2017 Supplemental Budget for 2015-17 *and* 2017-19 Enacted Budget

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Secretary of Transportation

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Executive Summary

Executive Summary

For the Washington State Department of Transportation (WSDOT), the focus of the enacted 2017-19 biennial budget is two-fold — preserving and operating a safe transportation system as efficiently as possible, and proceeding with the first full biennium of funding for the Connecting Washington program. The budget provides a total of approximately $5.7 billion in operating and capital appropriations for the biennium.

2017 Supplemental Highlights

The second supplemental budget for last biennium (2015-17) provided funding for critical operating concerns, such as $5.0 million for extraordinary snow and ice removal costs that resulted from the harsh winter weather experienced throughout the state. The supplemental budget also provided necessary funding for the I-405 Hard Shoulder Running project, which addressed congestion in the corridor, initial funding for the department's radio system replacement and upgrade, and Ferry vessel operating costs due to a large number of boat moves that were necessary to address vessel repairs and maintenance with minimal route disruptions. The budget also makes numerous necessary adjustments to appropriation levels reflecting changes in cost driver assumptions and adjustments to the capital project list.

2017-19 Transportation Budget Highlights

Select Budget Highlights

The 2017-19 Transportation budget (Chapter 313, Laws of 2017; Engrossed Senate Bill [ESB] 5096) provides operating and capital budget appropriations to continue WSDOT programs and operations. The bill also provides compensation increases for marine employees. Non-marine employee compensation increases are provided for in the 2017-19 Omnibus Operating budget (Chapter 1, 2017 Laws 3rd Special Session; Substitute Senate Bill [SSB] 5883).The 2017-19 Transportation budget provides a net appropriation increase of $233 million compared to 2015-17 appropriation levels. The department's operating programs' appropriations increased $203 million. Compensation increases totaling about $34 million include funding of the collective bargaining agreements for WSDOT employees, including targeted increases for several highway maintenance and engineering classes of employees.

The budget provides $28 million in 2017-19 for the Tolling Operations and Maintenance program to procure a new tolling back-office system and customer service center (CSC) operator. The department's Labor System Replacement project, comprising a new time and attendance system, is funded in the Information Technology program budget at $9.6 million. Two other IT projects – the land mobile radio (LMR) system, and the Ferries Dispatch system – are appropriated as capital projects.

The operating budget includes the addition of $19.5 million for the cost of operating two new Amtrak Cascades round trips from Seattle to Portland. The funding pays for the cost of the trips, rail and related facilities maintenance, and locomotive maintenance. The added operations coincide with the completion of a slate of capital improvements funded by the 2009 federal ARRA program.

The budget makes minor modifications to the Connecting Washington program, with respect to planned highway expenditures. Projects generally retain the same total funding and project-aging assumptions as passed the 2016 Legislature. The Department's capital programs experienced a net increase of approximately $30 million between last biennium and 2017-19. Within the modest net increase, however, is a substantial shift between programs. The Rail capital program is lower in 2017-19 by $394 million, which reflects the completion of the federal ARRA investments for passenger rail in the early part of the biennium. Conversely, the Highway Construction and Preservation programs (I and P), together, are higher than last biennium by

$237 million. Local Programs' capital appropriation is larger than last biennium by $191 million. Again, capital program increases reflect the first full biennium of funding for the 2015 transportation revenue package.

Operating Program Highlights

Ferries Operating Program:

- Maintains current ferry service levels through the continued transfer of funds from other transportation accounts;
- Provides $8.7 million in federal spending authority for non-routine maintenance on ferry vessels;
- Provides $1.2 million in addition funding to retain a larger Evergreen State class vessel for relief operations; and
- Provides $1.6 million to deploy and operate the new fourth Olympic Class vessel that begins service approximately half-way through the 2017-19 biennium.

Highway Maintenance Program:

- The 2017-19 budget, compared to the 2015-17 budget, contains an additional $7.1 million investment from the Connecting Washington revenue package for highway maintenance activities. However, it was then reduced by $4 million, to offset the financial impact to the Motor Vehicle Account for increased snow and ice removal costs in the 2015-17 biennium. Appropriations are increased by $4.6 million to allow for the repair of damages to highway infrastructure caused by identified third parties. These costs are offset by collections from third parties or their insurance companies.

Public Transportation Program:

- Aside from reappropriations of grant dollars that carry over from the 2015-17 biennium, the major increase is $2.7 million for express transit service in Tacoma. This begins State Route (SR) 7 express bus service in the 2017-19 biennium, with continued development of SR 7 express service from Tacoma to Parkland/Spanaway expected in future biennia.

Rail Operating Program:

- Invests an additional $19.5 million for operating costs associated with two new daily round trips between Seattle and Portland; and
- Provides $300,000 to study the costs and benefits of ultra-high-speed rail transportation.

Capital Program Highlights

Highway Improvement and Preservation Construction Programs:

- The Highway Improvements Program budget is over $2.2 billion, with $216.6 million from federal sources; and
- Provides $1.16 billion from the Connecting Washington Account for numerous projects, including:
    - SR 520 Seattle Corridor Improvements Project,
    - I-5 JBLM Corridor Improvements Project,
    - I-405 Renton to Bellevue – Corridor Widening Project,
    - I-5/Marvin Road/SR 510 Interchange, and
    - Several projects to remove fish passage barriers.
- The Highway Preservation Program budget is over $822.5 million with over $515.4 million in federal funding sources and includes $185 million of Connecting Washington Account funding.

Executive Summary (continued)

Rail Construction Program:

- Provides a total of $137.7 million for passenger rail and freight rail capital projects.
- Provides $94.5 million in spending authority for passenger rail projects, including $10 million for track improvements, $3.0 million is for Cascades Train Sets, and $78.8 million of unanticipated receipts for high-speed rail investments with federal American Recovery and Reinvestment Act (ARRA) funding.
- Provides $40.1 for freight rail projects, with $24.4 million for track improvements; $700,000 for track preservation; $8.5 million for Freight Rail Assistance Program grants and $5.0 million for the Freight Rail Investment Bank loan program.
- In addition, $3.2 million of expenditure authority is reappropriated to complete unfinished work from 2015-17 biennium.

Ferry Improvement and Preservation Construction Programs:

- Provides $374 million for capital investments, which is a 4.5 percent decrease in comparison to the Program's second supplemental 2015-17 appropriations. The majority of the 2017-19 budget is to advance terminal projects at Mukilteo and Seattle and to complete the fourth 144-car ferry.
- The budget also addresses preservation of existing terminals, vessels, capital efficiency projects, and includes $254 million for planned terminal investments and $115 million for planned vessel investments.
- An appropriation of $5 million is also provided for emergency repairs of terminals and vessels.

Executive Summary (continued)

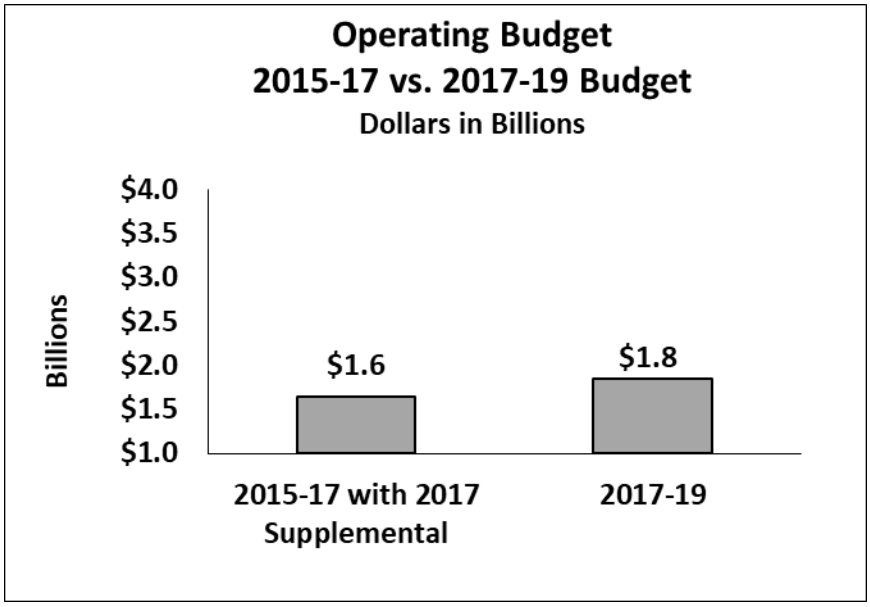
2017-19 WSDOT Budget Compared to 2017-15 with 2017 Supplemental			
Program Code & Title	**2017-19** $ in Millions	**2015-17 w/ 2017 Supp.** $ in Millions	**Change from 2015-17** $ in Millions
Operating Budget			
B Toll Operations & Maintenance	$122.4	$90.9	$31.5
C Office of Information Technology	89.6	75.3	14.3
D Facilities–Operating	28.2	27.6	0.6
F Aviation	11.8	10.3	1.5
H Program Delivery, Management, and Support	55.3	54.6	0.6
K Public/Private Partnerships	2.2	0.6	1.6
M Highway Maintenance and Operations	447.5	446.4	1.0
Q Traffic Operations–Operating	64.9	59.9	5.0
S Transportation Management & Support	35.6	32.3	3.2
T Transp. Planning, Data, and Research	61.9	54.9	7.0
U Charges from Other Agencies	71.3	80.8	(9.5)
V Public Transportation	222.9	153.4	69.5
X Ferries–Operating	505.2	484.3	20.9
Y Rail–Operating	80.2	59.5	20.7
Z Local Programs–Operating	13.3	12.0	1.3
Compensation	33.9	0.0	33.9
Total Appropriated Operating	**$1,846.0**	**$1,643.0**	**$203.0**
Capital Budget			
D Facilities–Capital	$30.3	$13.3	$17.1
I Highway Improvements	2,225.9	2,093.4	132.5
P Highway Preservation	822.5	718.4	104.1
Q Traffic Operations–Capital	10.5	13.7	(3.2)
W Ferries–Capital	374.2	391.9	(17.7)
Y Rail–Capital	137.7	531.5	(393.8)
Z Local Programs–Capital	276.7	85.4	191.3
Total Capital	**$3,877.8**	**$3,847.6**	**$30.2**
Total Appropriated Funds	**$5,723.8**	**$5,490.6**	**$233.2**
Transportation Equipment Fund (410):			
E Transportation Equipment Fund	$136.7	$123.7	$13.0
S Transportation Management & Support	0.2	0.2	0.0
Total Transportation Equipment Fund	**$136.8**	**$123.9**	**$13.0**
Total Budget, Appropriated & Nonappropriated	**$5,860.7**	**$5,614.5**	**$246.2**

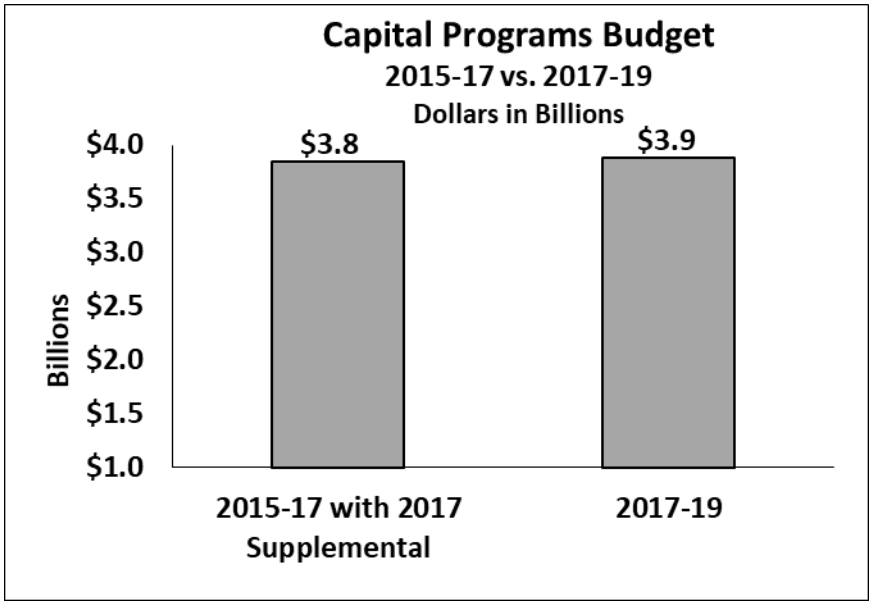
Notes:

- WSDOT appropriations for 2017-19 are provided in three bills: most appropriations, including marine compensation, are included in the transportation budget bill, Chapter 313, Laws of 2017 (ESB 5096); remaining employee compensation adjustments related to 2017-19 collective bargaining agreements are in the omnibus operating budget bill, Chapter 1, Laws of 2017 (SSB 5883); and $350,000 of the Program I - Highway Improvements budget, provided to document the existing planning data related to the construction of a new I-5 bridge over the Columbia River, is appropriated in Chapter 288, Laws of 2017 (SSB 5806).
- Rail capital spending authority includes $78.8 million in unanticipated receipts to complete projects funded through the American Recovery and Reinvestment Act (AARA). These federal ARRA funds are carried over from the 2015-17 biennium.
- Items may not sum to totals due to rounding.

Executive Summary (continued)

Budget Comparison All Programs
Appropriated Funds





Operating Programs

Operating Programs Budget Overview

2017-19 Transportation Operating Budget

The 2017-19 transportation operating budget includes $1.85 billion in appropriations for WSDOT operating programs. The following table details these amounts for 2017-19 and for the previous 2015-17 biennium.

2017-19 WSDOT Operating Budget Compared to 2015-17 with 2017 Supplemental			
Program Code & Title	**2017-19** $ in Millions	**2015-17 w/ 2017 Supp.** $ in Millions	**Change from 2015-17** $ in Millions
Operating Budget			
B Toll Operations & Maintenance	$122.4	$90.9	$31.5
C Office of Information Technology	89.6	75.3	14.3
D Facilities–Operating	28.2	27.6	0.6
F Aviation	11.8	10.3	1.5
H Program Delivery, Management, and Support	55.3	54.6	0.6
K Public/Private Partnerships	2.2	0.6	1.6
M Highway Maintenance and Operations	447.5	446.4	1.0
Q Traffic Operations–Operating	64.9	59.9	5.0
S Transportation Management & Support	35.6	32.3	3.2
T Transp. Planning, Data, and Research	61.9	54.9	7.0
U Charges from Other Agencies	71.3	80.8	(9.5)
V Public Transportation	222.9	153.4	69.5
X Ferries–Operating	505.2	484.3	20.9
Y Rail–Operating	80.2	59.5	20.7
Z Local Programs–Operating	13.3	12.0	1.3
Compensation	33.9	0.0	33.9
Total Appropriated Operating	**$1,846.0**	**$1,643.0**	**$203.0**

Notes:

- WSDOT appropriations for 2017-19 are provided in three bills: most appropriations, including marine compensation, are included in the transportation budget bill, Chapter 313, Laws of 2017 (ESB 5096); remaining employee compensation adjustments related to 2017-19 collective bargaining agreements are in the omnibus operating budget bill, Chapter 1, Laws of 2017 (SSB 5883); and $350,000 of the Program I - Highway Improvements budget, provided to document the existing planning data related to the construction of a new I-5 bridge over the Columbia River, is appropriated in Chapter 288, Laws of 2017 (SSB 5806).
- Rail capital spending authority includes $78.8 million in unanticipated receipts to complete projects funded through the American Recovery and Reinvestment Act (AARA). These federal ARRA funds are carried over from the 2015-17 biennium.
- Items may not sum to totals due to rounding.

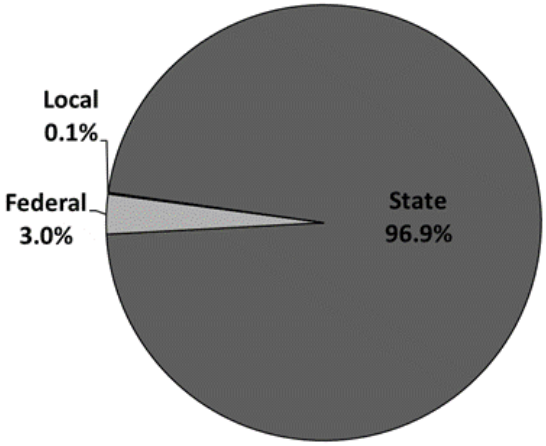
Operating Programs Budget Overview

In addition to compensation increases provided to fund collective bargaining agreements, some major items funded in the operating budget programs include $27.9 million in the Tolling Operations and Maintenance program (Program B) for the new customer service center (CSC) system and operator. The operating budget also includes an additional $19.5 million for the Rail operating program (Program Y) for operating costs associated with two new daily round trips between Seattle and Portland. The addition of the two round trips is part of the service outcome agreement with the Federal Railroad Administration and is a condition of accepting approximately nearly $800 million in federal funds provided for infrastructure improvements.

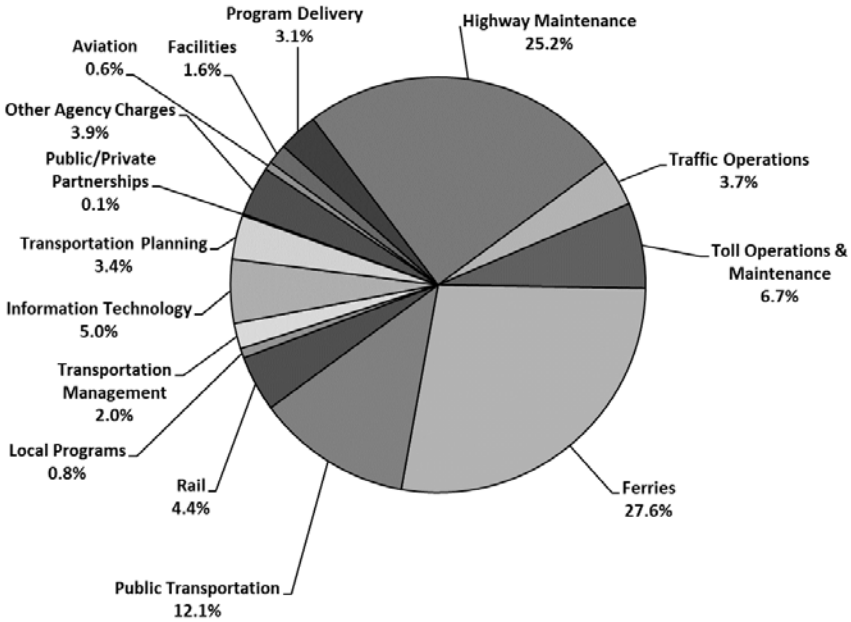
The Ferries operating program (Program X) includes $8.7 million in federal appropriations for vessel maintenance, funding to cover the operating costs of the fourth 144-car vessel, which will go into service in the 2017-19 biennium, and funding for an Evergreen State class vessel to serve as a service relief vessel.

The following charts display the individual budget changes for each program.

2017-19 Operating Budget - Sources



2017-19 Operating Budget - Uses



Employee Compensation Overview

2017-19 Biennial Budget

In the 2017-19 biennium, increases in WSDOT employee compensation appropriations are divided between the transportation budget and the omnibus operating budget. The table below displays budget amounts for various categories of compensation and where that spending authority is enacted.

2017-19 Budget Detail	$ Millions	Appropriations Bill
Compensation Adjustments		
Marine Compensation	$18,220	ESB 5096
Workers' Compensation Adjustments	(1,535)	ESB 5096
Pension and DRS Rate Changes	9,007	ESB 5096
Non-Marine Employees' Wage and Compensation Adjustments	26,282	SSB 5883
Employee Benefits Rate	5,421	SSB 5883
Orca Transit Pass - WSF	436	SSB 5883
Orca Transit Pass - not WSF	1,712	SSB 5883
Sum of Adjustments	**$59,543**	

Transportation budget: Chapter 313, Laws of 2017 (partial veto), Engrossed Senate Bill 5096 (ESB 5096)
Omnibus operating budget: Chapter 1, Laws of 2017 (partial veto); Substitute Senate Bill 5883 (SSB 5883)

The budgets include appropriation authority to cover the cost of collective bargaining agreements negotiated between the Governor's Labor Relations Office and state employee bargaining units, which were approved by the Legislature. Non-marine bargaining agreements include a 2.0 percent wage increase as of July 1, 2017, a second wage increase of 2.0 percent as of July 1, 2018, and a 2.0 percent general wage increase effective January 1, 2019. Funding is provided for salary adjustments for targeted job classifications and increases to vacation leave accruals.

Costs for marine employees' labor agreements are covered in the transportation budget, where general wage increases range from 3.0 percent up to 6.5 percent on July 1, 2017, and up to 6.5 percent on July 1, 2018. The specific general wage increase varies according to bargaining unit. As is the case with other represented employees, the budget includes spending authority to cover other negotiated increases such as salary adjustments for targeted classifications, increased shift premiums, location-specific pay, assignment pay, holiday pay, and other compensation changes.

Specific job classes that received additional targeted increases include: Bridge Maintenance Specialist 1, 2, and 3; Bridge Maintenance Specialist lead; Equipment Technician 3; Equipment Technician lead; Equipment Technician Supervisor; Industrial Hygienist 3 and 4; Maintenance Technician 1, 2, and 3; Maintenance Lead Technician; Maintenance Supervisor; Transportation Technician 2 and 3; Transportation Engineer 1, 2, 3, 4, and 5; and Transportation Technical Engineer. Individual collective bargaining agreements, posted at the Office of Financial Management website, contain details.

Appropriations are also increased to cover general wage increases for non-represented state employees at 2.0 percent on July 1, 2017, 2.0 percent on July 1, 2018, and 2.0 percent on January 1, 2019.

