and $311,000 of the essential rail assistance account--state appropriation are for statewide emergent freight rail assistance projects identified in the LEAP transportation document referenced in (a) of this subsection.

(2) Unsuccessful 2012 freight rail assistance program grant applicants may be awarded freight rail investment bank program loans, if eligible. ((If any funds remain in the freight rail investment bank or freight rail assistance program reserves (projects P01001A and P01000A), or any approved grants or loans are terminated,)) The department shall issue a call for projects for the freight rail investment bank loan program and the freight rail assistance grant program, and shall evaluate the applications in a manner consistent with past practices as specified in section 309, chapter 367, Laws of 2011. By November 1, ((2013)) 2014, the department shall submit a prioritized list of recommended projects to the office of financial management and the transportation committees of the legislature.

(3) (($314,647,000)) (a) $421,066,000 of the multimodal transportation account--federal appropriation and (($4,867,000)) $10,658,000 of the multimodal transportation account--state appropriation are provided solely for expenditures related to passenger high-speed rail grants. Excluding the Mount Vernon siding project (P01101A), the multimodal transportation account--state appropriation funds reflect one and one-half percent of the total project funds, and
are provided solely for expenditures that are not eligible for federal reimbursement.

(b) $31,500,000 of the multimodal transportation account--federal appropriation is provided solely for the purchase of two new train sets for the state-supported intercity passenger rail service. The department must apply for any federal waivers required to purchase the new train sets, as allowable under existing competitive bidding practices, and seek federal funds in addition to those available from the high-speed rail grants.

(4) As allowable under federal rail authority rules and existing competitive bidding practices, when purchasing new train sets, the department shall give preference to bidders that propose train sets with characteristics and maintenance requirements most similar to those currently owned by the department.

(5) The department shall provide quarterly reports to the office of financial management and the transportation committees of the legislature regarding applications that the department submits for federal funds and the status of such applications.

(6)(a) ($550,000) $709,000 of the essential rail assistance account--state appropriation (and) $1,893,000 of the multimodal transportation account--state appropriation, and $241,000 of the transportation infrastructure account--state appropriation are provided solely for the purpose of rehabilitation and maintenance of the Palouse river and Coulee City railroad line (project F01111B). The department shall complete an evaluation and assessment of future maintenance needs on the line to ensure appropriate levels of state investment.

(b) Expenditures from the essential rail assistance account--state appropriation in this section may not exceed the combined total of:

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

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

(7) $31,500,000 of the multimodal transportation account--federal appropriation is provided solely for the purchase of two new train sets for the state-supported intercity passenger rail service. The department must apply for any federal waivers required to purchase the
new train sets, as allowable under existing competitive bidding practices, and seek federal funds in addition to those available from the high-speed rail grants.)

Sec. 311. 2013 c 306 s 311 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--LOCAL PROGRAMS--PROGRAM Z--CAPITAL

<table>
<thead>
<tr>
<th>Account</th>
<th>State Appropriation</th>
<th>Federal Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Infrastructure Account</td>
<td>$207,000</td>
<td>$1,602,000</td>
</tr>
<tr>
<td>Freight Mobility Investment Account</td>
<td>$11,794,000</td>
<td>$11,794,000</td>
</tr>
<tr>
<td>Transportation Partnership Account</td>
<td>$7,214,000</td>
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<tr>
<td>Highway Safety Account</td>
<td>$11,255,000</td>
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<tr>
<td>Motor Vehicle Account</td>
<td>$6,918,000</td>
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<tr>
<td>Freight Mobility Multimodal Account</td>
<td>$9,736,000</td>
<td>$9,736,000</td>
</tr>
<tr>
<td>Multimodal Transportation Account</td>
<td>$13,913,000</td>
<td>$13,913,000</td>
</tr>
<tr>
<td>TOTAL APPROPRIATION</td>
<td>$92,372,000</td>
<td>$92,372,000</td>
</tr>
</tbody>
</table>

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

(1) Except as provided otherwise in this section, the entire appropriations in this section are provided solely for the projects and activities as listed by project and amount in LEAP Transportation Document (2013-2) 2014-2 ALL PROJECTS as developed (April 23, 2013) February 24, 2014, Program - Local Programs (Z).
With each department budget submittal, the department shall provide an update on the status of the repayment of the twenty million dollars of unobligated federal funds authority advanced by the department in September 2010 to the city of Tacoma for the Murray Morgan/11th Street bridge project. The department may negotiate with the city of Tacoma an agreement for repayment of the funds over a period of up to twenty-five years at terms agreed upon by the department and the city. The funds previously advanced by the department to the city are not to be considered a general obligation of the city but instead an obligation payable from identified revenues set aside for the repayment of the funds.