The WSDOT operating program figures on the following pages display compensation amounts that were appropriated in the transportation budget but do not include those appropriated in the omnibus budget. The table below summarizes allotted appropriations, by program:

Employee Compensation Overview (continued)

WSDOT Compensation Adjustments in the Omnibus Operating Budget

Dollars in Thousands

Pgm	Item	Total
B00	Non-Rep General Wage Increa	$102
B00	Non-Rep Targeted Pay Increas	16
B00	Orca Transit Pass-Not WFSE	20
B00	PTE Local 17 Agreement	152
B00	State Public Employee Benefit	16
B00	State Represented Emp Benefi	41
B00	WFSE General Government	116
B00	WFSE Orca Transit Pass	18
B00	**Toll Operations & Maintenance**	**481**
C00	Non-Rep General Wage Increa	681
C00	Orca Transit Pass-Not WFSE	18
C00	PTE Local 17 Agreement	23
C00	State Public Employee Benefit	97
C00	State Represented Emp Benefi	159
C00	WFSE General Government	926
C00	WFSE Orca Transit Pass	30
C00	**Information Technology Total**	**1,934**
D00	Non-Rep General Wage Increa	127
D00	Non-Rep Targeted Pay Increas	30
D00	Orca Transit Pass-Not WFSE	2
D00	PTE Local 17 Agreement	22
D00	State Public Employee Benefit	20
D00	State Represented Emp Benefi	76
D00	WFSE General Government	304
D00	WFSE Orca Transit Pass	10
D00	**Facilities-Operating Total**	**591**
F00	Non-Rep General Wage Increa	53
F00	PTE Local 17 Agreement	12
F00	State Public Employee Benefit	9
F00	State Represented Emp Benefi	3
F00	WFSE General Government	3
F00	**Aviation Total**	**80**
H00	Non-Rep General Wage Increa	1,075
H00	Non-Rep Targeted Pay Increas	14
H00	Orca Transit Pass-Not WFSE	20
H00	PTE Local 17 Agreement	330
H00	State Public Employee Benefit	156
H00	State Represented Emp Benefi	124
H00	WFSE General Government	224
H00	WFSE Orca Transit Pass	10
H00	**Program Delivery Mgmt & Supp**	**1,953**
K00	Non-Rep General Wage Increa	18
K00	State Public Employee Benefit	2
K00	**Public/Private Partner Total**	**20**
M00	Non-Rep General Wage Increa	780
M00	Non-Rep Targeted Pay Increas	172
M00	Orca Transit Pass-Not WFSE	26
M00	State Public Employee Benefit	121
M00	State Represented Emp Benefi	1,827
M00	WFSE General Government	14,237
M00	WFSE Orca Transit Pass	310
M00	**Highway Maintenance Total**	**17,473**

Pgm	Item	Total
Q00	Non-Rep General Wage Increa	$371
Q00	Non-Rep Targeted Pay Increas	183
Q00	Orca Transit Pass-Not WFSE	46
Q00	PTE Local 17 Agreement	1,443
Q00	State Public Employee Benefi	53
Q00	State Represented Emp Benef	255
Q00	WFSE General Government	947
Q00	WFSE Orca Transit Pass	48
Q00	**Traffic Operations-Operating T**	**3,346**
S00	Non-Rep General Wage Increa	681
S00	Non-Rep Targeted Pay Increas	30
S00	Orca Transit Pass-Not WFSE	8
S00	PTE Local 17 Agreement	16
S00	State Public Employee Benefi	113
S00	State Represented Emp Benef	86
S00	WFSE General Government	307
S00	**Transpo Mgmt and Support Tot**	**1,241**
T00	Non-Rep General Wage Increa	613
T00	Non-Rep Targeted Pay Increas	78
T00	Orca Transit Pass-Not WFSE	12
T00	PTE Local 17 Agreement	616
T00	State Public Employee Benefi	88
T00	State Represented Emp Benef	124
T00	WFSE General Government	152
T00	**Trans Planning, Data & Res Tot**	**1,683**
V00	Non-Rep General Wage Increa	221
V00	Orca Transit Pass-Not WFSE	10
V00	PTE Local 17 Agreement	22
V00	State Public Employee Benefi	33
V00	State Represented Emp Benef	12
V00	WFSE General Government	25
V00	**Public Transportation Total**	**323**
X00	Non-Rep General Wage Increa	460
X00	Non-Rep Targeted Pay Increas	14
X00	Orca Transit Pass-Not WFSE	1,548
X00	PTE Local 17 Agreement	26
X00	State Public Employee Benefi	68
X00	State Represented Emp Benef	1,872
X00	WFSE General Government	73
X00	WFSE Orca Transit Pass	8
X00	**WA State Ferries-Operating To**	**4,069**
Y00	Non-Rep General Wage Increa	77
Y00	PTE Local 17 Agreement	21
Y00	State Public Employee Benefi	11
Y00	State Represented Emp Benef	6
Y00	WFSE General Government	15
Y00	**Rail-Operating Total**	**130**
Z00	Non-Rep General Wage Increa	215
Z00	Non-Rep Targeted Pay Increas	122
Z00	Orca Transit Pass-Not WFSE	2
Z00	PTE Local 17 Agreement	83
Z00	State Public Employee Benefi	30
Z00	State Represented Emp Benef	19
Z00	WFSE General Government	54
Z00	WFSE Orca Transit Pass	2
Z00	**Local Programs-Operating Tota**	**527**
Grand Total		**$33,851**

Source: LEAP Document 713-2017T Agency 405 Detail

Program B, Toll Operations and Maintenance

Program Description

The Toll Operations and Maintenance program (Program B) is responsible for operations and oversight of statewide toll collections, which currently include the Tacoma Narrows Bridge (TNB), State Route (SR) 167, SR 520, and Interstate 405 Express Toll Lanes (I-405 ETL). This program supports toll policy, toll facility and technology, outreach and marketing, customer services (including the statewide customer service center, or CSC, call center), account management, and adjudication activities to pursue non-payment of tolls and to safeguard state assets. The program assures the quality and efficiency of toll operations and maintenance for state transportation facilities financed through direct user fees or tolls. The program is also responsible for forecasting and analyzing traffic, revenue, operations, budgeting, and tracking costs in order to recommend toll-schedule adjustments to the Washington State Transportation Commission, the toll-setting authority.

2017-19 Biennium Budget

The 2017-19 biennial budget includes a $33.4 million increase for Program B. There are several compensation item adjustments, such as workers compensation and pension and DRS rate changes as well as a fuel rate adjustment.

The largest adjustment is for the procurement of a new CSC system and operator ($27.9 million and 7.5 FTEs). There are several smaller adjustments that include additional funding for traffic and revenue related costs ($1.6 million), increased transponder costs ($1.4 million), an operation and maintenance reserve adjustment ($891,000), and quality assurance and risk mitigation ($488,000 and 2.0 FTEs).

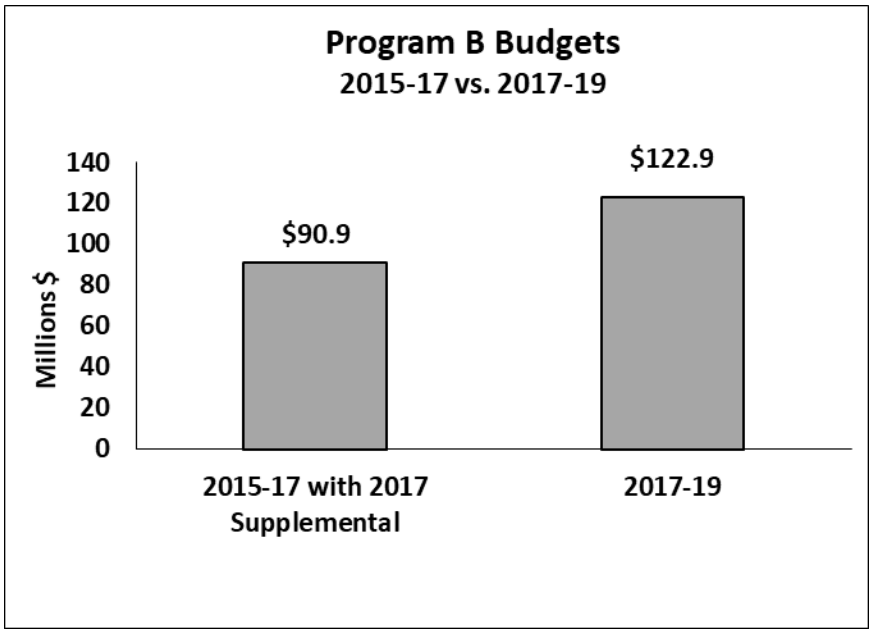
An additional $481,000 is allocated from the omnibus operating budget for compensation items that affect the program but were not included in the transportation budget.

The following table provides detail for the 2017-19 budget for Program B.

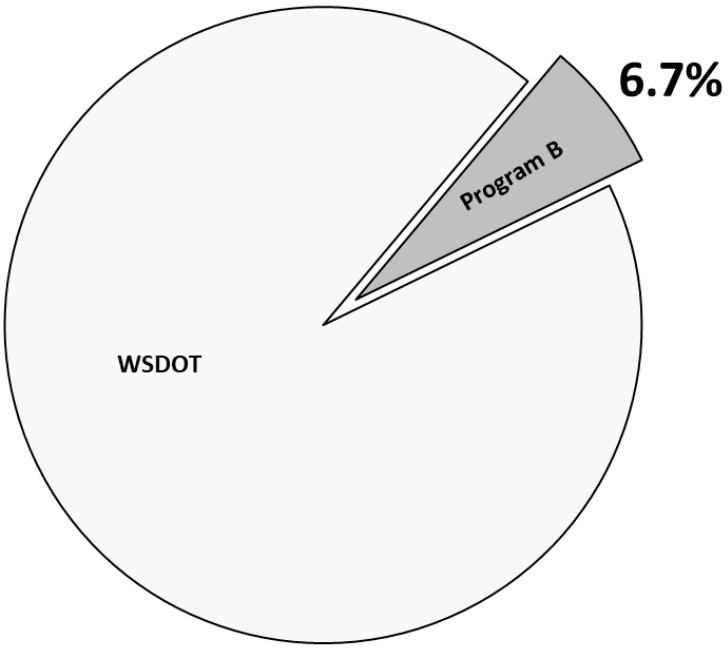
2017-19 Budget Detail	**Millions $**	**FTE**
Carry Forward Level	**$89.466**	**51.0**
Adjustments		
CSC Vendor Increase	0.558	
Fuel Rate Adjustments	(0.013)	
Increased Transponder Costs	1.385	
New CSC System & Operator	27.940	7.5
Operation & Maintenance Reserve Adjustment	0.891	
Pension and DRS Rate Changes	0.094	
Quality Assurance & Risk Mitigation	0.488	2.0
Traffic & Revenue Related Costs	1.585	
Workers Compensation	(0.015)	
Sum of Adjustments	32.913	9.5
Subtotal	**122.379**	**60.5**
Compensation Allocations from Omnibus Operating Budget	0.481	
Total Budget	**$122.860**	**60.5**
Percent Change from 2017 Supplemental Budget	35.1%	20.2%

Program B, Toll Operations and Maintenance (continued)

The following charts compare the 2015-17 and 2017-19 budgets, display the program's budget as a percentage of the department's total 2017-19 operating budget, and illustrate historical and projected expenditure trends.



Program B Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program C, Information Technology

Program Description

The Information Technology Program (Program C) is responsible for implementing and maintaining information systems that support the department's operations and program delivery. The program operates, preserves, and maintains the department's information technology infrastructure. These activities include equipment acquisition and installation; mainframe and server operations; technical support and internet operations; network management; personal computer support; business application-development; and data/telecommunications.

2017-19 Biennium Budget

The 2017-19 biennial budget includes a $15.9 million increase in the Program C budget. In addition to compensation adjustments, there are increases for Ferries IT support ($200,000 and 4.0 FTEs) and for Ferries network systems support ($2.3 million and 2.0 FTEs). Adjustments for software license and maintenance costs added $1.5 million to the budget.

The largest appropriation increase is for a Labor System Replacement Project and provides $9.6 million and 4.0 FTEs. The project is to implement a time and attendance system throughout the department.

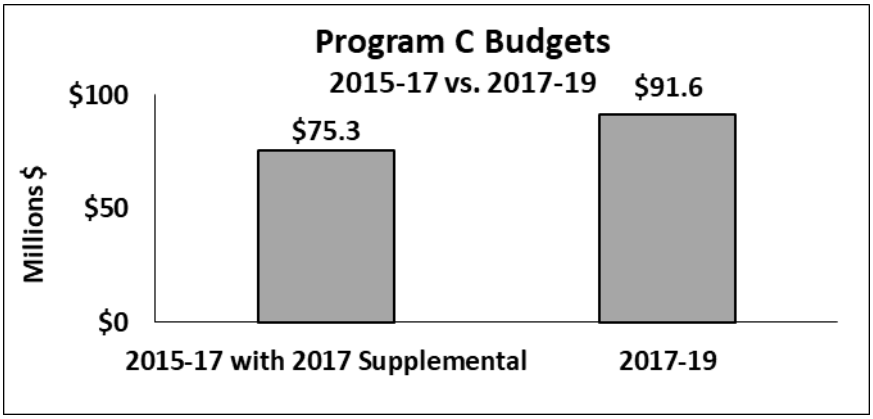
An additional $1.9 million is allocated from the omnibus operating budget for compensation items that affect the department, but were not included in the transportation budget.

The next table provides the detail for the 2017-19 budget for Program C.

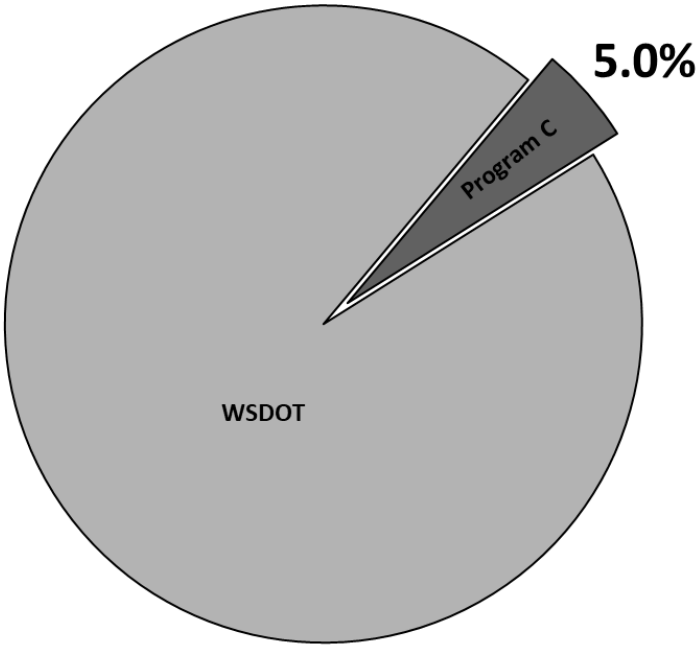
2017-19 Budget Detail	**Millions $**	**FTE**
Carry Forward Level	**$75.627**	**225.1**
Adjustments		
Central Services Carryforward Adjustments	0.001	
Ferries IT Support	0.194	4.0
Ferries Network Systems Support	2.296	2.0
Labor System Replacement	9.588	4.0
Pension and DRS Rate Changes	0.573	
Software License and Maintenance	1.466	
Workers Compensation	(0.114)	
Sum of Adjustments	**14.004**	**10.0**
Subtotal	**89.631**	**235.1**
Compensation Allocations from Omnibus Operating Budget	1.934	
Total Budget	**$91.565**	**235.1**
Percent Change from 2017 Supplemental Budget	21.5%	4.4%

Program C, Information Technology (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program C Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program D, Facilities—Operating

Program Description

The Capital Facilities—Operating Program (Program D-op.) operates and maintains more than 1,000 department-owned buildings and structures at approximately 300 separate sites across the state. Sites include region headquarters, maintenance shops, project engineer offices, laboratories, materials storage sites, communications sites, pits, quarries, and stockpile storage areas.

2017-19 Biennium Budget

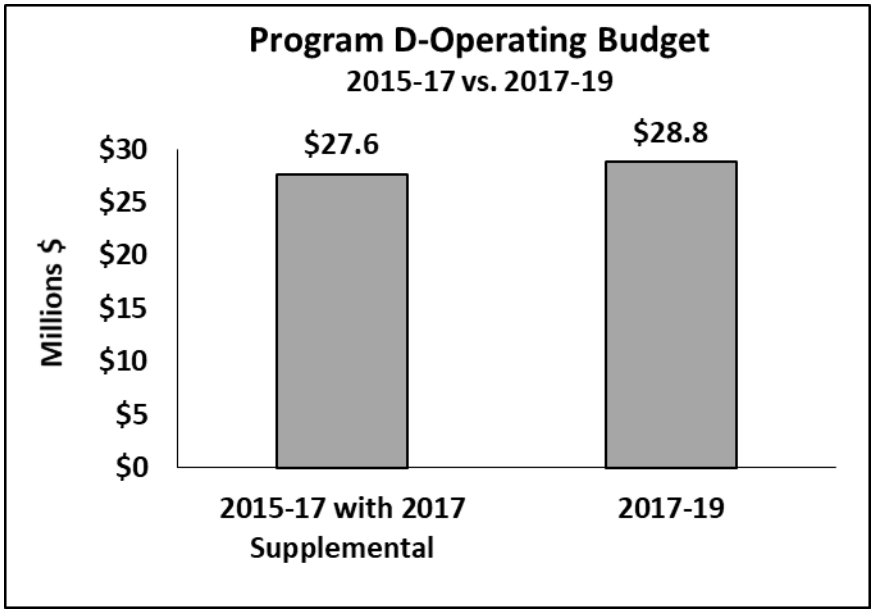
The 2017-19 biennial budget includes a budget increase for higher projected fuel prices in the March 2017 revenue forecast, which was the forecast available at the time the budget was drafted. Increases in budget authority cover local government assessments, adjustments to the cost of wireless radio site leases, and changes to employee compensation.

The following table provides detail of the 2017-19 budget for Program D.

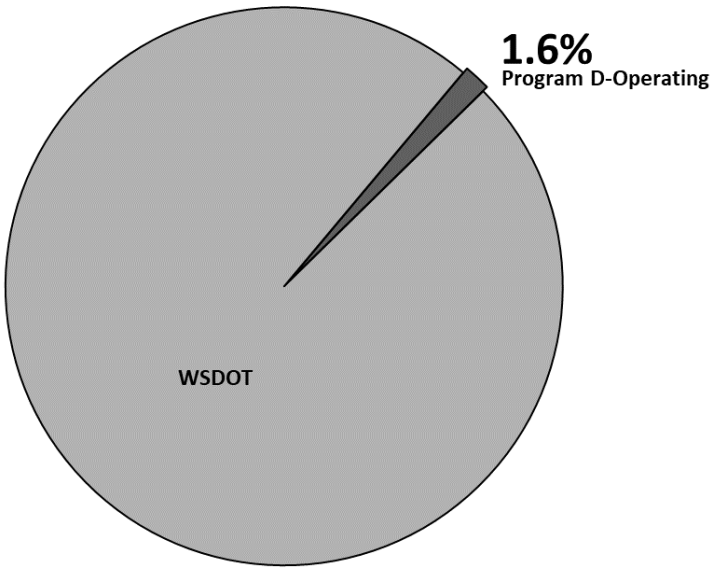
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$27.791**	**81.7**
Adjustments		
Fuel Rate Adjustments	0.077	
Local Government Assessments	0.074	
Pension and DRS Rate Changes	0.155	
Wireless Sites Lease Adjustments	0.107	
Workers Compensation	(0.024)	
Sum of Adjustments	0.389	
Subtotal	**28.180**	**81.7**
Compensation Allocations from Omnibus Operating Budget	0.591	
Total Budget	**$28.771**	**81.7**
Percent Change from 2017 Supplemental Budget	4.1%	

Program D, Facilities—Operating (continued)

The following charts compare the 2015-17 and 2017-19 budgets, display the program's budget as a percentage of the department's total 2017-19 transportation operating budget, and illustrate historical and projected expenditure trends.



Program D-Operating Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program E, Transportation Equipment Fund

Program Description

The department maintains the Transportation Equipment Fund (TEF) to meet most of its needs for equipment. This program includes the acquisition, inventory management, and logistical support for the department's motor vehicles, support equipment, and wireless communications system.

TEF is a nonappropriated program that funds its operations by charging rent to other department programs to which it provides equipment. Funding for payments to TEF is appropriated to those programs. The Highway Maintenance Program is the major TEF customer, providing about 77 percent of TEF revenues. Although TEF funding is nonappropriated, the department is required to include a proposed budget for this program in the biennial budget request and to submit an allotment (spending plan) to the Office of Financial Management for approval.

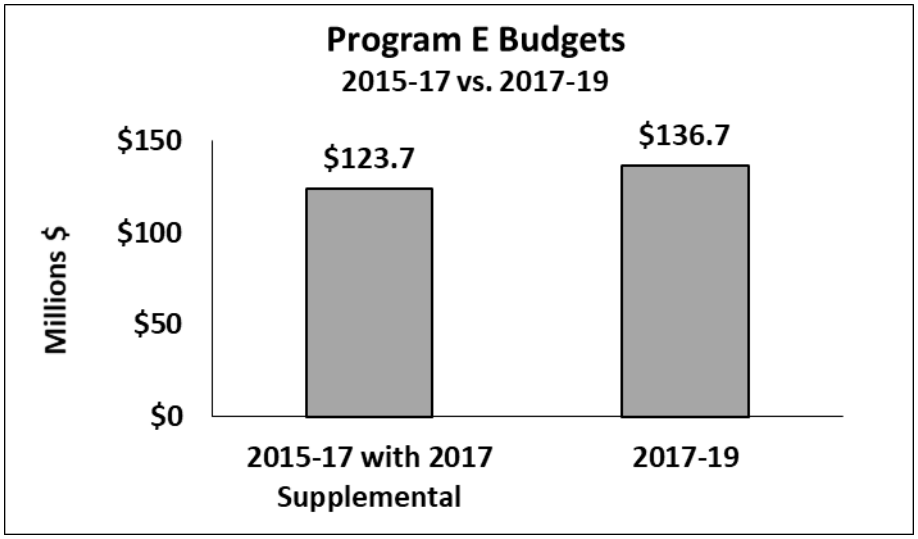
2017-19 Biennium Budget

The budget for the TEF program is increased for higher expected revenue and fuel costs. The increase to fuel rates was calculated according to the March 2017 forecast of fuel prices, as well as a forecast of consumption based on the history of the previous two years by month.

The following table provides the detail for the 2017-19 biennial budget for Program E.

2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**131.697**	**209.3**
Adjustments		
Fuel Rate Adjustments	4.973	
Subtotal	**136.670**	**209.3**
Total Budget	**136.670**	**209.3**
Percent Change from 2017 Supplemental Budget	10.5%	0.0%

The following chart compares the 2015-17 and 2017-19 program budgets.



Program F, Aviation

Program Description

The mission of the Aviation Division is to foster the development of aeronautics and the state's aviation system to support sustainable communities and statewide economic vitality. The program administers aircraft registration; provides grants and technical assistance to public-use airports for infrastructure improvements, planning, safety, and security; and maintains 16 state-operated airports. The program aims to consistently provide innovative leadership in state aeronautics, preserve the state's system of 137 public-use airports, promote the economic value of airports, encourage infrastructure development, and manage aviation emergency operations.

2017-19 Biennium Budget

The 2017-19 biennial budget includes a $1.4 million reduction in state expenditure authority to recognize that an increase provided in a prior biennium for the Airport Aid Grant Program was intended to be one-time. This aligns program appropriations with available revenue.

Other budget changes include $250,000 expenditure authority of federal funds for anticipated federal grants to fund projects, including the following: the Statewide Pavement Condition Index Study, the Statewide Economic Impact Study, and the Statewide Disadvantage Business Enterprise Disparity Study. Local expenditure authority is increased to permit local contributions from counties, cities, and other local entities to provide a match to the Aviation Division's Disadvantaged Business Enterprise Disparity Study that is primarily funded through federal grants.

In addition, the budget includes $2.5 million in reappropriations of grant funds from the 2015-17 biennium to the 2017-19 biennium. Funding is for the Methow Valley Airport Runway Project.

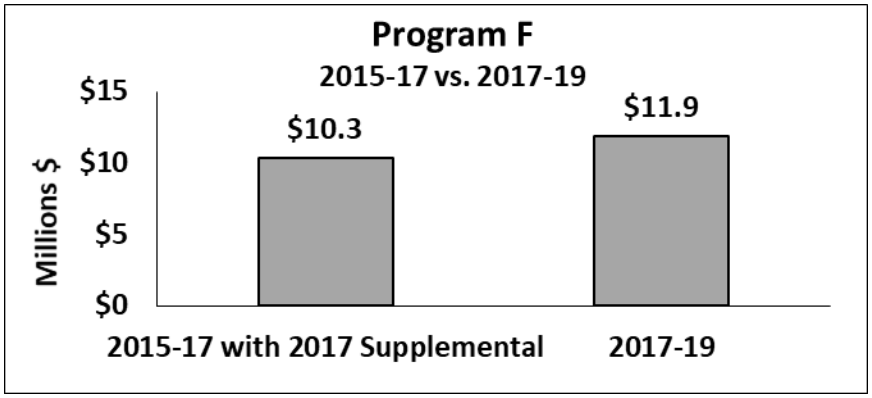
Other minor budget adjustments cover $4,000 for fuel rate adjustment for TEF equipment based on March 2017 forecast of fuel prices and projected consumption. Finally, funding is provided for changes in compensation, which include increased funding for higher employer contribution rate for employee pensions, salary increases, and a decrease in employer cost for workers' compensation benefits.

The following table provides the detail for the 2017-19 budget for Program F.

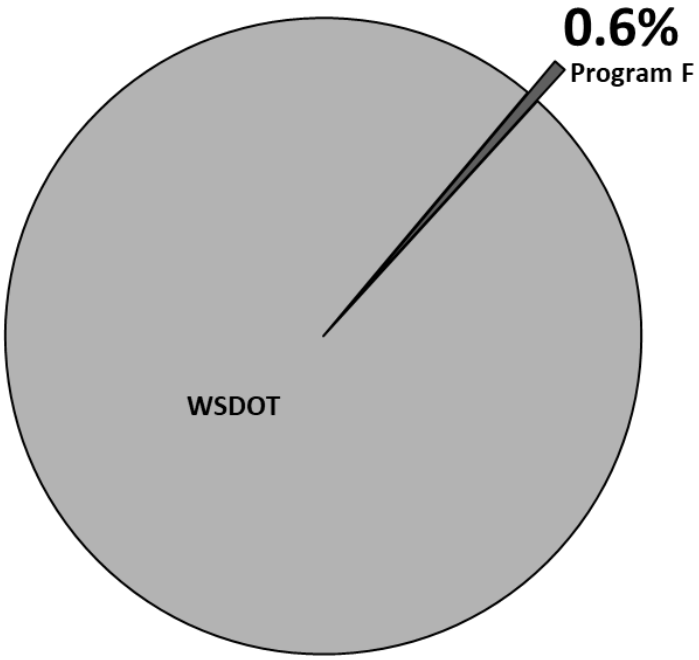
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$10.441**	**10.6**
Adjustments		
Additional Federal Authority	0.250	
Fuel Rate Adjustments	0.004	
Other Fund Adjustments	(1.389)	
Pension and DRS Rate Changes	0.020	
Reappropriate Federal Authority	2.500	
Workers Compensation	(0.006)	
Sum of Adjustments	1.379	
Subtotal	**11.820**	**10.6**
Compensation allocations from Omnibus Operating Budget	0.080	
Total Budget	**11.900**	**10.6**
Percent Change from 2017 Supplemental Budget	15.6%	

Program F, Aviation (continued)

The following charts compare the 2015-17 and 2017-19 biennial budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program F Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program H, Program Delivery, Management, and Support

Program Description

The Program Delivery, Management, and Support Program includes the core functions and activities associated with the Highway Construction Program. The program includes executive management and support activities at headquarters and in the six regions, and the regions' administrative services. These executive management and support services reflect core functions necessary for program delivery, regardless of the size of the Highway Construction Program. The program also includes the department's Environmental Services Office.

2017-19 Biennium Budget

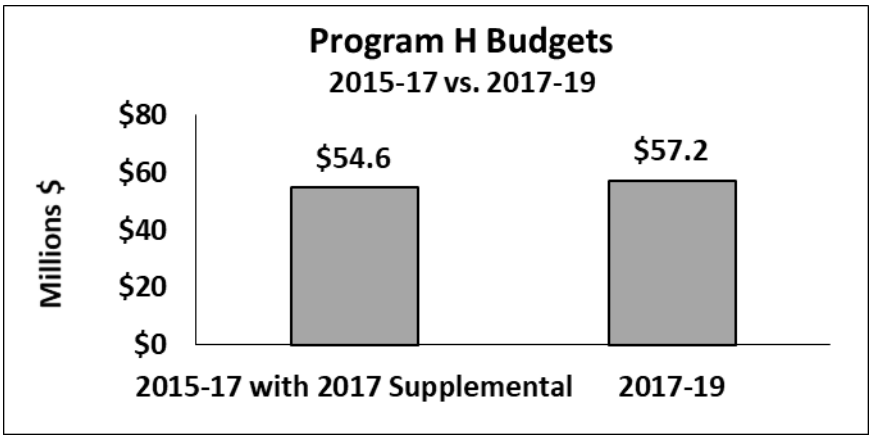
The enacted budget includes an appropriation increase of $718,000 to continue work and to complete agency-wide practical solutions training undertaken in the previous biennium. Funding in the amount of $478,000 is provided to improve and increase the level of design-build project delivery throughout the agency per recommendations from the 2016 Review of WSDOT's Implementation of Design-Build Project Delivery Report. Funding has also been provided to procure third party services to address the backlog of appraisals for department-owned surplus properties approved for disposal. The budget is also increased to reflect higher projected Transportation Equipment Fund (TEF) fuel costs, based on the March 2017 forecast of fuel prices and projected consumption. Finally, the program's budget is adjusted to reflect an overall increase in employee salary and benefit costs.

The following table provides the detail for the 2017-19 biennial budget for Program H.

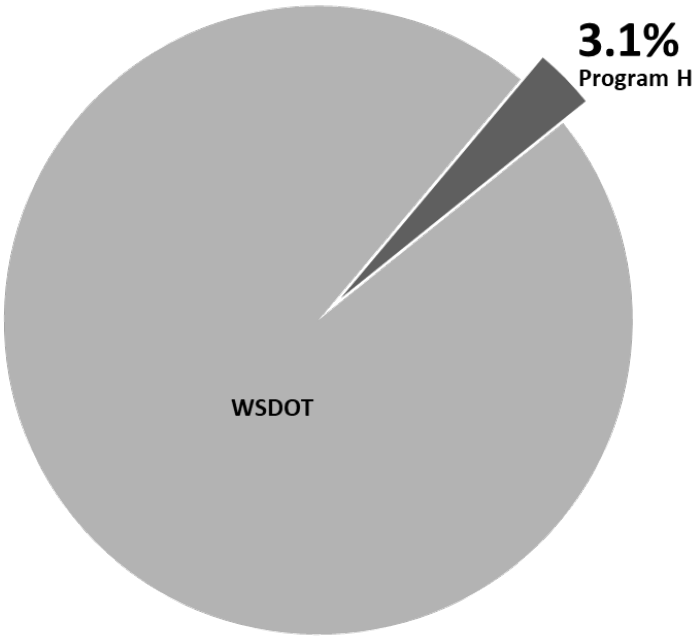
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$53.248**	**247.0**
Adjustments		
Central Services Carryforward Adjustments	0.001	
Design-Build Project Delivery	0.478	2.0
Fuel Rate Adjustments	0.046	
Pension and DRS Rate Changes	0.572	
Practical Solutions Training	0.718	3.0
Surplus Property Disposal	0.300	
Workers Compensation	(0.099)	
Sum of Adjustments	**2.016**	**5.0**
Subtotal	**55.264**	**252.0**
Compensation Allocations from Omnibus Operating Budget	1.953	
Total Budget	**$57.217**	**252.0**
Percent Change from 2017 Supplemental Budget	4.7%	2.0%

Program H, Program Delivery, Management, and Support (continued)

The following charts compare the 2015-17 and 2017-19 biennial budgets, display the program's budget as a percentage of the department's total 2017-19 operating budget, and illustrate historical and projected expenditure trends.



Program H Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program K, Public/Private Partnerships

Program Description

The Public/Private Partnerships Program explores and cultivates opportunities to create public and private sector partnerships that can help advance transportation projects, programs, and policies. The program accomplishes this by:

- Analyzing and assessing new ideas and possibilities for achieving transportation goals;
- Consulting with and advising agency administrators, project engineers, and elected or appointed officials who seek innovative solutions for transportation issues;
- Assisting businesses that have expertise or resources that the department may need, by explaining state laws, policies and programs, and helping them find a way to do business with the department; and
- Assisting in the development of a project once the benefits have been demonstrated.

2017-19 Biennium Budget

The 2017-19 program's budget includes $500,000 to study public-private partnership alternatives for financing and construction of an entry building located at Colman Dock as part of the Washington State Ferries terminal project. The budget includes an appropriation of $35,000 to solicit letters of interest in a public-private partnership (P3) to rebuild the Anacortes ferry terminal by combining the ferry terminal functions and structure with one or more commercial ventures.

Reappropriations of $1 million are provided to continue the electric vehicle (EV) charging infrastructure grant program to support the deployment of publicly accessible EV charging stations in Washington.

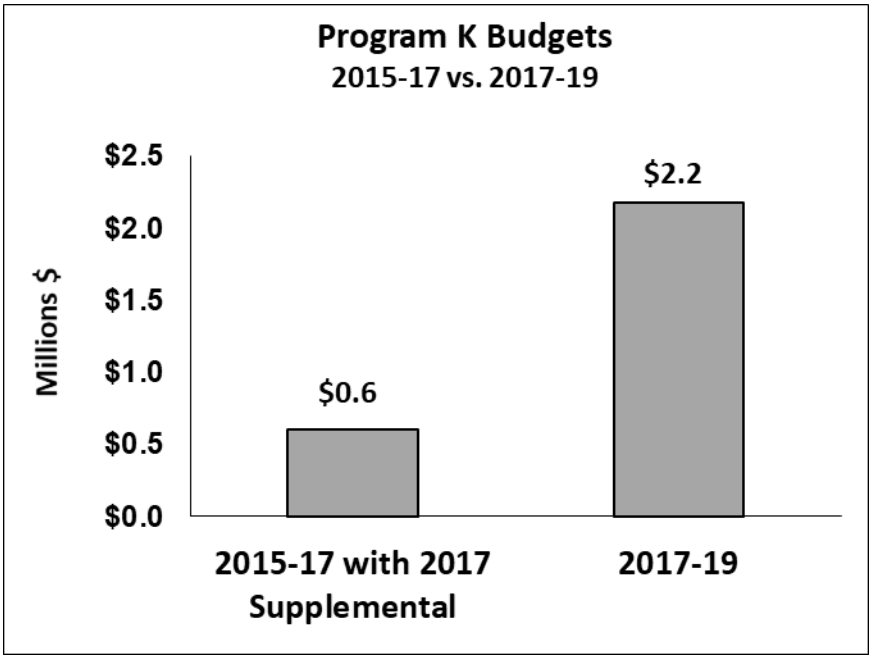
Appropriation authority is also provided for a TEF fuel rate adjustment based on March 2017 forecast of fuel prices and projected consumption. Finally, funding is provided for changes in compensation, which include increased funding for a higher employer contribution rate for employee pensions, salary increases, and a decrease in the employer cost for workers' compensation benefits.

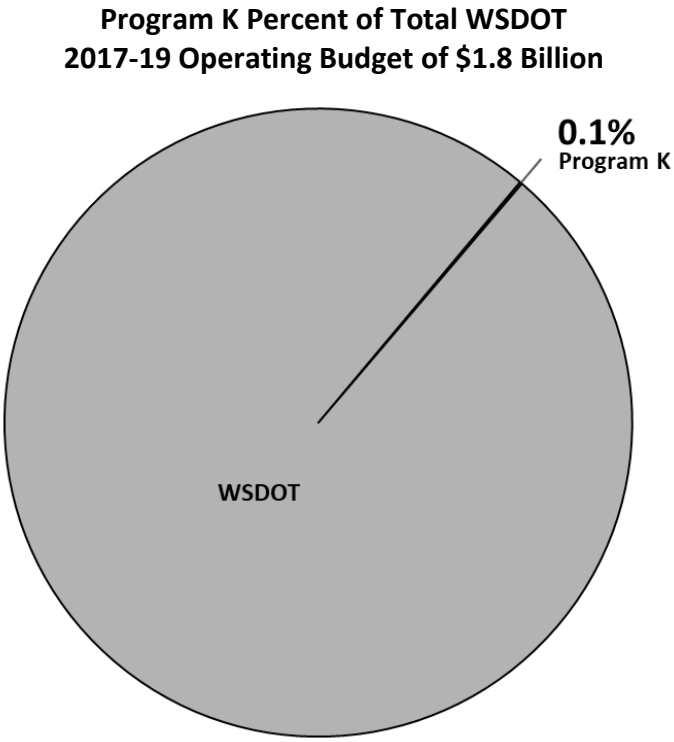
The next table provides the detail for the 2017-19 budget for Program K.

2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$0.606**	**2.0**
Adjustments		
Anacortes Ferry Terminal P3	0.035	
Colman Dock Entrance Building P3	0.500	
EV Infrastructure Bank	1.000	
Fuel Rate Adjustments	0.010	
Pension and DRS Rate Changes	0.006	
Sum of Adjustments	1.551	
Subtotal	**2.157**	**2.0**
Compensation Allocations from Omnibus Operating Budget	0.020	
Total Budget	**$2.177**	**2.0**
Percent Change from 2017 Supplemental Budget	260.4%	

Program K, Public/Private Partnerships

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.





Program M, Highway Maintenance and Operations (continued)

Program Description

This program is responsible for maintaining more than 20,000 lane miles of state highways, over 3,000 bridges, and more than 1,100 state-owned and operated traffic signal systems. In addition, 48 safety rest areas are maintained year-round and ten major mountain passes are maintained and kept open throughout the winter months. The program's primary mission is to maintain the highway infrastructure in good working order to keep people and goods moving.

2017-19 Biennium Budget

The 2017-19 biennial budget is increased by a net $32.5 million from the 2017-19 base carry forward level budget. Although $7.1 million was added to complete the ramp-up of new highway maintenance spending that was funded through the 2015 Connecting Washington revenue package, $4 million was reduced to offset the financial impact to the Motor Vehicle Account for increased snow and ice removal costs in the 2015-17 biennium.

The appropriation authority to repair damages to the system caused by known third parties was increased by $4.6 million. The higher expenditures are expected to be covered by revenues anticipated to be collected from these parties.

Other increases for routine, unavoidable costs, include higher expenditures for electricity, fuel, and the state's share of costs split with the state of Oregon for maintenance on bridges that span the Columbia River.

Finally, compensation cost increases comprise a substantial portion of the program's increases. In addition to the across-the-board cost of living increases for represented and non-represented employees, the collective bargaining agreements contained targeted increases for several classes of maintenance staff.

The 2017-19 spending authority includes a $4 million reduction to offset the financial impact to the Motor Vehicle Account for increased snow and ice removal costs in the 2015-17 biennium.

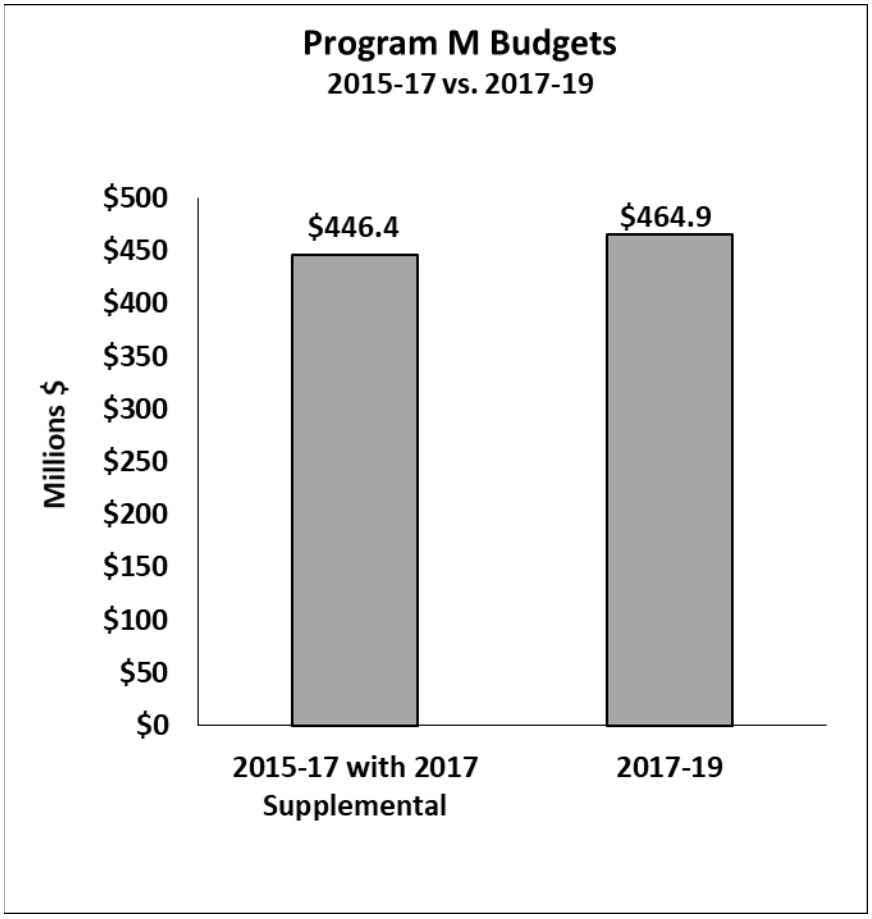
Program M, Highway Maintenance and Operations (continued)

The following table provides the detail for the 2017-19 budget for Program M.

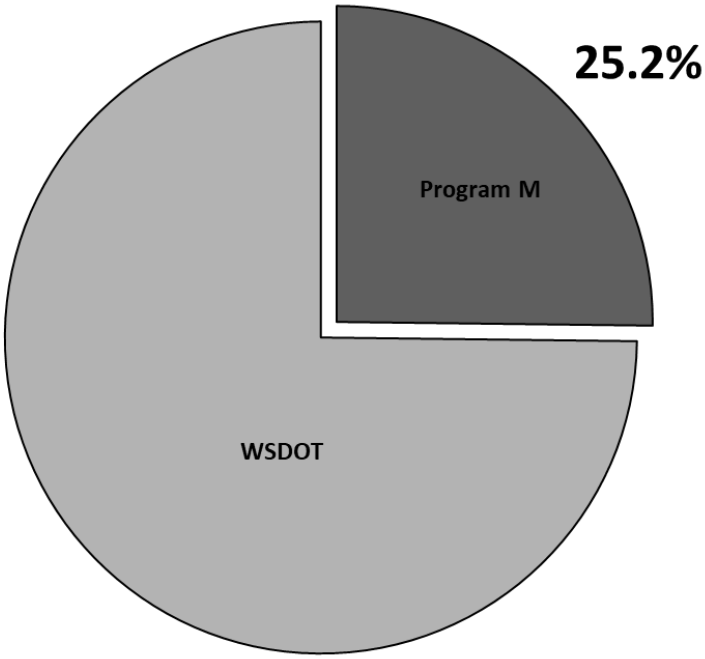
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$432.482**	**1,542.8**
Adjustments		
Central Services Carry forward Adjustments	0.021	
Pension and DRS Rate Changes	2.738	
Workers Compensation	(0.512)	
Connecting Washington Package	7.143	
Electrical Utilities	1.410	
Fuel Rate Adjustments	1.685	
Local Government Stormwater Fees	1.001	
Damages by Known Third Parties	4.616	
Maintenance Reduction	(4.000)	
Oregon Bridge Agreements	0.592	
Right-of-Way Clean-Up	0.250	
Rotary Auger Pilot	0.035	
Sum of Adjustments	14.979	
Subtotal	**447.461**	**1,542.8**
Allocations From Omnibus Operating Budget	17.473	
Total Budget	**$464.934**	**1,542.8**
Percent Change from 2017 Supplemental Budget	4.1%	

Program M, Highway Maintenance and Operations (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program M Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program Q, Traffic Operations—Operating

Program Description

The Traffic Operations – Operating Program is focused on maximizing system efficiency and ensuring the safe use and operation of the transportation system. Functions include operating ramp meters, tunnels, traffic signals, transportation management centers, the incident response program, and providing information to travelers via the internet, the media, and by phone. The program provides low-cost operational safety and efficiency projects that include rumble strips, lane restriping, traffic-signal upgrades, signs, and illumination at dark intersections, minor intersection realignment, warning devices for wrong-way movements, and speed limit changes.

2017-19 Biennium Budget

The program's 2017-19 enacted budget is increased by a net $7.4 million over the 2017-19 base budget level. The majority of the increase is $3.6 million provided in the Connecting Washington new-revenue package for additional traffic operations activities.