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

(a) \(\$16,543,000\) of the multimodal transportation account--state appropriation, \(\$8,724,000\) of the transportation partnership account--state appropriation, and \$62,000 of the motor vehicle account--federal appropriation are provided solely for pedestrian and bicycle safety program projects.

(b) \$11,700,000 of the motor vehicle account--federal appropriation and \$6,750,000 of the highway safety account--state appropriation are provided solely for newly selected safe routes to school projects, and \(\$6,503,000\) of the motor vehicle account--federal appropriation and \(\$2,165,000\) of the highway safety account--state appropriation are reappropriated for safe routes to school projects selected in the previous biennia. The amount provided for new projects is consistent with federal funding levels from the 2011-2013 omnibus transportation appropriations act and the intent of the fee increases in chapter 74, Laws of 2012 and chapter 80, Laws of 2012. ((The motor vehicle account--state appropriation in this subsection (3)(b) is the amount made available by the repeal of the deduction from motor vehicle fuel tax liability for handling losses of motor vehicle fuel, as identified in chapter 74, Laws of 2012 and chapter 80, Laws of 2012. (Substitute House Bill No. 2041), Laws of 2013 (handling losses of motor vehicle fuel). If chapter 74, Laws of 2013 is not enacted by June 30, 2013, the motor vehicle account--state appropriation in this subsection (3)(b) lapses)).
(4) ($84,000 of the motor vehicle account--state appropriation, $3,250,000 of the motor vehicle account--federal appropriation, $2,450,000 of the highway safety account--state appropriation, $11,794,000 of the freight mobility investment account--state appropriation, $9,736,000 of the freight mobility multimodal account--state appropriation, and $1,320,000 of the freight mobility multimodal account--private/local appropriation are provided solely for the projects and activities as listed by project and amount in LEAP Transportation Document 2013-B as developed April 23, 2013. If chapter ... (Substitute House Bill No. 1256), Laws of 2013 is enacted by June 30, 2013, the amounts provided in this subsection lapse.

(5+) The department may enter into contracts and make expenditures for projects on behalf of and selected by the freight mobility strategic investment board from the amounts provided in section 301 of this act.

(6) The department shall submit a report to the transportation committees of the legislature by December 1, 2013, and December 1, 2014, on the status of projects funded as part of the pedestrian safety/safe routes to school grant program (0LP600P). The report must include, but is not limited to, a list of projects selected and a brief description of each project's status.

(7) $50,000 of the motor vehicle account--state appropriation is provided solely for the installation of a guard rail on Deer Harbor Road in San Juan county (L2220054).

TRANSFERS AND DISTRIBUTIONS

Sec. 401. 2013 c 306 s 401 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER--BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND REVENUE

Transportation Partnership Account--State Appropriation ................... (($10,406,000)) $4,888,000

Motor Vehicle Account--State Appropriation ................... $450,000
State Route Number 520 Corridor Account--State

Appropriation .................................................. ($3,866,000)  

$562,000

Highway Bond Retirement Account--State

Appropriation .................................................. ($1,074,580,000)  

$1,087,081,000

Ferry Bond Retirement Account--State

Appropriation .................................................. $31,824,000

Transportation Improvement Board Bond Retirement Account--State

Appropriation .................................................. $16,267,000

Nondebt-Limit Reimbursable Bond Retirement Account--State

Appropriation .................................................. $25,825,000

Toll Facility Bond Retirement Account--State

Appropriation .................................................. $52,050,000

((Toll Facility Bond Retirement Account--Federal Appropriation .................................................. $64,982,000))

Transportation 2003 Account (Nickel Account)--State

Appropriation .................................................. ($1,958,000)  

$1,000,000

((Special Category C Account--State Appropriation .................................................. $2,000))

TOTAL APPROPRIATION .................................................. ($1,282,210,000)  

$1,219,947,000

Sec. 402. 2013 c 306 s 402 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER--BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND FISCAL AGENT CHARGES

Transportation Partnership Account--State

Appropriation .................................................. ($1,156,000)  

$603,000

Motor Vehicle Account--State Appropriation .................................................. $50,000

State Route Number 520 Corridor Account--State

Appropriation .................................................. ($531,000)  