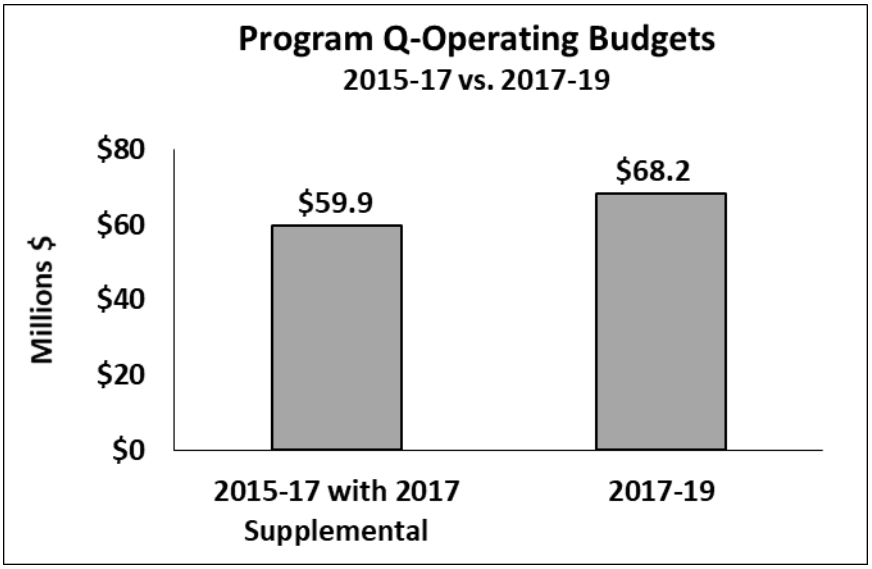
The budget also includes an increase of $3.8 million for compensation increases, including an across-the-board cost of living increase for represented and non-represented employees, pension changes, health benefits, retirement, and workers' compensation. Other budget changes include a reduction that reflects lower projected TEF fuel rates for the program, and $50,000 to install historic route 10 signs along I-90 from the Columbia River to the Idaho state border.

The following table provides the detail for the 2017-19 budget for Program Q-Operating.

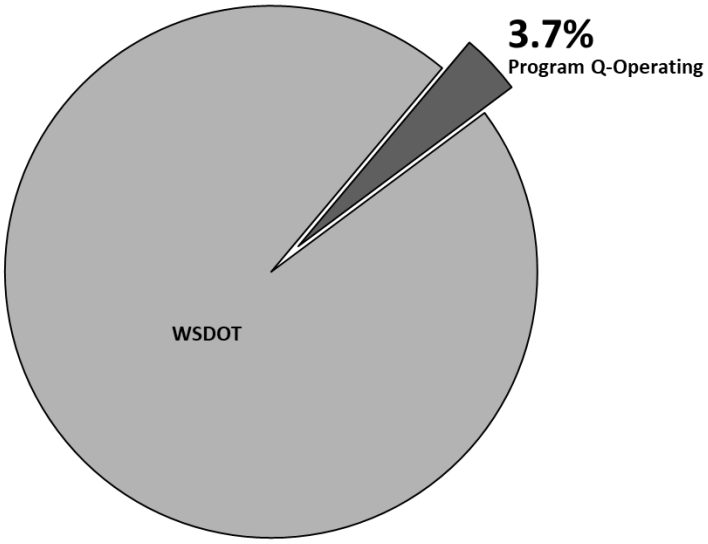
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$60.858**	**247.4**
Adjustments		
Central Services Carryforward Adjustments	0.001	
Pension and DRS Rate Changes	0.506	
Workers Compensation	(0.092)	
Connecting Washington Package	3.571	
Fuel Rate Adjustments	(0.016)	
Historic Route 10 Signs for I-90	0.050	
Sum of Adjustments	4.020	
Subtotal	**64.878**	**247.4**
Compensation Allocations From Omnibus Operating Budget	3.346	
Total Budget	**$68.224**	**247.4**
Percent Change from 2017 Supplemental Budget	14.0%	2.1%

Program Q, Traffic Operations—Operating (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget



Program Q-Operating Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program S, Transportation Management and Support

Program Description

The Transportation Management and Support Program consolidates agency-wide executive management and support service functions. Those functions include executive administration, audit, equal opportunity, communications, government liaison, budget, accounting, risk management, and human resources.

2017-19 Biennium Budget

The 2017-19 biennial budget includes increases of approximately $5.4 million for Program S from the base carry-forward level. The majority of this increase is the result of shifting costs from other programs. For instance, the budget transfers FTEs and associated costs for Washington State Ferries human resources services to Program S. In addition, $500,000 in federal spending authority for the Disadvantaged Business Enterprise (DBE) was transferred from Program U, Charges from Other Agencies. The DBE program is federally funded and a component of the Office of Equal Opportunity activities. These shifts have a net zero result across the agency.

Other budget adjustments include $876,000 in additional federal spending authority for Strategic Highway Research Program 2 (SHRP-2) grants to complete two studies initially undertaken in the previous biennium. The first study's focus is the impact of roadway lighting on nighttime crash performance and driver behavior. The second study's focus is the influence of roadway design features on episodic speeding in Washington State.
The budget also contains $300,000 and 1.0 FTE for leadership training and succession planning.

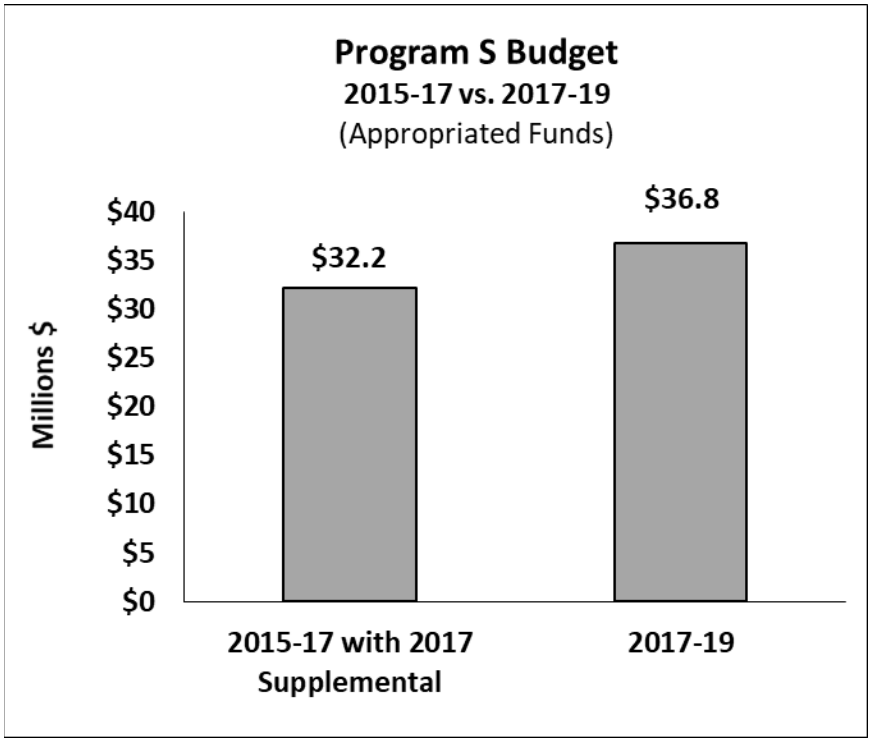
Finally, nearly one-third of the total budget change is related to compensation – primarily for the program's share of across-the-board cost of living increases.

The following table provides the detail for the 2017-19 budget for Program S.

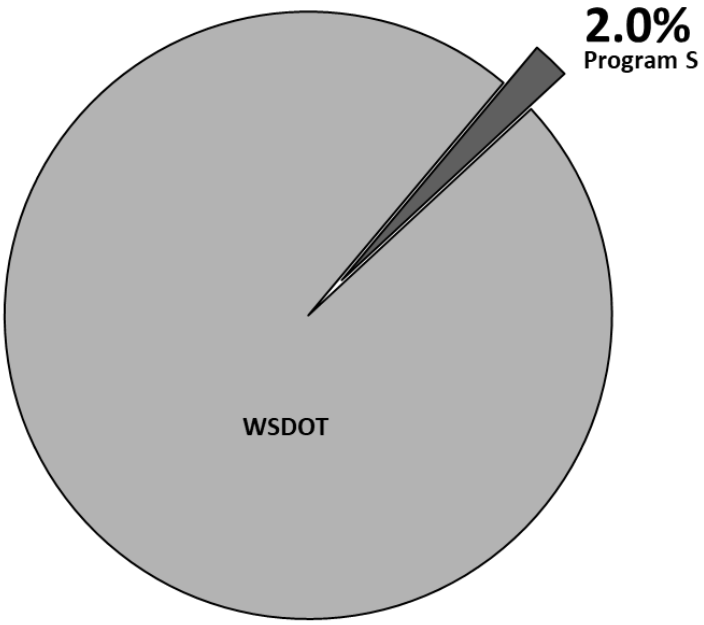
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level (appropriated funds)	**31.377**	**172.2**
Carry Forward Level (w/ nonappropriated funds)	**31.552**	**172.2**
Adjustments		
Additional Federal Authority	0.876	
Central Services Carryforward Adjustments	0.001	
Connecting Washington Package	0.750	
Federal DBE Support	0.500	
Fuel Rate Adjustments	0.015	
Human Resources Support for WSF	1.466	8.6
Pension and DRS Rate Changes	0.351	
Workers Compensation	(0.058)	
Workforce & Leadership Development	0.300	1.0
Sum of Adjustments	4.201	9.6
Subtotal (appropriated funds)	**35.578**	**181.8**
Subtotal with nonappropriated funds	**35.753**	**181.8**
Compensation Allocations from Omnibus Operating Budget	1.241	
Total (appropriated Funds)	**36.819**	**181.8**
Total with Nonappropriated	**$36.994**	**181.8**
Percent Change from 2017 Supplemental Budget	14.2%	5.6%

Program S, Transportation Management & Support (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program S Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program T, Transportation Planning, Data, and Research

Program Description

The Transportation Planning, Data, and Research Program (Program T) supports planning activities within the Multimodal Planning Division, as well as Budget and Financial Analysis, Capital Program Development and Management, Freight Systems, Public Transportation, Research, Strategic Assessment, and Planning units within WSDOT regions. Federal State Planning and Research (SPR) funds provide the data, information, analysis, and research that decision-makers need when making transportation system investments. They conduct research activities concerning construction and materials, traffic management, environment, design and safety, bridges and structures, security, maintenance, and multimodal transportation. The Multimodal Planning Division oversees federal pass-through and state-appropriated funds that are distributed directly to federal designated Metropolitan Planning Organizations and state Regional Transportation Planning Organizations.

2017-19 Biennium Budget

The 2017-19 biennial budget includes a $12.5 million increase for Program T from the base carry-forward level. There are several compensation item adjustments, such as workers compensation and pension and DRS rate changes as well as a fuel rate adjustment and central services adjustment.

The largest adjustments are increases for two federal items, $7 million of additional federal authority for existing planning workload and $3.3 million for the Road Usage Charge Project. In addition, there are modest increases for the Justice Information Data Exchange (JINDEX) and a US 2 Trestle Study.

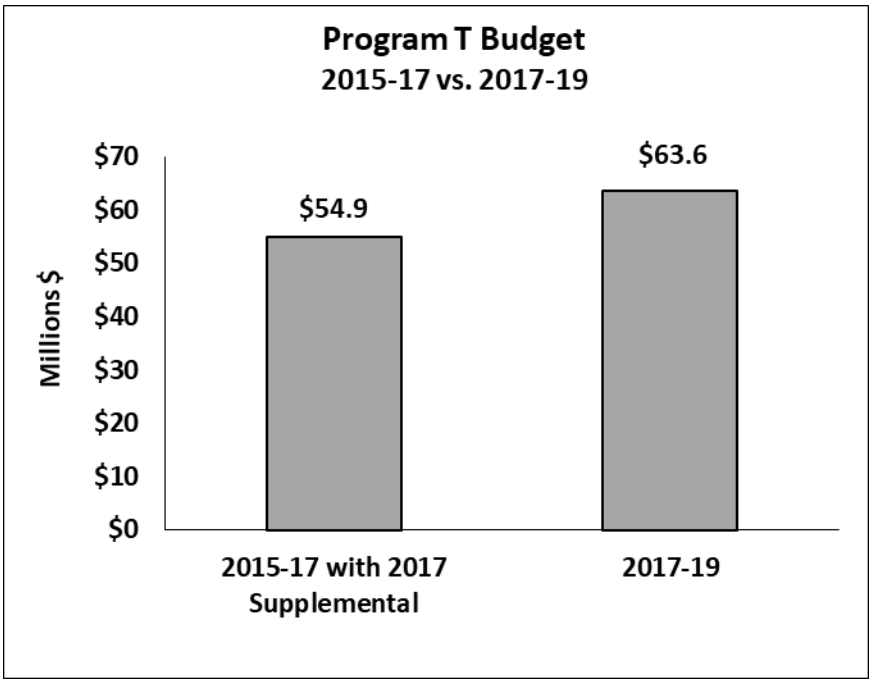
An additional $1.7 million is allocated from the omnibus operating budget for compensation increases that affect the program. The federal pass-through funding, described above, is in a nonappropriated account and is therefore not part of the budgeted expenditure authority listed in the table, chart, and graphs below.

The following table provides the detail for the 2017-19 budget for Program T.

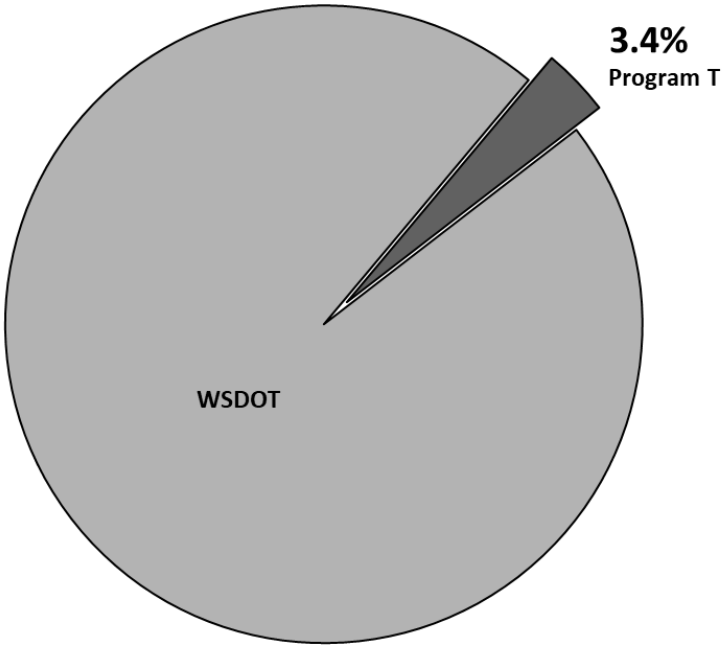
2017-19 Budget Detail	**Millions $**	**FTE**
Carry Forward Level	**51.062**	**186.5**
Adjustments		
Additional Federal Authority	7.000	
Central Services Carryforward Adjustment	0.001	
Fuel Rate Adjustments	0.011	
JINDEX	0.051	
Pension and DRS Rate Changes	0.432	
Road Usage Charge Federal Authority	3.297	
US 2 Trestle Study	0.100	
Workers Compensation	(0.035)	
Sum of Adjustments	10.857	
Subtotal	**61.919**	**186.5**
Compensation Allocations from Omnibus Operating Budget	1.683	
Total Budget	**63.602**	**186.5**
Percent Change from 2017 Supplemental Budget	15.9%	0.0%

Program T, Transportation Planning, Data, and Research (continued)

The following charts compare the 2015-17 and 2017-19 budgets, display the program's budget as a percentage of the department's total 2017-19 operating budget, and illustrate historical and projected expenditure trends.



Program T Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program U, Charges from Other Agencies

Program Description

The Charges from Other Agencies Program is for services provided by other state agencies including the following:

- Department of Enterprise Services provides mail service, leased parking, facility maintenance, risk management services, personnel services, and fuel contract management;
- Consolidated Technical Services (WaTech) provides information technology services;
- Office of Financial Management provides personnel, federal liaison, financial, and management services;
- Office of Minority and Women's Business Enterprises provides certification of disadvantaged business enterprises;
- Secretary of State provides archives and records management;
- State Auditor's Office provides audit services; and,
- Office of the Attorney General provides legal services.

2017-19 Biennium Budget

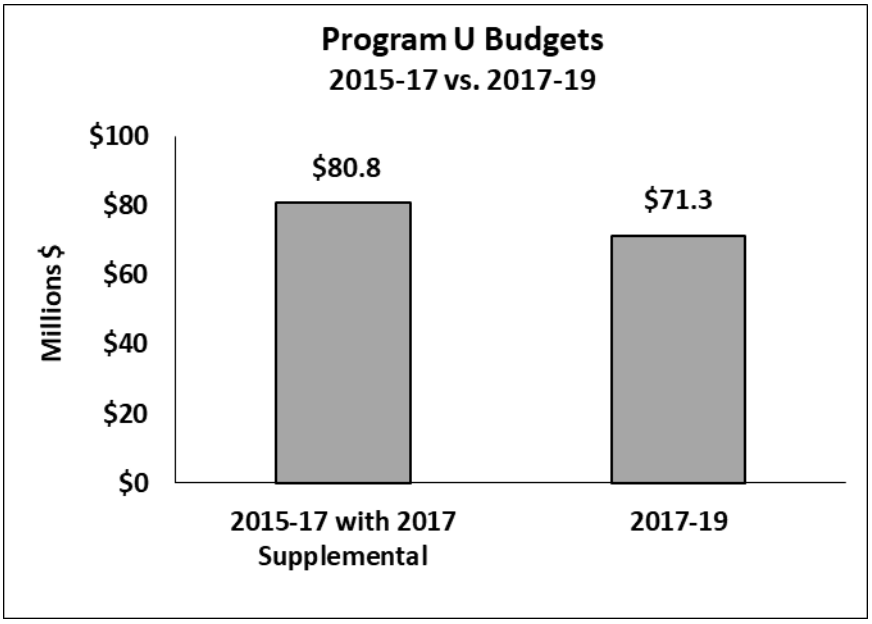
The 2017-19 biennial budget adjusts appropriations for Program U based on expected changes in WSDOT's costs for various services.

The following table provides the detail of funding adjustments for the 2017-19 budget for Program U.

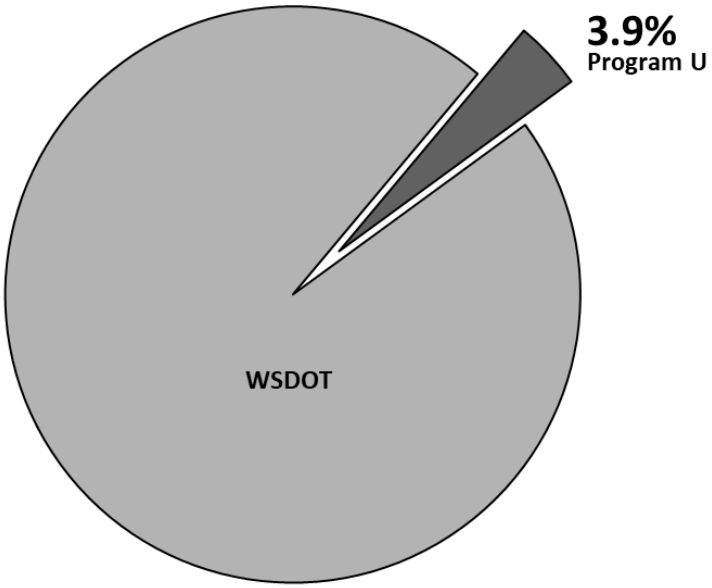
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$80.299**	
Adjustments		
Administrative Hearings	0.091	
Archives/Records Management	0.014	
Audit Services	0.028	
Central Services Carryforward Adjustments	1.730	
CTS Central Services	0.119	
DES Central Services	(0.106)	
Federal DBE Support	(0.500)	
Legal Services	(1.401)	
OFM Central Services	(0.832)	
Self-Insurance Liability Premium	(8.209)	
State Data Center	0.049	
Sum of Adjustments	(9.017)	
Total	**$71.282**	
Percent Change from 2017 Supplemental Budget	(11.8%)	

Program U, Charges from Other Agencies (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program U Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program V, Public Transportation

Program Description

The Public Transportation Program is responsible for the overall administration, policy development, and reporting for public transportation programs, which includes developing, implementing and managing strategies, initiatives, and policies that support alternatives to the single-occupant vehicles. Program V administers state and federal grant programs designed to facilitate the connection and integration of the state and local transportation systems. These grants are awarded to public and private transportation organizations serving rural communities, the elderly, and persons with disabilities.

Additionally, Program V manages and provides state and federal grants for major employers, local jurisdictions, and activities that include trip reduction, ridesharing, and vanpooling through the state Commute Trip Reduction Program, Regional Mobility Grant Program, and the Agency Council on Coordinated Transportation. Finally, the program is responsible for conducting rail transit safety audits and investigations.

2017-19 Biennium Budget

The 2017-19 biennial budget includes a $62 million increase for Program V compared to the baseline carry-forward level budget. Increases include $77.7 million for new Regional Mobility Grants, which reflects the ramp-up of additional funding provided through the 2015 Connecting Washington revenue package. An additional $16.2 million in reappropriations allow for completion of Regional Mobility Grant projects carried over from the 2015-17 biennium. The budget also provides additional funding for Vanpool Grants, Rural Mobility Grant projects, Special Needs Transit Grant projects, Transit Coordination Grants, and other transit projects.

The budget includes $2.7 million to begin State Route (SR) 7 express bus service. It is expected that future increases will cover continued development of SR 7 express service from Tacoma to Parkland/Spanaway in coming biennia. An increase of $250,000 represents a state contribution to Intercity Transit's costs to operate the DASH shuttle service.

A funding increase of $3,000 is provided for a TEF fuel rate adjustment based on March 2017 forecast of fuel prices and projected consumption. Finally, appropriation authority is provided for changes in compensation including across-the-board cost of living increases, higher employer contribution rates for employee pensions, and a decrease in employer costs for workers' compensation benefits.

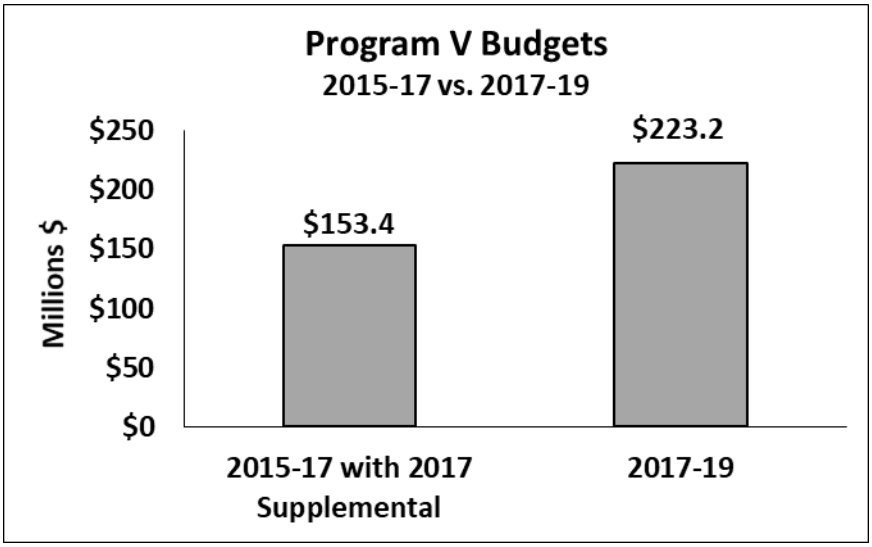
The table on the following page provides the detail for the 2017-19 budget for Program V.

Program V, Public Transportation (continued)

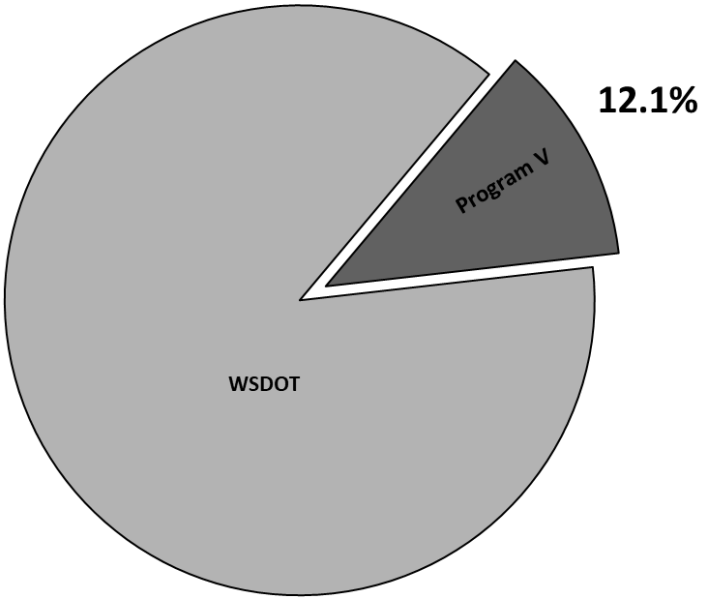
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$160.943**	**24.7**
Adjustments		
Carryforward Adjustment	(62.500)	
CTR Efficiency Grants	0.250	
CWA Transit Projects Adjustment	(0.325)	
Express Service Tacoma	2.700	
Fuel Rate Adjustments	0.003	
Intercity Transit DASH Program	0.375	
Pension and DRS Rate Changes	0.097	
Reappropriate Mobility Grants	16.241	
Regional Mobility Grants	77.679	
Rural Mobility Grants	8.347	
Special Needs Transit Grants	15.179	
Summer ORCA Cards Pilot Project	0.250	
Transit Projects Reappropriation	1.325	
Vanpool Grants	2.352	
Workers Compensation	(0.008)	
Sum of Adjustments	61.965	
Subtotal	**222.908**	**24.7**
Compensation Allocations from Omnibus Operating Budget	0.323	
Total	**$223.231**	**24.7**
Percent Change from 2017 Supplemental Budget	45.5%	0.0%

Program V, Public Transportation (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program V Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program X, Ferries—Operating

Program Description

The Ferries – Operating program (Program X) provides for the operation and maintenance of the state's Ferry System. The Ferry System transports approximately 24 million passengers and 11 million vehicles annually, including passenger and commercial vehicles. Its assets consist of 22 ferry vessels, 20 ferry terminals, and a dedicated maintenance facility at Eagle Harbor.

2017-19 Biennium Budget

Program X appropriations total $509.2 million for the 2017-19 biennium. In comparison, Program X's second supplemental 2015-17 appropriations amounted to $484.3 million. Of last biennium's appropriations, $482.6 million qualified to be carried forward as the base for the 2017-19 budget. Therefore, net increases above the base budget for 2017-19 total $26.7 million.

The majority of adjustments are for labor and employee benefit costs, which include $18.2 million for marine-employee collective bargaining increases$4.1 million for non-marine employee across-the-board costs of living increases; and a net $3.2 million increase for statewide pension and DRS rate changes, workers compensation adjustments, and deck and engine employee mileage.

The budget reflects a $10.3 million decrease in ferry vessel fuel costs based on actual and expected fuel prices that are lower than the March 2017 forecast. An increase of $8.7 million in federal spending authority is provided for vessel maintenance.

Adjustments related to service delivery include $1.6 million for training crew and operating the fourth Olympic Class vessel that will begin service in the 2017-19 biennium; $1.2 million for full funding of the service relief standby vessel; $500,000 for boat move costs associated with emergency repairs; and $271,000 for increased staff and apprentices at the Eagle Harbor Maintenance Facility.

There is also an adjustment for a program structure change that transfers $1.3 million for HR services from Program X to Program S, the Transportation Management and Support program.

Finally, adjustments for unavoidable cost increases include $346,000 for higher credit card fees; $65,000 for higher utility costs; $12,000 for TEF fuel rate increases; and $5,000 for Central Service costs.

Program X has 1,736.2 full time equivalent (FTE) employees for the 2017-19 biennium, which is a net zero change from the carry forward level. The budget transferred 7.3 FTE of HR staff to Program S and added 5.3 FTE for the fourth 144-car ferry and 2.0 FTE for Eagle Harbor apprentices.

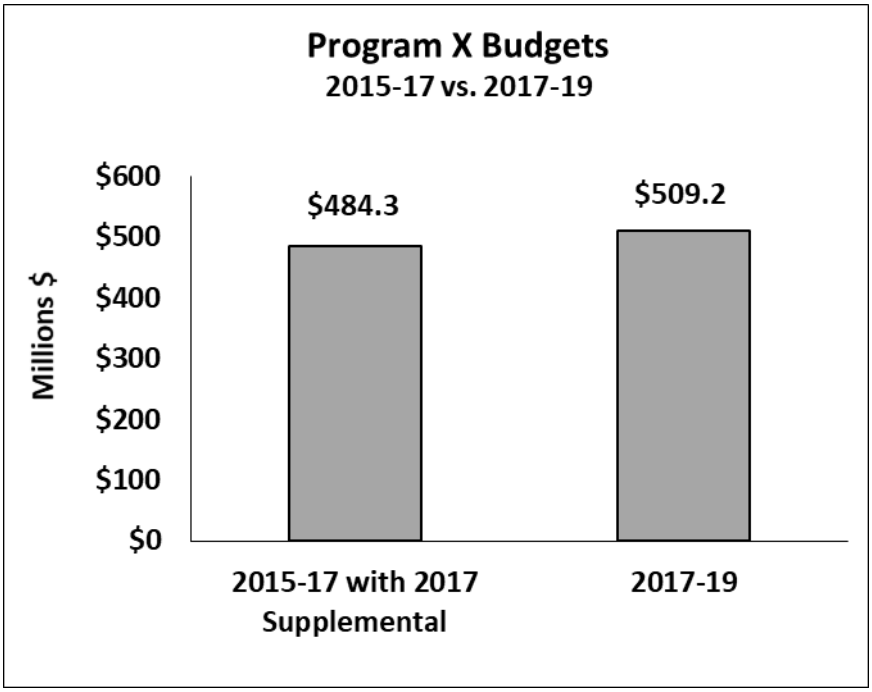
Program X, Ferries—Operating (continued)

The following table provides the detail for the 2017-19 budget for Program X.

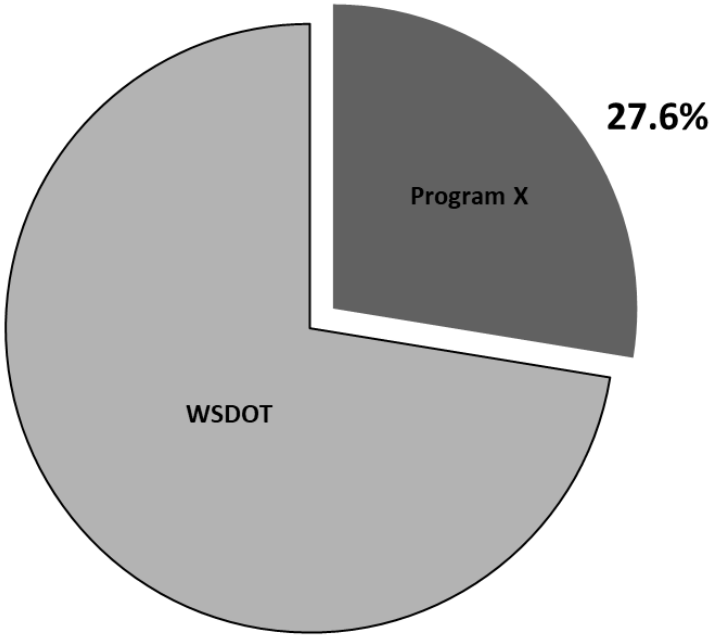
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$482.579**	**1,736.2**
Adjustments		
Central Services Carryforward Adjustments	0.005	
Credit Card Costs	0.346	
Fuel Costs	(10.257)	
Fuel Rate Adjustments	0.012	
Eagle Harbor Apprentices	0.271	2.0
Emergency Repair Operating Costs	0.500	
FASPAA Agreement	0.363	
Ferry Vessel Maintenance	8.743	
Fourth 144-Car Vessel Operations	1.563	5.3
Human Resources Support for WSF	(1.252)	(7.3)
Inlandboatmen's Union Agreement	7.771	
MEBA Agreement	4.954	
Metal Trade Award/Agreement	0.720	
MM&P Agreement	3.322	
OPEIU Local 8 Award/Agreement	0.837	
Pension and DRS Rate Changes	3.319	
PNWRC Award/Agreement	0.213	
SEIU Local 6 Agreement	0.040	
Standby Vessel Operations	1.182	
Washington State Ferries Utility Costs	0.065	
Workers Compensation	(0.551)	
WSF Deck & Engine Employee Mileage	0.426	
Sum of Adjustments	22.592	
Subtotal	**505.171**	**1,736.2**
Compensation allocations from Omnibus Operating Budget	4.069	
Sum of Allocations	4.069	
Total	**$509.240**	**1,736.2**
Percent Change from 2017 Supplemental Budget	5.2%	(0.2%)

Program X, Ferries—Operating (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program X Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program Y, Rail—Operating

Program Description

The Rail Operating Program is responsible for planning and implementing rail passenger service, supporting operation of state-sponsored Amtrak service between Vancouver, British Columbia and Portland, Oregon, and maintaining state-owned passenger rail equipment. The state's freight rail program analyzes trends, issues, and potential needs of Washington's freight rail system and oversees operations of state-owned rail lines in Eastern Washington.

2017-19 Biennium Budget

The 2017-19 biennial budget includes a $19.5 million increase for operating costs associated with two new daily round trips between Seattle and Portland. The addition of the two round trips is part of the service outcome agreement with the Federal Railroad Administration and is a condition of accepting approximately $800 million in federal high-speed rail funds provided under the American Recovery and Reinvestment Act (ARRA) of 2009. Additional funding of $300,000 is provided for a study of the costs and benefits of ultra-high-speed rail transportation.

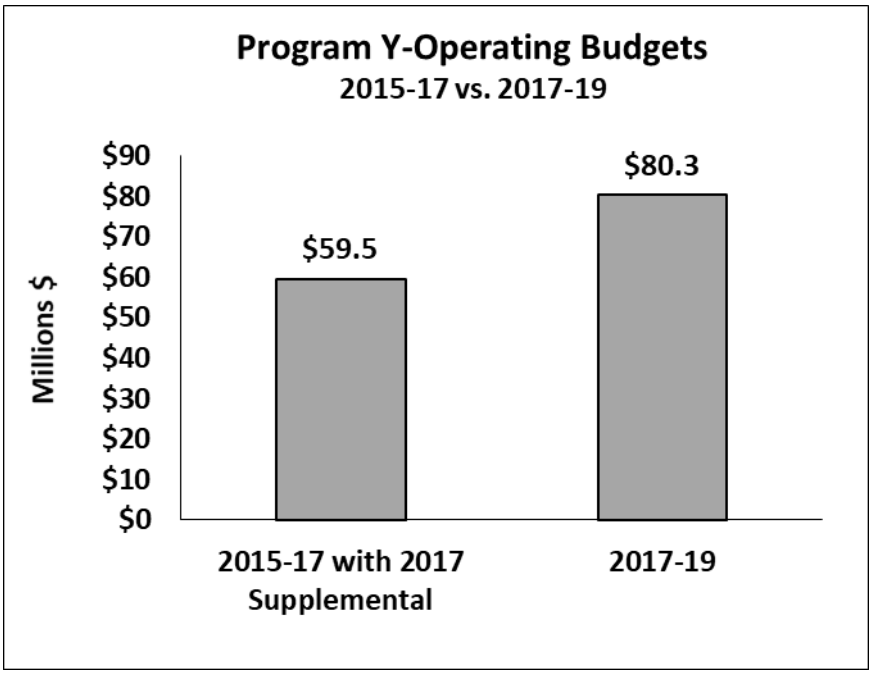
In addition, $15,000 is provided for a fuel rate adjustment for TEF equipment based on March 2017 forecast of fuel prices and projected consumption. Finally, appropriation authority is provided for changes in compensation, which include increased funding for across-the-board salary increases, higher employer contribution rates for employee pensions, and a decrease in the employer cost for workers' compensation benefits.

The next table provides the detail for the 2017-19 budget for Program Y.

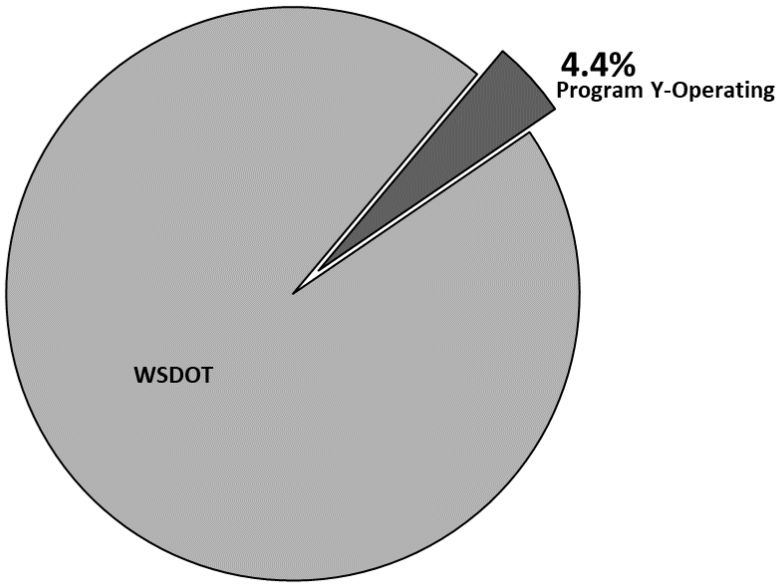
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level	**$59.784**	**10.5**
Adjustments		
Fuel Rate Adjustments	0.015	
High Speed Rail Study	0.300	
New Amtrak Cascades Service	19.505	4.5
Pension and DRS Rate Changes	0.036	
Talgo Maintenance Contract	0.557	
Workers Compensation	(0.005)	
Sum of Adjustments	20.408	4.5
Subtotal	**80.192**	**15.0**
Compensation Allocations from Omnibus Operating Budget	0.130	
Total	**$80.322**	**15.0**
Percent Change from 2017 Supplemental Budget	34.9%	46.6%

Program Y, Rail—Operating (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 operating budget.



Program Y-Operating Percent of Total WSDOT
2017-19 Operating Budget of $1.8 Billion



Program Z, Local Programs—Operating

Program Description

Local Programs – Operating (Program Z) is responsible for the administration of state and federal funds that support city and county transportation systems. Under the department's stewardship agreement with the Federal Highway Administration, Program Z serves as the program manager for all federal aid funds that are used locally to build and improve transportation systems of cities, counties, ports, tribal governments, transit agencies, and metropolitan and regional planning organizations statewide. The program also provides program and policy oversight for sidewalks, bike lanes, trails, pedestrian features, transit-rider crossing improvements, and other non-motorized community connections. The program provides the operating subsidy to reimburse Wahkiakum County for a portion of the operating and maintenance cost deficit for operating the Puget Island-Westport Ferry, pursuant to RCW 47.56.720.

2017-19 Biennium Budget

The 2017-19 budget provided funding for the department to work with the Washington State Association of Counties, in cooperation with other state agencies, to evaluate and implement opportunities, to:

- Streamline reporting of county transportation financial data;
- Expand reporting and collection of short-span bridge and culvert data;
- Evaluate and report on the impact of increased freight and rail traffic on county roads;
- Evaluate, implement, and report on the opportunities to trade federal project funds for state or local funds; and
- Evaluate, implement, and report on the opportunities for improved capital project management and delivery.

The budget provides additional funding to cover higher projected TEF fuel costs, based on the March 2017 forecast of fuel prices and projected consumption.

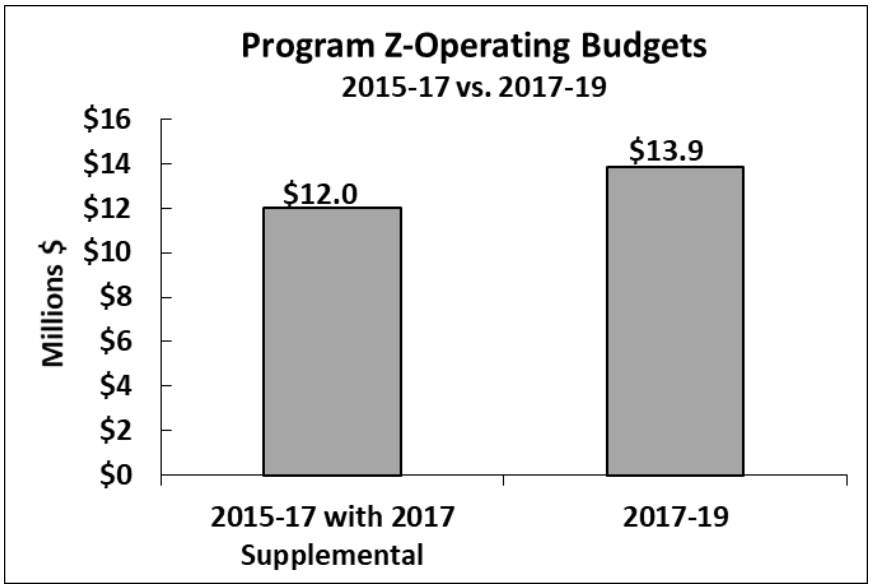
The program's budget is also adjusted to reflect an overall increase in employee salary and benefit costs.

The following table provides the detail for the 2017-19 budget for Program Z.

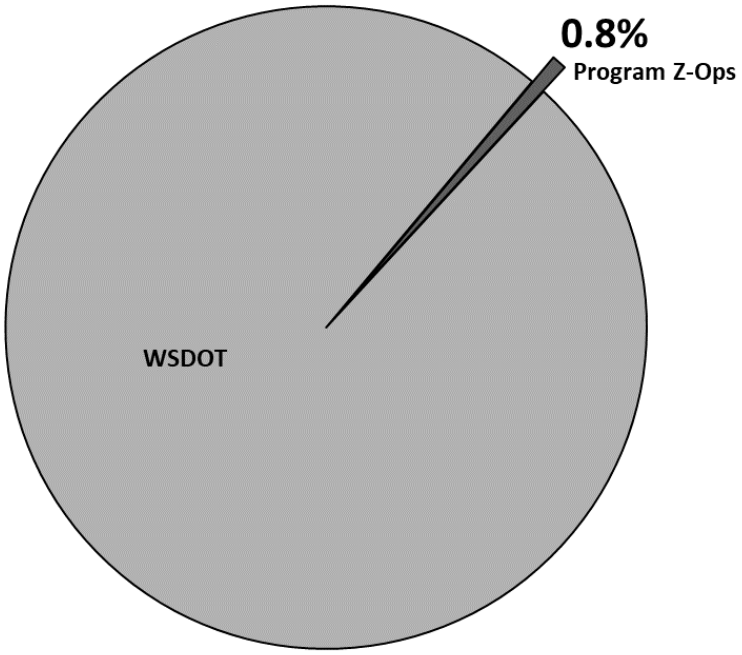
2017-19 Budget Detail	**Millions $**	**FTE**
Carry Forward Level	**$12.133**	**43.7**
Adjustments		
County Study Funds	1.100	
Fuel Rate Adjustments	0.018	
Pension and DRS Rate Changes	0.108	
Workers Compensation	(0.016)	
Sum of Adjustments	1.210	
Subtotal	**13.343**	**43.7**
Compensation Allocations from Omnibus Operating Budget	0.527	
Total	**$13.870**	**43.7**
Percent Change from 2017 Supplemental Budget	15.4%	0.0%

Program Z, Local Programs—Operating

The following charts compare the 2015-17 and 2017-19 budgets, display the program's budget as a percentage of the department's total 2017-19 operating budget, and illustrate historical and projected expenditure trends.



Program Z-Operating Percent of Total WSDOT 2017-19 Operating Budget of $1.8 Billion



Capital Programs

Capital Programs Budget Overview

2017-19 Transportation Capital Budget

The 2017-19 enacted budget results in total capital biennial appropriations of $3.88 billion. In total, the department's capital appropriations increased by $30.2 million over last biennium.

The following table summarizes 17-19 capital appropriations by program and compares them to 2015-17, which incorporates 2017 supplemental changes.