$322,000

Transportation 2003 Account (Nickel Account)--State

Appropriation .................................................. ($218,000)  

$149,000
NEW SECTION. Sec. 403. A new section is added to 2013 c 306 (uncodified) to read as follows:

FOR THE STATE TREASURER--BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE

Toll Facility Bond Retirement Account--Federal Appropriation .................: $69,913,000

Sec. 404. 2013 c 306 s 404 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER--STATE REVENUES FOR DISTRIBUTION
Motor Vehicle Account--State Appropriation: For motor vehicle fuel tax distributions to cities and counties .....................: ($474,610,000)

$478,598,000

Sec. 405. 2013 c 306 s 405 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER--TRANSFERS
Motor Vehicle Account--State Appropriation: For motor vehicle fuel tax refunds and statutory transfers .........................: ($1,235,491,000)

$1,242,728,000

Sec. 406. 2013 c 306 s 406 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF LICENSING--TRANSFERS
Motor Vehicle Account--State Appropriation: For motor vehicle fuel tax refunds and transfers .........................: ($138,627,000)

$138,494,000

Sec. 407. 2013 c 306 s 407 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER--ADMINISTRATIVE TRANSFERS
(1) Recreational Vehicle Account--State
Appropriation: For transfer to the Motor Vehicle Account--State .................. $(1,300,000)

$2,000,000

(2) Multimodal Transportation Account--State
Appropriation: For transfer to the Puget Sound Ferry Operations Account--State ........ $13,000,000

(3) Rural Mobility Grant Program Account--State
Appropriation: For transfer to the Multimodal Transportation Account--State ........ $3,000,000

(4) (Motor Vehicle Account--State
Appropriation: For transfer to the Special Category C Account--State .................. $(1,500,000))

Motor Vehicle Account--State Appropriation: For transfer to the Interstate 405 Express Toll Lanes Operations Account--State .................. $2,019,000

(5) Capital Vessel Replacement Account--State
Appropriation: For transfer to the Transportation 2003 Account (Nickel Account)--State .................. $(7,702,000)

$7,571,000

(6) Multimodal Transportation Account--State
Appropriation: For transfer to the Public Transportation Grant Program Account--State .................. $26,000,000

(7) Motor Vehicle Account--State Appropriation: For transfer to the Puget Sound Ferry Operations Account--State .................. $(28,000,000)

$18,000,000

(8) Motor Vehicle Account--State Appropriation: For transfer to the Puget Sound Capital Construction Account--State .................. $28,000,000

(9) State Route Number 520 Civil Penalties Account--State Appropriation: For transfer to the State Route Number 520 Corridor Account--State ........ $886,000

(10) Multimodal Transportation Account--State Appropriation: For transfer to the Highway Safety Account--State .................. $10,000,000

(11) Motor Vehicle Account--State Appropriation: For transfer to the State Patrol Highway Account--State .................. $(27,000,000)
(12) Highway Safety Account--State Appropriation:
For transfer to the Puget Sound Ferry Operations
Account--State .......................................................... $42,000,000
(13) Advanced Environmental Mitigation Revolving
Account--State Appropriation: For transfer to the Motor
Vehicle Account--State ................................................ $2,000,000
(14) Advanced Right-of-Way Revolving Fund--State
Appropriation: For transfer to the Motor Vehicle
Account--State .......................................................... $6,000,000
(15) Tacoma Narrows Toll Bridge Account--State
Appropriation: For transfer to the Motor Vehicle
Account--State .......................................................... $950,000
(16) License Plate Technology Account--State
Appropriation: For transfer to the Highway Safety
Account--State .......................................................... $3,000,000
(17) Motor Vehicle Account--State Appropriation:
For transfer to the Transportation Equipment
Fund--State .............................................................. $3,915,000
((18) Multimodal Transportation Account--State
Appropriation: For transfer to the Motor Vehicle
Account--State .......................................................... $10,000,000))

COMPENSATION

Sec. 501. 2013 c 306 s 517 (uncodified) is amended to read as follows:

COMPENSATION--REPRESENTED EMPLOYEES--SUPER COALITION--INSURANCE
BENEFITS

No agreement has been reached between the governor and the health care super coalition under chapter 41.80 RCW for the 2013-2015 fiscal biennium. Appropriations in this act for fiscal year 2014 for state agencies, including institutions of higher education, are sufficient to continue the provisions of the 2011-2013 collective bargaining agreement. An agreement was reached between the governor and the health care super coalition under chapter 41.80 RCW for fiscal year 2015. The agreement includes employer contributions to premiums at
eighty-five percent of the total weighted average of the projected health care premiums. Appropriations in this act for fiscal year 2015 are sufficient to fund the provisions of the fiscal year 2015 collective bargaining agreement, and are subject to the following conditions and limitations:

(1)(a) The monthly employer funding rate for insurance benefit premiums, public employees' benefits board administration, and the uniform medical plan must not exceed $809 per eligible employee for fiscal year 2014. For fiscal year 2015, the monthly employer funding rate must not exceed ($820) $703 per eligible employee.