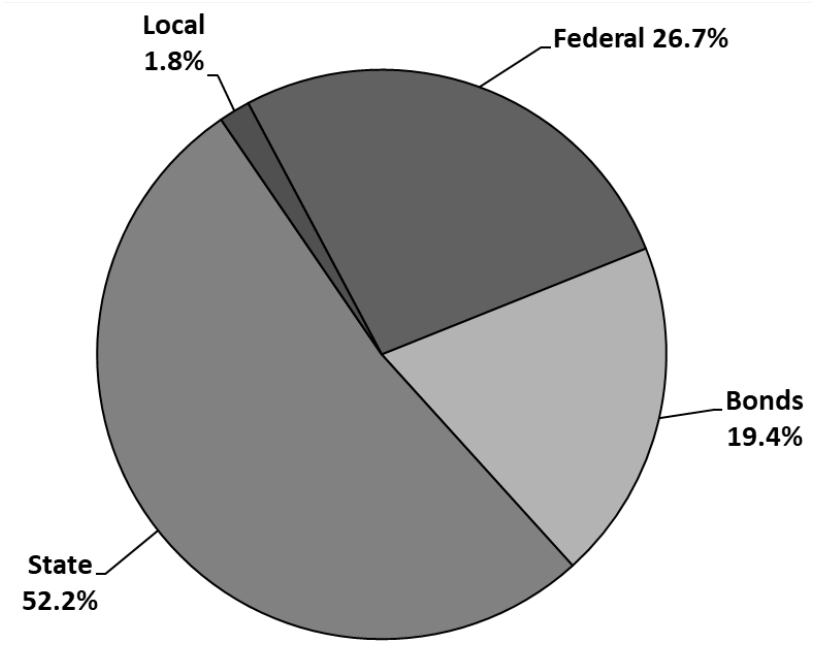
2017-19 WSDOT Capital Budget Compared to 2015-17 with 2017 Supplemental				
Program		**2017-19**	**2015-17 w/ 2017 Supp.**	**Change from 2015-17**
Code & Title		$ in Millions	$ in Millions	$ in Millions
	Capital Budget			
D	Facilities–Capital	$30.3	$13.3	$17.1
I	Highway Improvements	2,225.9	2,093.4	132.5
P	Highway Preservation	822.5	718.4	104.1
Q	Traffic Operations–Capital	10.5	13.7	(3.2)
W	Ferries–Capital	374.2	391.9	(17.7)
Y	Rail–Capital	137.7	531.5	(393.8)
Z	Local Programs–Capital	276.7	85.4	191.3
Total Capital		**$3,877.8**	**$3,847.6**	**$30.2**
Total Appropriated Funds		**$5,723.8**	**$5,490.6**	**$233.2**

Notes:

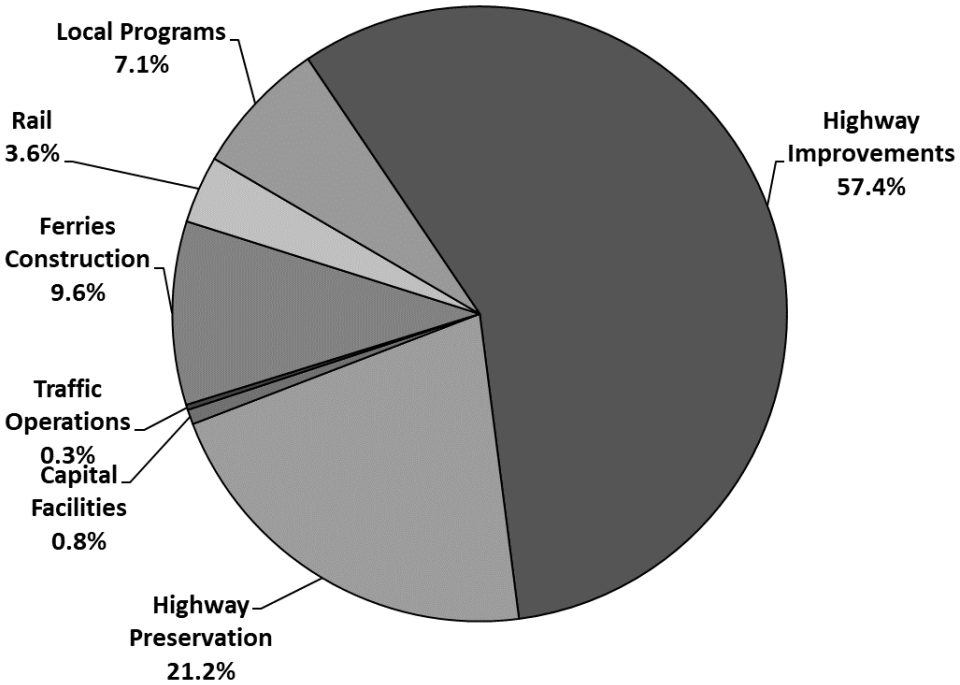
- WSDOT appropriations for 2017-19 are provided in three bills: most appropriations, including marine compensation, are included in the transportation budget bill, Chapter 313, Laws of 2017 (ESB 5096); remaining employee compensation adjustments related to 2017-19 collective bargaining agreements are in the omnibus operating budget bill, Chapter 1, Laws of 2017 (SSB 5883); and $350,000 of the Program I - Highway Improvements budget, provided to document the existing planning data related to the construction of a new I-5 bridge over the Columbia River, is appropriated in Chapter 288, Laws of 2017 (SSB 5806).
- Rail capital spending authority includes $78.8 million in unanticipated receipts to complete projects funded through the American Recovery and Reinvestment Act (AARA). These federal ARRA funds are carried over from the 2015-17 biennium.
- Items may not sum to totals due to rounding.

The following pages detail the 2017-19 capital appropriations, by program.

2017-19 Capital Budget – Sources



2017-19 Capital Budget – Uses



Program I, Highway Improvements

Program Description

The Highway Improvements Program includes projects that increase the capacity of state highways to move vehicles and freight, correct highway safety deficiencies, and reduce environmental impacts resulting from highway construction projects.

2017-19 Biennium Budget

The Highway Improvements Program budget is over $2.2 billion, with $216.6 million from federal sources and $1.16 billion from the Connecting Washington Account. The 2017-19 biennial budget continues progress on certain mega projects and projects of regional significance, such as the Tacoma I-5 HOV, I-90/Snoqualmie Pass, SR 99/Alaskan Way Viaduct Replacement, SR 395 North Spokane Corridor, SR 520 Bridge Replacement, and I-405 Corridor Widening Projects.

Connecting Washington funds are provided for numerous projects, as outlined in *LEAP Transportation Document 2017-1 as developed April 20, 2017*. Some of these projects include:

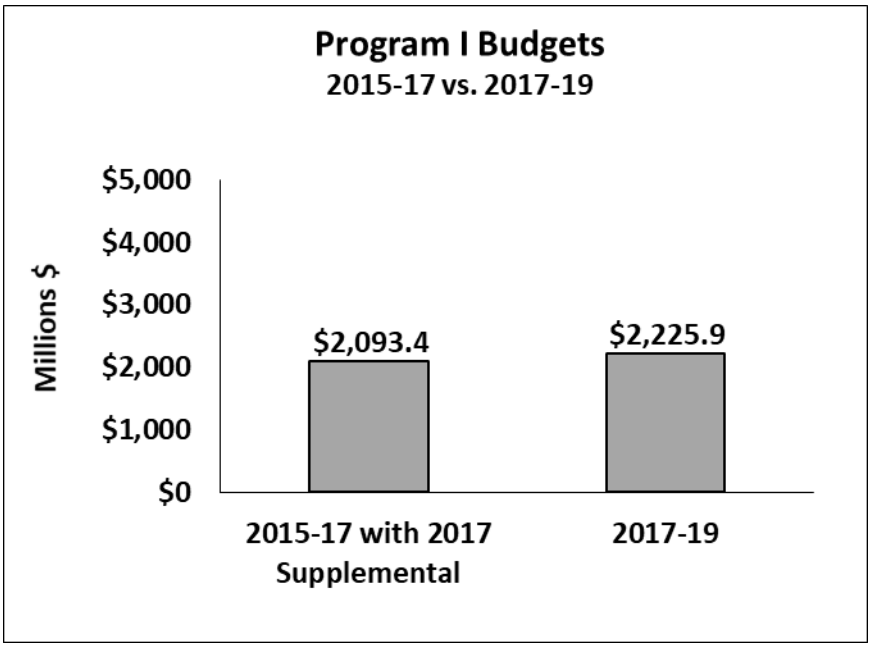
- SR 520 Seattle Corridor Improvements Project,
- I-5 JBLM Corridor Improvements Project,
- I-405 Renton to Bellevue – Corridor Widening Project,
- I-5/Marvin Road/SR 510 Interchange, and
- Several projects to remove fish passage barriers.

The following table provides the detail for the 2017-19 biennial budget for Program I.

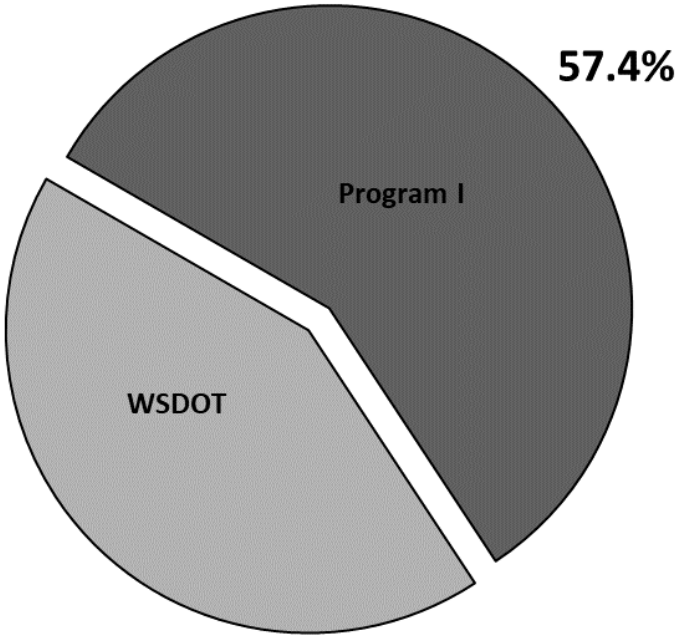
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level Adjustments		
AWV Project Cost Increase	$60.000	
Capital Projects	1,941.111	
Capital Reappropriation	172.784	1,205.0
I-405 NB Hard Shoulder Running	2.000	
I-405/SR 522 Planning Study	1.500	
SR 167/SR 509 Advance ROW Purchase	36.000	
SR 99 Construction Mitigation	12.500	
Total	**$2,225.895**	**1,205.0**
Percent Change from 2015 Supplemental Budget	6.3%	0.2%

Program I, Highway Improvements (continued)

The following charts compare the 2015-17 and 2017-19 budgets, display the program's budget as a percentage of the department's total 2017-19 capital budget, and illustrate historical and projected expenditure trends.



Program I Percent of Total WSDOT
2017-19 Capital Budget of $3.9 Billion



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2017-19 Biennium Budget

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Connecting Washington funds are provided for numerous projects, as outlined in *LEAP Transportation Document 2017-1: Highway Projects Partnership Acct Projects*. These projects include the following:

- SR 520 Seattle Corridor Improvements Project,
- I-5 JBLM Corridor Improvements Project,
- I-405 Renton to Bellevue – Corridor Widening Project,
- I-5/Marvin Road/SR 510 Interchange, and
- Several projects to remove fish passage barriers.

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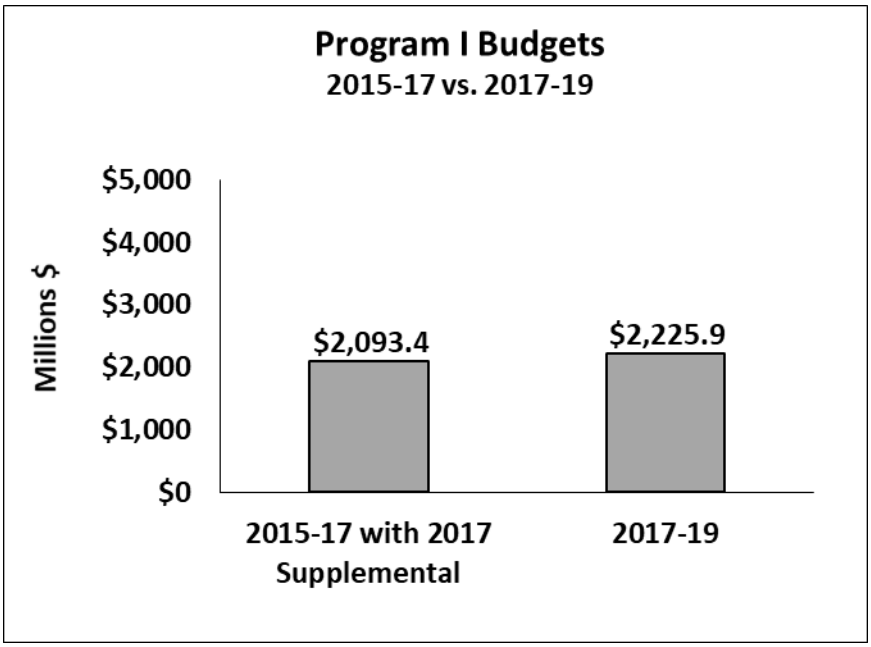
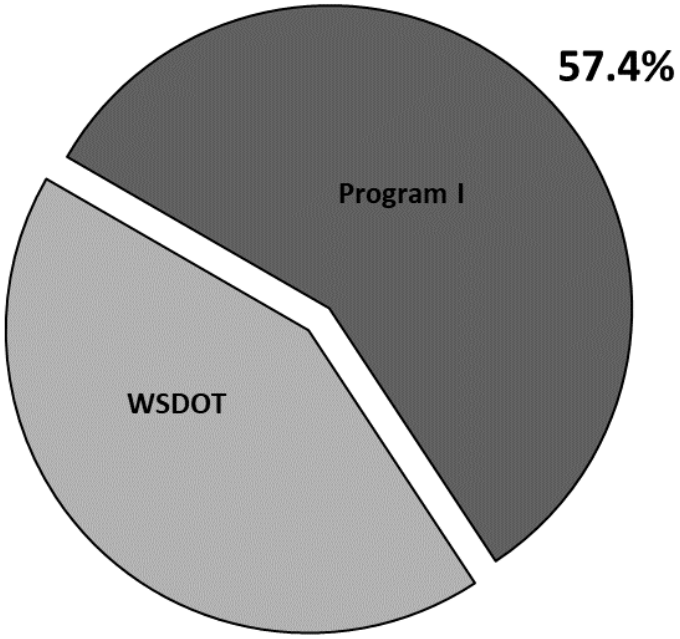
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level Adjustments		
AWV Project Cost Increase	$60.000	
Capital Projects	1,941.111	
Capital Reappropriation	172.784	1,205.0
I-405 NB Hard Shoulder Running	2.000	
I-405/SR 522 Planning Study	1.500	
SR 167/SR 509 Advance ROW Purchase	36.000	
SR 99 Construction Mitigation	12.500	
Total	**$2,225.895**	**1,205.0**
Percent Change from 2015 Supplemental Budget	6.3%	0.2%

Program I, Highway Improvements (continued)

The following charts compare the 2015-17 and 2017-19 budgets, display the program's budget as a percentage of the department's total 2017-19 capital budget, and illustrate historical and projected expenditure trends.



Program I Percent of Total WSDOT
2017-19 Capital Budget of $3.9 Billion



Program P, Highway Preservation

Program Description

The Highway Preservation Program preserves the structural integrity of the state's highway system. Projects include preservation or rehabilitation of existing roadway pavements, bridges, and other highway structures and facilities.

2017-19 Biennium Budget

The 2017-19 Preservation Program's biennial budget is $822.5 million for Program P, with over $515.4 million in federal funding sources.

The Roadway Preservation Subprogram's budget is approximately $474.5 million, which includes $121 million for concrete roadways, $121.5 million for asphalt roadways, and $40.5 million for chip-seal roadways. The total for bridge structure projects is $222 million. These projects address seismically vulnerable bridges, bridge elements in need of repair or replacement.

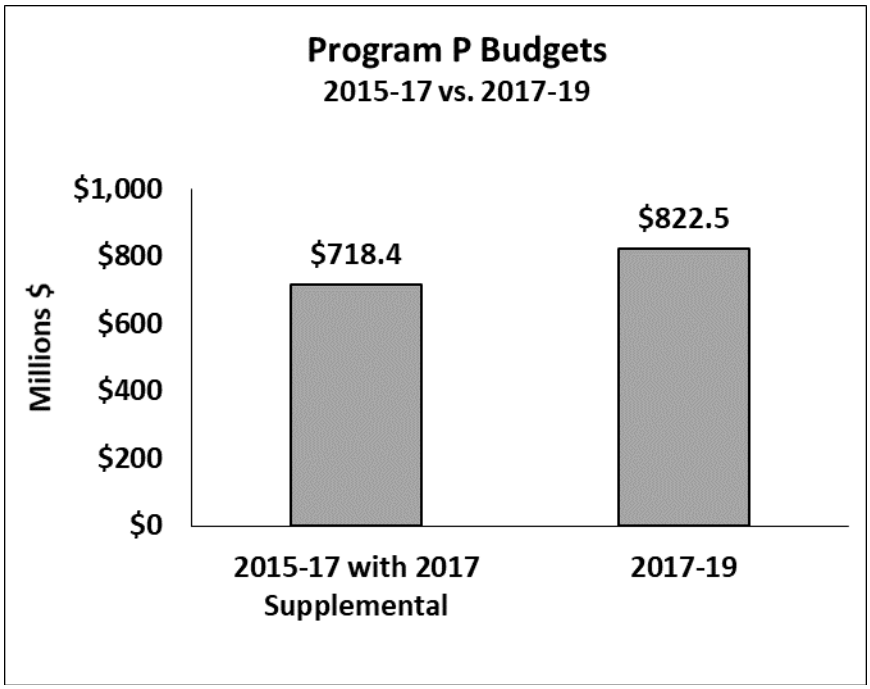
2017-19 biennial funding also includes $185 million of Connecting Washington Account funding for select bridge repair and replacement projects and other highway system preservation projects.

The following table provides the detail for the 2017-19 biennial budget for Program P.

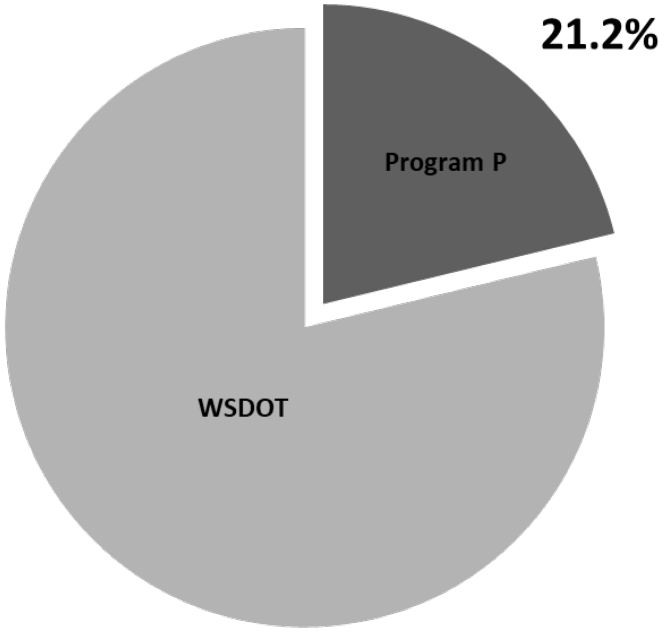
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level Adjustments		
Capital Projects	$713.899	795.0
Capital Reappropriation	75.068	
Land Mobile Radio System	7.200	
Legal Settlement Fees	3.000	
Structurally Deficient Bridges	23.283	
Total	**$822.450**	**795.0**
Percent Change from 2017 Supplemental Budget	14.5%	0.0%

Program P, Highway Preservation (continued)

The following charts compare the 2015-17 and 2017-19 biennial budgets, display the program's budget as a percentage of the department's total 2017-19 capital budget, and illustrate historical and projected expenditure trends.



Program P Percent of Total WSDOT
2017-19 Capital Budget of $3.9 Billion



Program Q, Traffic Operations—Capital

Program Description

The Traffic Operations Capital Program delivers Intelligent Transportation System projects that improve commercial vehicle operations, traveler information, and safety and congestion relief by applying advanced technology to transportation systems. Examples include:

- Traffic cameras and flow maps used in local news channels and the department's web site;
- Variable Message Signs and Highway Advisory Radios used to provide motorists with important information about congestion, incidents, and travel time; and,
- Commercial Vehicle Information System and Networks that use weigh-in-motion scales and transponder readers to electronically screen trucks as they approach a weigh station.

2017-19 Biennium Budget

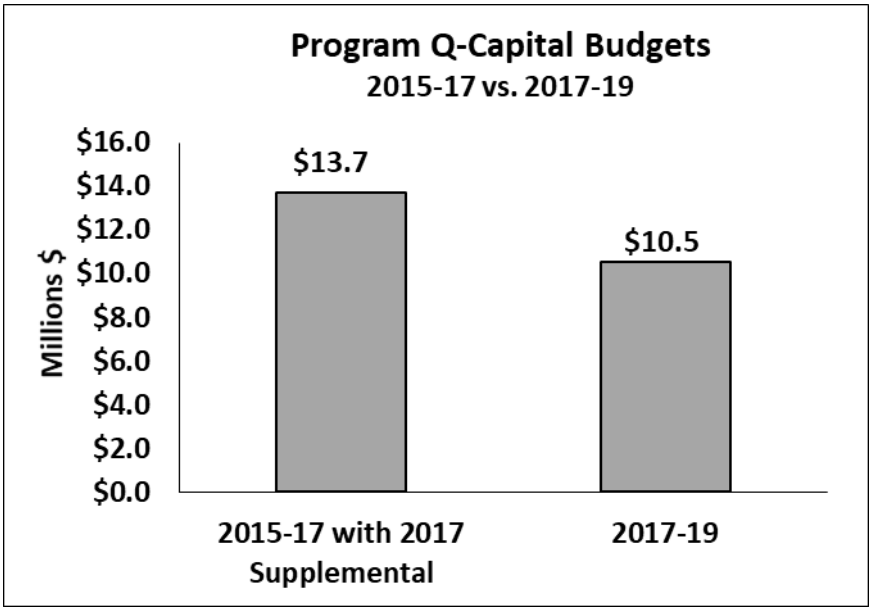
The budget provides appropriations for capital projects that improve commercial vehicle operations, traveler information, and safety and congestion relief by applying advanced technology solutions to transportation.

The following table shows the appropriated amount, as well as staffing authority in Full Time Equivalents (FTEs) in 2017-19 for Program Q—Capital.

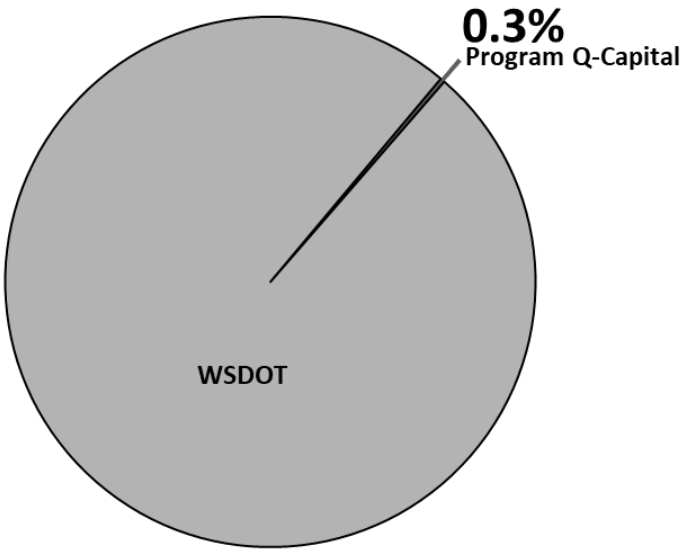
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level Adjustments		
Capital Projects	$7.750	10.3
Capital Reappropriation	2.769	
Total	**$10.519**	**10.3**
Percent Change from 2017 Supplemental Budget	(23.2%)	0.0%

Program Q, Traffic Operations—Capital (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 capital budget.



Program Q-Capital Percent of Total WSDOT
2017-19 Capital Budget of $3.9 Billion



Program W, Ferries—Capital

Program Description

The department makes capital investments in the ferry system through the Ferries Capital Program. The program includes preserving and improving existing ferry terminals, vessels, building new terminals and vessels. Capital funds are allocated for preservation and improvement projects for three major activity categories: terminals, vessels, and emergency repairs. The program is responsible for preservation of 19 of its 20 terminals (excludes Sidney, BC), 22 vessels, and the Eagle Harbor Maintenance Facility. A preservation project extends the life of an existing terminal or vessel without significantly changing its use. Preservation projects are based on the ferries life-cycle cost model and focus on refurbishment or replacement of the systems making up the terminal or vessel. Ferry improvements are based on the ferries long-range plan and provide the infrastructure to increase the capacity of the ferry system; provide ferry riders with connections to alternative modes of travel; address customer needs and service delivery requirements; and generate revenue and cost savings.

2017-19 Biennium Budget

The 2017-19 biennial budget provides $374 million for capital investments, which is a 4.5 percent decrease in comparison to the program's second supplemental 2015-17 appropriations. The majority of the 2017-19 budget is to advance terminal projects at Mukilteo and Seattle and to complete the fourth 144-car ferry. The budget also addresses preservation of existing terminals, vessels, capital efficiency projects, and limited improvements to terminals and vessels.

Planned terminal investments of $254 million include:

- Preservation of the Seattle Ferry Terminal;
- Relocation and construction of the new Mukilteo Ferry Terminal;
- Replacement of pedestrian fixed walkway for passenger overhead loading at the Bainbridge Island Ferry Terminal;
- Ground stabilization seismic retrofit of the Edmonds Terminal bulkhead; and
- Trestle and transfer span replacement at the Fauntleroy Terminal.

Planned vessel investments of $115 million include:

- Construction of the fourth 144-car ferry that will be completed with the vessel scheduled to go into service in early 2018;
- Preservation and improvement work throughout the fleet, including investments in communication, navigation, and life-saving systems, interior spaces, major mechanical and electrical systems, paint protective systems, piping systems, propulsion systems, security systems, and steel structures; and
- Preservation projects committing significant resources to the MVs Tacoma, Kittitas, Spokane, Cathlamet, Kitsap, Kaleetan, Elwha, Chelan, and Sealth.

An appropriation of $5 million is also provided for emergency repairs of terminals and vessels.

The 2015 Connecting Washington package provides $143 million for the Mukilteo Terminal Relocation Project, fourth 144-car vessel, Seattle Terminal Preservation Project, and the Clinton Ferry Terminal Road Improvements Project.

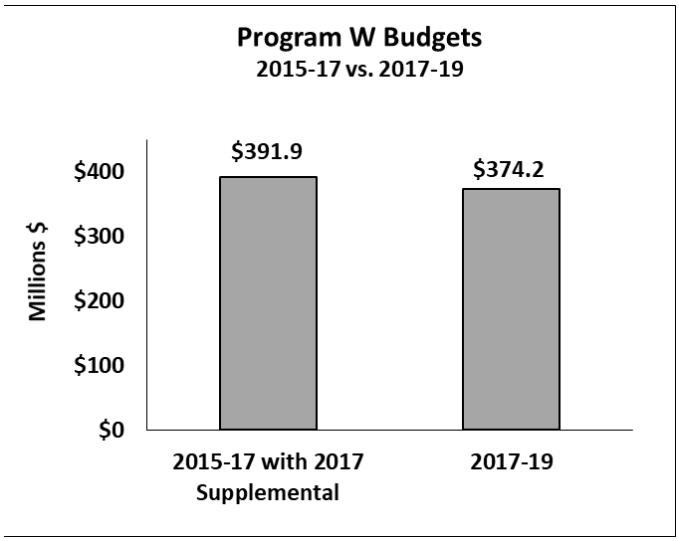
Program W has 125.8 full time equivalent employees, which is 0.2 percent less than in the 2015-17 biennium.

The next table provides the detail for the 2017-19 budget for Program W.

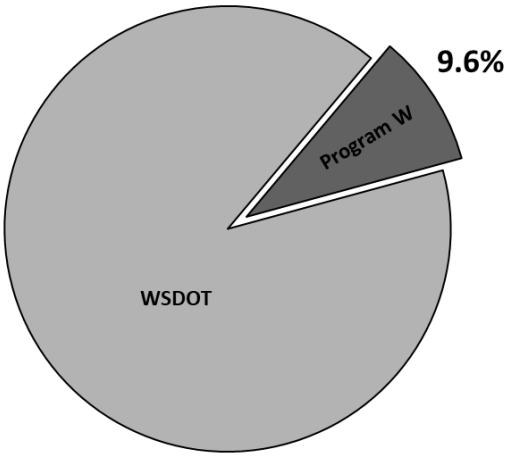
Program W, Ferries—Capital (continued)

2017-19 Budget Detail	Millions $	FTE
Carry Forward Level Adjustments		
Capital Projects	$374.759	126.0
Capital Reappropriation	(2.223)	
Human Resources Support for WSF	(0.214)	(1.2)
Ticketing and Reservation System	0.075	
WSF Dispatch System Replacement	1.779	1.0
Total	**$374.176**	**125.8**
Percent Change from 2017 Supplemental Budget	(4.5%)	(0.2%)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 capital budget.



Program W Percent of Total WSDOT
2017-19 Capital Budget of $3.9 Billion



Program Y, Rail—Capital

Program Description

The Rail Capital program provides support, administration, coordination, and planning for both passenger rail and freight rail improvements. The program is responsible for implementing investments to maintain and improve operation of the state-sponsored rail passenger program, track improvements, and acquisition of passenger rail equipment. The program also provides grants for investments to preserve and improve freight rail service in the state.

2017-19 Biennium Budget

The 2017-19 biennial budget provides a total of $137.7 million for passenger rail and freight rail capital projects.

The budget includes $94.5 million in spending authority for passenger rail projects. Of this amount, $10.0 million is for track improvements; $3.0 million is for Cascades Train Sets - overhaul and rail equipment; $78.8 million of unanticipated receipts for high-speed rail investments with federal American Recovery and Reinvestment Act (ARRA) funding.

With congressional passage of ARRA in 2009, the state received nearly $800 million in federal funding to increase the frequency and reliability for Amtrak Cascades service. Seventeen of the 20 ARRA-funded projects have been completed at the start of the biennium and expenditures for the remaining projects ramp up in the 2017-19 biennium, with all high-speed rail projects scheduled to be completed by September 30, 2017.

Funding provides $40.1 for freight rail projects, with $24.4 million for track improvements; $700,000 for track preservation; $8.5 million for Freight Rail Assistance Program grants and $5.0 million for the Freight Rail Investment Bank loan program.

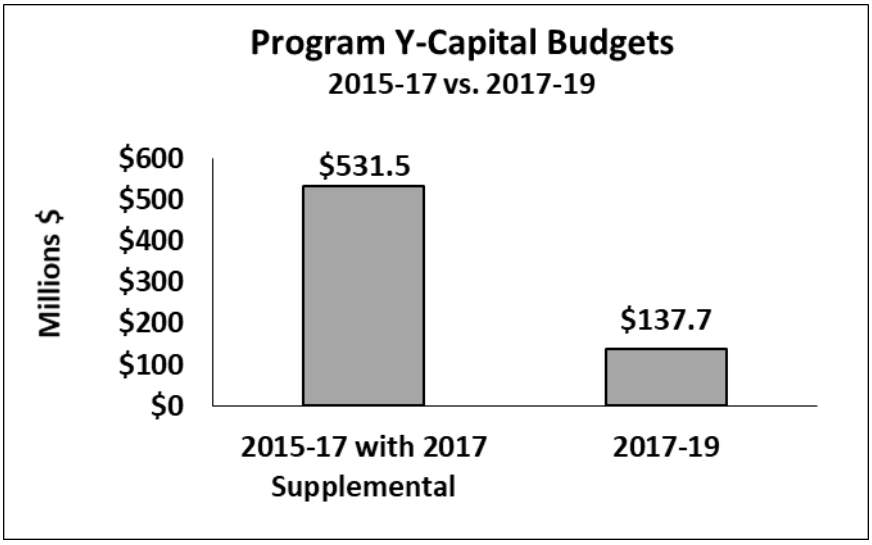
In addition, $3.2 million of expenditure authority is reappropriated to complete unfinished work from 2015-17 biennium.

The next table shows the capital appropriations and Full-Time Equivalent (FTE) staffing authority contained in the 2017-19 budget for Program Y.

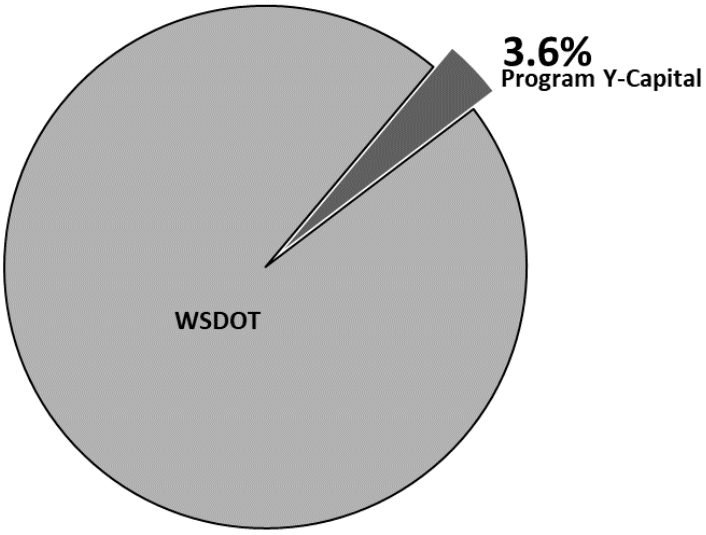
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level		
Adjustments		
Capital Projects	$134.546	12.0
Capital Reappropriation	3.197	
Total	**$137.743**	**12.0**
Percent Change from 2017 Supplemental Budget	(74.1%)	(58.6%)

Program Y, Rail—Capital (continued)

The following charts compare the 2015-17 and 2017-19 budgets and display the program's budget as a percentage of the department's total 2017-19 capital budget.



Program Y-Capital Percent of Total WSDOT
2017-19 Capital Budget of $3.9 Billion



Program Z, Local Programs—Capital

Program Description

The Local Programs—Capital Program is responsible for the administration of the Local Agency Federal Aid Program that provides approximately $65.4 million in federal financial assistance, $191 million in state funds, and $18 million in private/local funds to cities, counties, ports, tribal governments, transit systems, and metropolitan and regional planning organizations statewide for over 1,000 local transportation improvement projects.

2017-19 Biennium Budget

This budget continues funding for the Pedestrian and Bicycle Safety Program that support safety projects such as pedestrian paths, bicycle paths, and sidewalks. Funding is also provided for the Safe Routes to School Program that provides safe routes from residential areas to schools and transit facilities on state highways, city streets, and county roads.

The 2017-2019 budget also provides funding for local priority projects, as outlined in *LEAP Transportation Document 2017-2: All Projects*. These projects include the Duportail Bridge, Harbour Reach Extension, and the U District Gateway Bridge. Funding is also provided for prioritized freight projects as submitted on the project list provided in accordance with Chapter 14, Laws of 2016 Sec. 218 (4) (b).

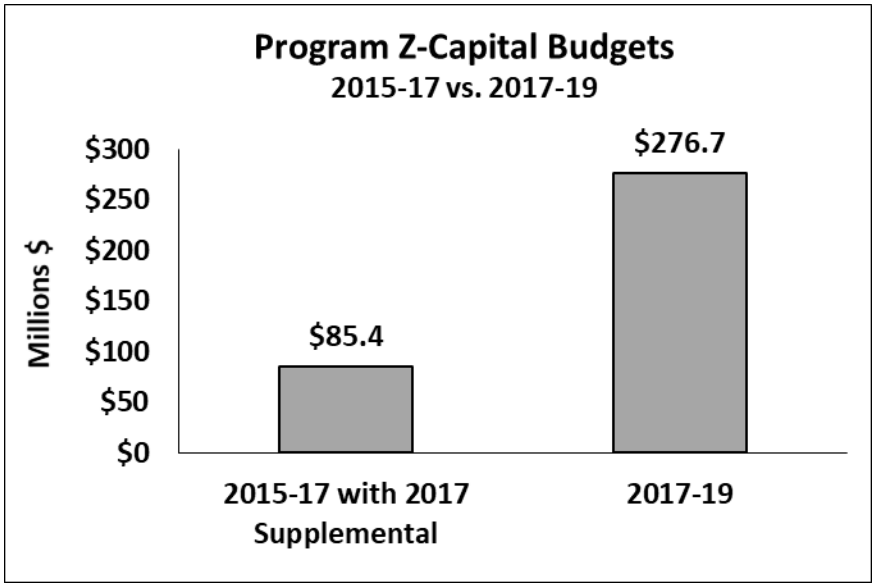
This budget also provides $1.5 million for the Barker/Trent Grade Separation Project in Spokane Valley as well as $.28 million for the Woodin Avenue Bridge One-way Conversion Project in Chelan.

The next table provides the detail for the 2017-19 budget for Program Z.

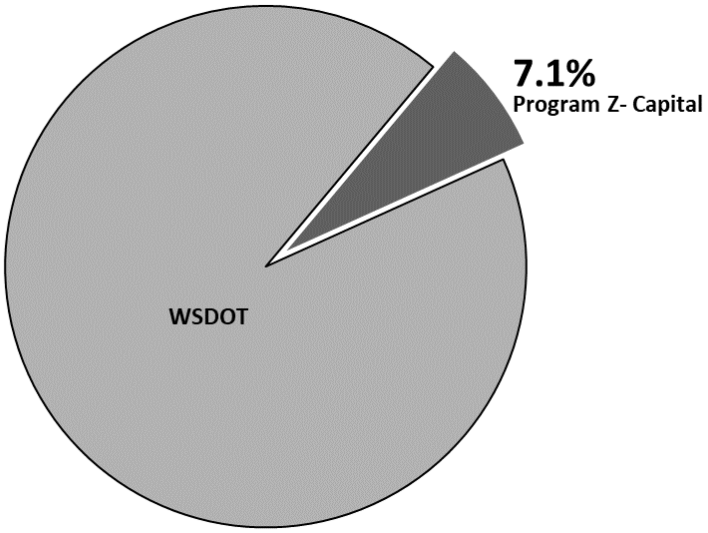
2017-19 Budget Detail	Millions $	FTE
Carry Forward Level Adjustments		
Barker/Trent Grade Separation	$1.500	
Capital Projects	225.021	
Capital Reappropriation	42.130	
Connecting Washington Package	7.750	
Woodin Avenue Bridge Conversion	0.280	
Total	**$276.681**	
Percent Change from 2017 Supplemental Budget	224.0%	

Program Z, Local Programs—Capital (continued)

The following charts compare the 2015-17 and 2017-19 budgets, display the program's budget as a percentage of the department's total 2017-19 capital budget, and illustrate historical and projected expenditure trends.



Program Z-Capital Percent of Total WSDOT
2017-19 Capital Budget of $3.9 Billion



Sources and Uses of Funds

Sources and Uses of Funds

This section describes the sources and uses of funds available to WSDOT. Detailed information is provided in support of the 2017-19 enacted transportation budget, as well as projections supporting the ten-year capital plan.

Sources of Funds

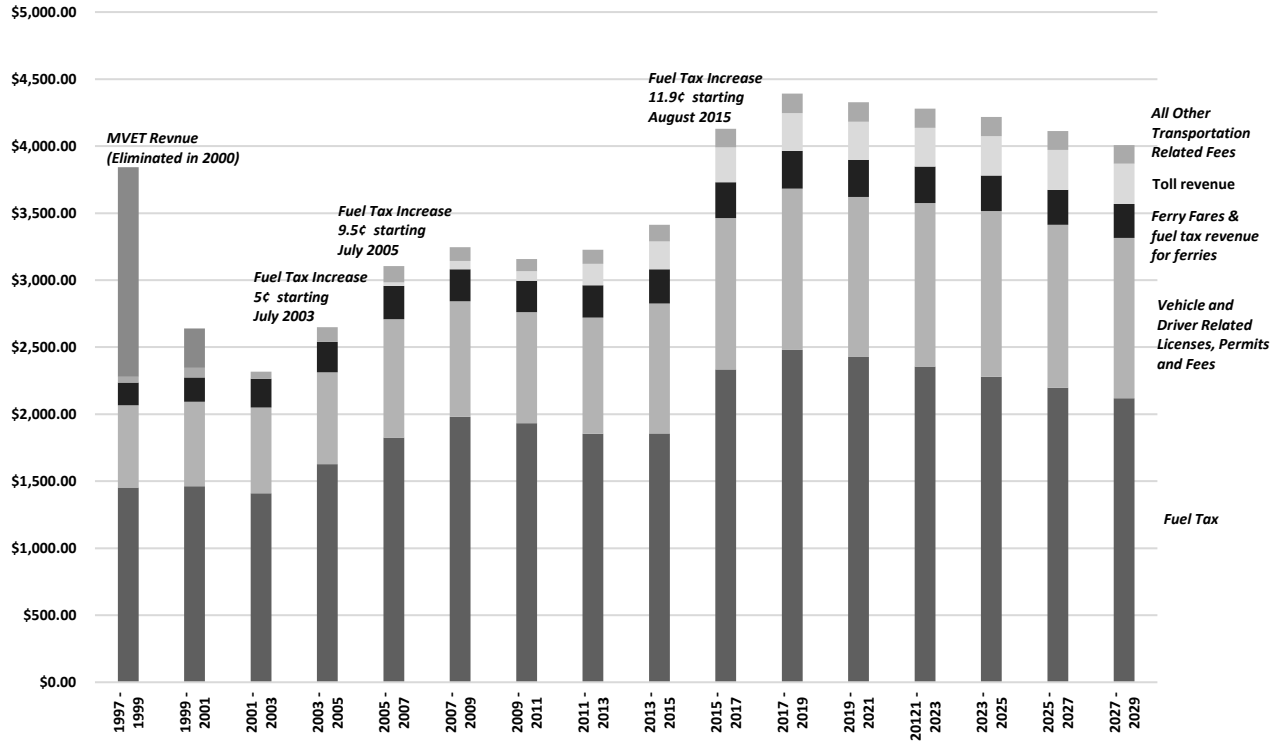
Transportation expenditures are funded from a variety of sources. State transportation taxes and fees, ferry fares, toll revenues, bond proceeds, local funds, and federal funds are all used to fund state transportation projects and programs. These funds are available to be appropriated by the Legislature to fund WSDOT's and other transportation agencies' budgets. Not all of the projected transportation revenue is available for spending. Bond sales are used to fund a significant number of WSDOT's capital projects. Long-term borrowing requires a portion of the state fuel tax and other revenues to be set aside to pay debt service.

State Transportation Taxes, Fees, and Fares

The major sources of state revenue supporting transportation expenditures, including debt service, come from fuel taxes, licenses, permits, fees, tolls, and ferry fares. Tolling, though not a major revenue source, is playing a bigger role in transportation discussions. Currently the Tacoma Narrows Bridge (TNB), SR 167 High Occupancy Toll (HOT) Lanes, the SR 520 Floating Bridge across Lake Washington and I-405 Express Toll Lanes are tolled. These revenue sources are deposited into various state treasury accounts as directed by law. The Legislature then appropriates funds from these accounts. Major revenue sources will be described in more detail in the following sections.

The following chart portrays the history as well as the projected look at the major revenue sources.

Major Sources of Transportation Revenue • Historical and Projected
In 1998 Constant Dollars • Dollars in Millions



Transportation Funds

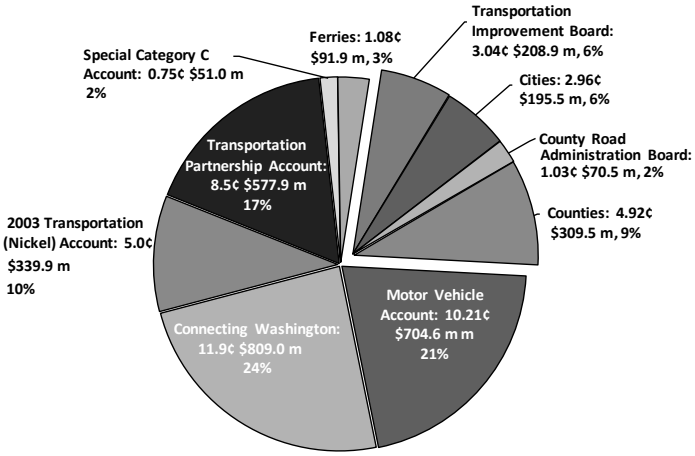
Fuel Tax

In 2003 the Legislature increased the fuel tax rate by 5¢ as part of the 2003 Transportation Funding Package. This increase brought the state fuel tax to 28¢ per gallon. The 2005 Legislature increased the fuel tax by 9.5¢ per gallon incrementally, from 2005 to 2008, as part of the 2005 Transportation Funding Package with the state retaining 8.5¢ and cities and counties receiving the other 1¢, which brought the tax rate up to 37.5¢. In 2015, the Legislature increased the fuel tax by 11.9¢, 7.0¢ in August 2015, and 4.9¢ in July 2016. Both of these increases brought the state's fuel tax rate to 49.4¢. Revenues from these funding packages are used for specific projects and investments identified by the Legislature.

The fuel tax is expected to generate $3.4 billion between July 2017 and June 2019. WSDOT's budget is supported by about 37.5¢ of the total (49.4¢) fuel tax, less the amount needed to pay outstanding debt service on bond sales. The remaining portion (approximately 12¢) goes to local governments for use on city streets and county roads.