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

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

(2) The health care authority, subject to the approval of the public employees' benefits board, shall provide subsidies for health benefit premiums to eligible retired or disabled public employees and school district employees who are eligible for medicare, pursuant to RCW 41.05.085. For calendar years 2014 and 2015, the subsidy must be $150.00 per month.

Sec. 502. 2013 c 306 s 518 (uncodified) is amended to read as follows:

COMPENSATION--REPRESENTED EMPLOYEES OUTSIDE SUPER COALITION--INSURANCE BENEFITS

Appropriations for state agencies in this act are sufficient for represented employees outside the super coalition for health benefits and are subject to the following conditions and limitations:
(1)(a) The monthly employer funding rate for insurance benefit premiums, public employees' benefits board administration, and the uniform medical plan must not exceed $809 per eligible employee for fiscal year 2014. For fiscal year 2015, the monthly employer funding rate must not exceed $703 per eligible employee.

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

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

(2) The health care authority, subject to the approval of the public employees' benefits board, shall provide subsidies for health benefit premiums to eligible retired or disabled public employees and school district employees who are eligible for medicare, pursuant to RCW 41.05.085. For calendar years 2014 and 2015, the subsidy must be $150.00 per month.

**Sec. 503.** 2013 c 306 s 519 (uncodified) is amended to read as follows:

**COMPENSATION—NONREPRESENTED EMPLOYEES—INSURANCE BENEFITS**

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

(1)(a) The monthly employer funding rate for insurance benefit premiums, public employees' benefits board administration, and the uniform medical plan must not exceed $809 per eligible employee for fiscal year 2014. For fiscal year 2015, the monthly employer funding rate must not exceed $703 per eligible employee.

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

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

(2) The health care authority, subject to the approval of the
public employees' benefits board, shall provide subsidies for health
benefit premiums to eligible retired or disabled public employees and
school district employees who are eligible for medicare, pursuant to
RCW 41.05.085. For calendar years 2014 and 2015, the subsidy must be
$150.00 per month.

IMPLEMENTING PROVISIONS

Sec. 601. 2013 c 306 s 603 (uncodified) is amended to read as
follows:

FUND TRANSFERS

(1) The transportation 2003 projects or improvements and the 2005
transportation partnership projects or improvements are listed in the
LEAP list titled ((2013-1)) 2014-1 as developed ((April 23, 2013))
February 24, 2014, which consists of a list of specific projects by
fund source and amount over a ten-year period. Current fiscal biennium
funding for each project is a line-item appropriation, while the outer
year funding allocations represent a ten-year plan. The department is
expected to use the flexibility provided in this section to assist in
the delivery and completion of all transportation partnership account
and transportation 2003 account (nickel account) projects on the LEAP
transportation documents referenced in this act. However, this section
does not apply to the I-5/Columbia River Crossing project (400506A).
For the 2011-2013 and 2013-2015 project appropriations, unless
otherwise provided in this act, the director of financial management
may authorize a transfer of appropriation authority between projects
funded with transportation 2003 account (nickel account) appropriations, or transportation partnership account appropriations, in order to manage project spending and efficiently deliver all projects in the respective program under the following conditions and limitations:

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

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

(c) Each transfer between projects may only occur if the director of financial management finds that any resulting change will not hinder the completion of the projects as approved by the legislature. Until the legislature reconvenes to consider the 2014 supplemental omnibus transportation appropriations act, any unexpended 2011-2013 appropriation balance as approved by the office of financial management, in consultation with the legislative staff of the house of representatives and senate transportation committees, may be considered when transferring funds between projects;

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

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

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

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

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

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

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

MISCELLANEOUS

NEW SECTION. Sec. 701. If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

NEW SECTION. Sec. 702. This act is necessary for the immediate preservation of the public peace, health, or safety, or support of the state government and its existing public institutions, and takes effect immediately.

(End of Bill)
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