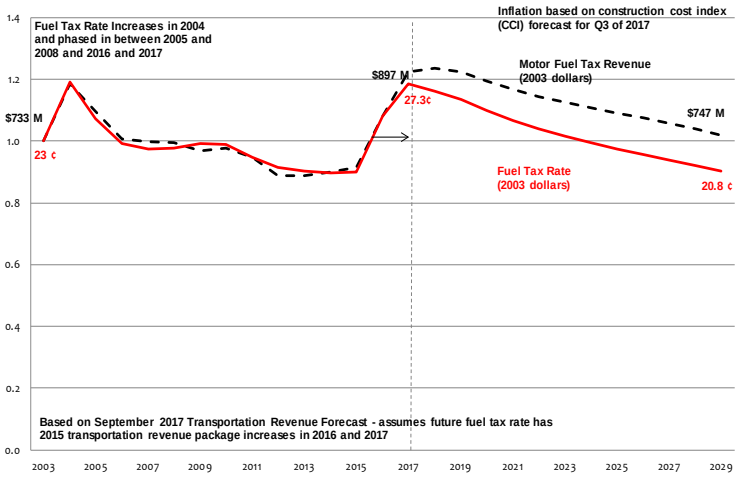
The 18th Amendment of the Washington State Constitution requires that revenue from fuel tax and vehicle license fees be deposited in the Motor Vehicle Fund and be used for highway purposes, which include expenditures by the Washington State Ferries.

2017-19 Distribution of the 49.4¢ Fuel Tax • $3.4 billion



Because the fuel tax is levied on a volume basis rather than on dollar value, changes in consumption patterns can affect receipts regardless of the price of the fuel. For example, if price increases reduce demand for fuel, tax receipts will fall even if the total value of the fuel sold goes up. The opposite may also occur.

Comparison Growth Rates Since 2003: Motor Fuel Tax Rate and Motor Fuel Tax Revenue in 2003 Dollars



The chart to the left shows how inflation affects the ability to fund transportation systems. Even with the addition of the Nickel fuel tax rate increase in 2003, the 9.5¢ TPA package increase in 2005-2008, and the recent 11.9¢ (7¢ in August 2015 and 4.9¢ in July 2016) increase, our fuel tax revenue in real 2003 dollars has been declining and not keeping up with inflation, based on the changes in the construction cost index. Currently, the real fuel tax rate in 2003 dollars is only 27.3¢ and will continue to decline to 20.8¢ by 2029.

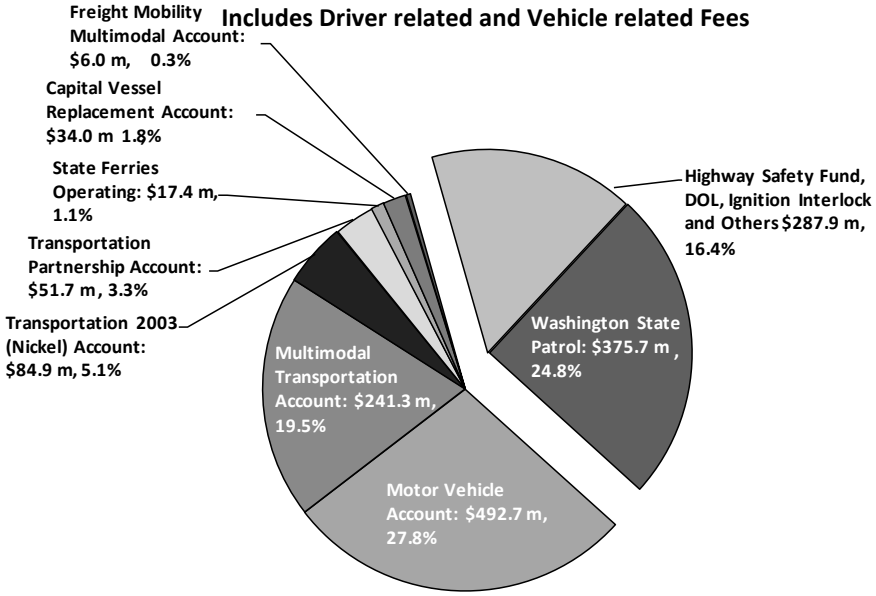
Licenses, Permits, and Fees

Licenses, permits, and fees are the second largest source of revenue for transportation. These funds primarily come from new and renewal vehicle registration fees and license fees for cars and trucks based on weight. Other fees include vehicle inspection fees, title fees, and special permits.

In the 2017-19 biennium, licenses, permits, and fees are expected to generate approximately $1.6 billion. Approximately 58 percent goes to accounts administered by WSDOT, about 24 percent are distributed to the Washington State Patrol; and the remaining 18 percent to the Department of Licensing, Highway Safety, and other accounts.

2017-19 Licenses, Permits, and Fees• $1,591.6 million

Includes Driver related and Vehicle related Fees



License, Permits, and Fees Revenue Distribution is Based on the September 2017 Transportation Revenue Forecast

The 2003 Legislature increased the gross weight fees on trucks by 15 percent, added a $20 license plate number retention fee, and included additional 0.3 percent sales-and-use tax on new and used vehicles. In 2005, the Legislature added new vehicle weight fees on passenger cars, increased combined license fees for light trucks, added a $75 fee for all motor homes, and increased fees to various drivers' license services. The 2012 Legislature included new revenue: the Electric Vehicle Renewal Fee, the Original Plate Fee, and an increase of the Late Title Penalty fee.

Connecting Washington (2015 Funding Package)

Enacted by the 2015 legislature, this $16 billion package includes an 11.9¢ fuel tax phased over two years and various increases to weight fees and other fees. Specific projects will be funded by this package.
The high-level spending breakdown as follows:

- $9.7 billion on state and local road projects
- $3.0 billion for debt service and contingency
- $1.4 billion on state highway maintenance operations, and preservation
- $1.3 billion on non-highway projects, like bike paths, pedestrian walkways, rail and transit
- $600 million on ferries, including the fourth Olympic Class Ferry Vessel and terminal construction and preservation.

2003 and 2005 Transportation Funding Packages

In 2003 and 2005 the legislature increased the fuel tax (5¢ in 2003 and 9.5¢ in 2005) to pay for specific projects around the state. Each funding package also included increases to license and vehicle fees. Projects funded under these packages are nearly complete.

Bond Proceeds, Debt Service, and Certificates of Participation

Bond financing is an important component in financing the capital program. This funding instrument obligates a portion of the state tax revenues for debt service, making the revenues unavailable for cash financing of projects. Bonds do not create new funds, but instead allow funds to be available for projects sooner. Most state transportation bonds are referred to as "double-barreled" bonds. They are obligation bonds secured by the full faith and credit of the state and secured by the motor vehicle fuel tax. Debt service is paid directly from motor vehicle fuel tax receipts.

The use of bond financing for transportation projects follows a rigorous legal process. The Legislature must enact a statute authorizing the sale of bonds for a specific purpose, then appropriate the bond amount, before it can be spent. Bonds are sold through the State Finance Committee, which is staffed by the Office of the State Treasurer.

The 2003 and 2005 Transportation Funding Packages are dependent on bond financing. Ultimately, the motor vehicle fuel tax component for both of these packages will be completely leveraged to pay debt service. The 2003 Transportation Funding Package contained two bond authorizations, one for motor vehicle fuel tax bonds, and one for State Various Purpose General Obligation (VPGO) bonds. The 2005 Transportation Funding Package contained a motor vehicle fuel tax bond authorization. The proceeds from the motor vehicle fuel tax bonds will be used to fund highway projects. The proceeds from the state VPGO bonds are to be used to fund rail, ferry terminals, and local road projects.

In 2009, the Legislature authorized $1.95 billion in bonds to support SR 520 Corridor projects. Of this amount, 1.7 billion was sold to support the SR 520 Corridor projects.

The 2015 legislature authorized $5.3 billion in bonds for the Connection Washington projects. The first bond sale for the Connecting Washington projects will be sold in the current biennium. The following table displays the appropriated bond sales for 2017-19 to support the Enacted Budget.

Bond Sale History, and Remaining Bonding Authority

Dollars in millions

Bond Authorization (Authorization based on Par Values)	Total Authorization	Remaining Authorization* as of June 30, 2017	Bonds Sold for 2017-19 * (Par Value)	Remaining Authorization as of September 30, 2017
Referendum 49 Bonds *RCW 47.10.843*				
State and Local Highway Improvements	$1,900.0	$73.4	$0.0	$73.4
Transportation 2003 (Nickel) Account RCW 47.10.861				
Highway Improvements	$3,200.0	$270.5	$32.4	$238.1
Multimodal Bonds (GO Bonds) *RCW 47.10.867*				
Multimodal Transportation Projects	$249.5	$38.1	$0.0	$38.1
Transportation Partnership Account *RCW 47.10.873*				
Highway Improvements	$5,300.0	$1,752.5	$68.4	$1,684.1
Connecting Washington Account *RCW 47.10.879*				
Highway Improvements	$5,300.0	$5,300.0	$0.0	$5,300.0
Special Category C *RCW 47.10.812*				
Highway Improvements	$600.0	$225.8	$0.0	$225.8
Subtotal		*$7,660.3*	*$100.8*	*$7,559.5*
SR 520 Floating Bridge Bonds *RCW 47.10.879*				
SR 520 Floating Bridge Bonds - State SR 520 Floating Bridge Bonds - GARVEE	$1,650.0	$254.5	*$0.0* *$0.0*	$254.5
*SR 520 Floating Bridge Bonds - TIFIA**	$300.0	$0.0	*$0.0*	$0.0
Total		$7,914.9	$100.8	$7,814.1

Bonds sold and bond sale plans reflect par amounts.

**Reflects bonds sold through September 2017.*

***The agreement for the TIFIA loan (considered part of the bond authorization) was signed in October 2012.*

Debt Service

Over the past decade, Washington has significantly increased its reliance on motor fuel tax bonds to support legislative spending plans associated with gas tax hikes. Fully leveraging revenues from the gas tax increases of the 2003 Nickel Act and the 2005 Transportation Partnership Act increased the State's annual motor fuel tax bond issuance from $65 million in the 1990s to over $500 million by 2013. In 2015, the Legislature approved further increases in gas taxes in the Connecting Washington transportation package and directed these revenues to specific capital projects.

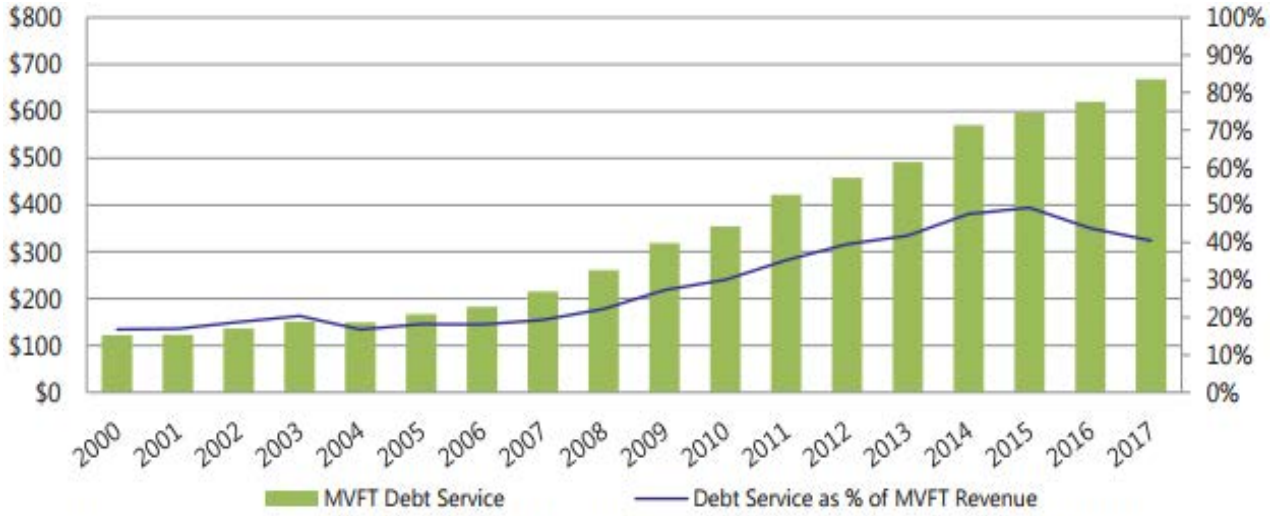
In fiscal year 2015, debt service on motor fuel tax bonds rose to nearly $600 million, representing 30 percent of state transportation revenues, and half of pledged motor vehicle fuel tax revenues. This is more than double the $215 million paid with only 20 percent of MVFT revenues in 2007. In 2016, the amount of leverage will decline as revenue increases with the Connecting Washington gas tax hikes and the addition of vehicle related license fees to revenues pledged to new bonds.

Triple Pledge bonds are motor fuel tax bonds, which are first paid from toll revenue as part of the financing for the SR 520 Corridor.

In addition, the state has issued two forms of transportation bonds, which are not backed by the general obligation pledge:

1) Federal Highway Grant Anticipation Revenue Bonds, or GARVEE bonds are secured solely by funds received from the Federal Highway Administration, and
2) TIFIA bond is a drawdown loan from the Federal Highway Administration, which is paid solely from SR 520 toll revenues. The SR 520 Corridor Program is the only program for which the Legislature has authorized issuance of GARVEE bonds.

MVFT GO Debt Service: FY 2000-2017* ($ Millions)
Totals and as Percent of MVFT Revenue



*FY 2017 estimate. Debt service includes all bonds pledging MVFT revenue

Source: Office of the State Treasurer

Ferry Fares

Washington State Ferry fares and other miscellaneous ferry revenues are used for ferry operations. Ferry fare revenues are assumed to include a 2.5 percent annual fare increase each October from 2017 to 2026, rounded up to the nearest nickel. This results in slightly increasing real fares over time given the current projection for inflation. Direct distributions from the motor fuel tax, and licenses, permits, and fees revenue, as well as transfers from other transportation accounts, are used to round out the ferry capital and operating budgets augment ferry fares and miscellaneous ferry revenues. The Legislature enacted a 25¢ per passenger fee starting in October 2011 to help with the funding of new 144 car ferry vessels. The Washington State Transportation Commission sets ferry fares.

Toll Revenues

Toll revenues are used for costs that contribute directly to the financing, operation, maintenance, management, and necessary repairs of the tolled facility. The Washington State Transportation Commission sets toll rates. In the 2017-19 biennium, Washington State will collect tolls on four facilities:

1) Tacoma Narrows Bridge
2) SR 167 High-Occupancy Toll Lanes
3) SR 520 Corridor Project
4) I-405 Express Toll Lanes

Local Funds

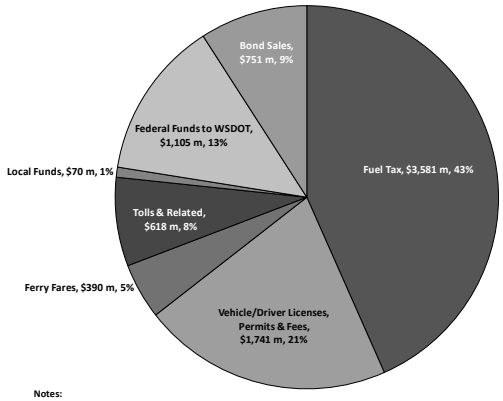
The department will sometimes perform work on the state highway system at the request of local governments. In most instances, local governments reimburse the state for all or a part of the costs.

Federal Funds

The federal government provides significant financial assistance to Washington State for transportation programs. Most federal assistance is authorized through federal-aid highway acts. A “line of credit” for the state is created that is apportioned or allocated by the Federal Highway Administration. The state obtains obligation of these funds based on its spending plans and is reimbursed when it incurs federally eligible costs. On December 4, 2015, President Obama signed into law a new transportation reauthorization bill, Fixing America’s Surface Transportation (“FAST”) Act, providing a five-year extension of the federal surface transportation programs. The Fixing America’s Surface Transportation Act (FAST Act) provides over $305 billion of funding for Federal-aid transportation programs for federal fiscal years 2016 through 2020. This new multiyear reauthorization bill comes after a string of five (5) short-term extensions of the previous transportation reauthorization, Moving Ahead for Progress in the 21st Century (MAP-21), and is the first highway bill enacted by Congress to last longer than two years since 2005.

The current Washington state budget was enacted before the passing of the FAST Act and is based on MAP-21 funding levels. The FAST Act funding levels will be incorporated in future budget-making decisions. FAST Act funding levels over the 5 years of the bill range from 6 percent to 10 percent higher than forecasted MAP-21 levels.

How is the Enacted Transportation Budget Funded?

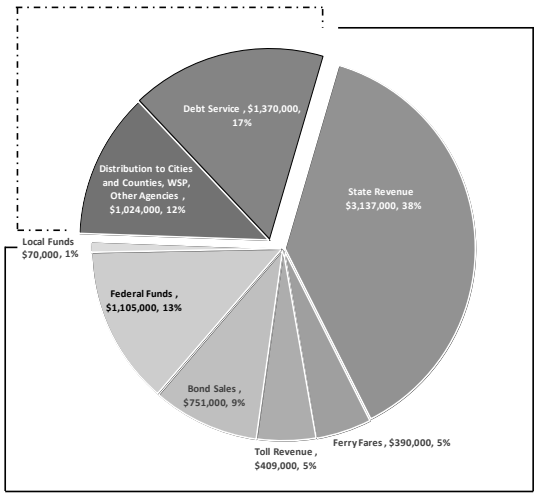


Notes:
[1] - Fuel tax collected in the state, federal fuel tax collected in the state and coming back to the state, or bonds supported by fuel tax.
[2] - June 2017 Transportation Revenue Forecast Council - *Forecast to Forecast Biennium Comparison of All Transportation Revenues (Figure 3,*

Funding for the Transportation budget comes from multiple sources. The two major sources are the fuel tax and licenses, permits, and fees. Funding also comes from ferry fares and concessions, rental car taxes, tolls, and miscellaneous revenues, which include interest earnings. Funds also come from bond sales, federal funds, local funds, and remaining cash balances from previous years.

Distribution of Funds

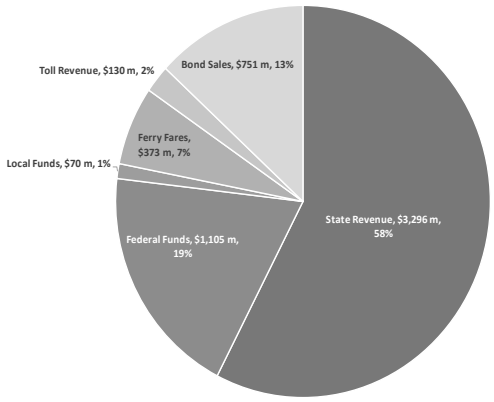
Though the state collects the motor vehicle fuel tax and licenses, permits, and fees, a portion of these funds are distributed to cities and counties. These statutory distributions, along with appropriations to other agencies, refunds, transfers, and debt service are shown in the dotted line area of the pie chart below. The portion of the chart outlined with the solid line is assumed to be available for the enacted 2017-19 operating and capital budgets.



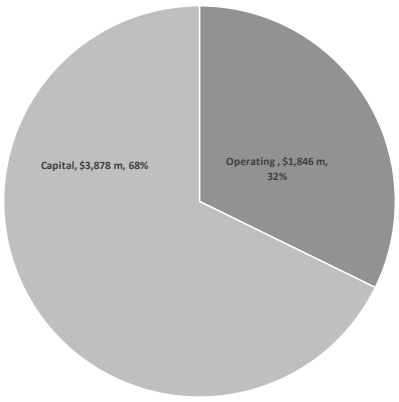
2017-19 Enacted Budget: WSDOT's Funds by Source; Allocated to Operating Expenditures and Capital Investment

The charts below summarize the 2017-19 enacted budget. Expenditures reflect the appropriations for operating and capital programs for the department and do not include appropriations for other transportation related accounts.

Funds Supporting WSDOT's 2017-19 Budget $5.7 Billion



Appropriated Budget Split between Operating Programs and Capital Programs



Revenue and Fund Risks

A long-term outlook of transportation sources and uses provides insight into how transportation funds may be used in the future; however, certain risks exist to revenue availability and project costs.

- Transportation funds have not yet been collected; actual receipts of transportation taxes (e.g. motor fuel taxes, and licenses, permits, and fees) may be lower than current projections.
- Federal receipts could fall short of projections or Congress could fail to fund the Highway Trust Fund at current or forecasted levels.
- Customers could be more sensitive to economic conditions, which would affect ferry fares and tolls.
- Revenues may be impacted by changes in law, either through legislative action or through the initiative process.
- Project cost increases may occur due to cost escalation of petroleum-based products, steel, and other materials.
- Higher than expected interest rates for bond sales may cause increases to future projected debt service obligations.
- Toll revenue may be received at levels lower than forecasted.

Ten-Year Plan

The next page displays by program the 2017-19 enacted budget for the transportation capital budget and the legislative ten-year plan through fiscal year 2029. Unlike past years, the department was not provided a ten-year financial plan by the Legislature.

2017-19 Enacted Budget for the Transportation Capital Budget and Projected 10-Year Plan* - June 2017 Forecast

dollars in millions

		17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	10 Year Total 19-21 to 27-29
	Capital Programs - Uses of Funds							
	Highway Construction							
	Highway Improvements • I (Pre-existing)	288.6	211.7	219.6	328.3	257.9	272.0	1,289.4
	Highway Improvements • I (Special C Account)	6.1	73.1	71.9	0.0	0.0	0.0	145.0
	Highway Improvements • I (Nickel Account)	51.1	3.7	0.1	0.3	0.0	0.0	4.1
	Highway Improvements • I (TPA Account)	571.0	142.8	2.8	0.8	0.6	0.5	147.5
	Highway Improvements • I (Multimodal Account)	15.2	0.0	0.0	0.0	0.0	0.0	0.0
	Highway Improvements • I (SR 520 Account)	0.0	0.0	15.9	31.9	31.9	31.9	111.6
	Highway Improvements • I (Tacoma Narrows Bridge)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Highway Improvements • I (I-405 Express Toll Lane Operations)	12.0	5.0	0.0	0.0	0.0	0.0	5.0
	Highway Improvements • I (Alaskan Way Viaduct)	122.0	70.1	7.9	0.0	0.0	0.0	78.0
	Highway Improvements • I (Connecting Washington)	1,159.8	1,947.9	1,872.6	1,539.4	1,196.6	432.6	6,989.1
I	**Total Highway Improvements**	**2,225.9**	**2,454.2**	**2,190.9**	**1,900.7**	**1,486.9**	**737.0**	**8,769.7**
	Highway Preservation • P (Pre-existing Funds)	578.3	551.9	520.5	791.9	758.9	781.7	3,404.8
	Highway Preservation • P (2003 Funding)	58.9	27.9	41.0	13.7	0.0	0.0	82.6
	Highway Preservation • P (2005 Funding)	0.2	0.5	0.0	0.0	0.0	0.0	0.6
	Highway Preservation • P (Connecting Washington)	185.0	179.0	164.1	168.7	179.0	165.6	856.2
P	**Total Highway Preservations**	**822.5**	**759.2**	**725.6**	**974.3**	**937.8**	**947.2**	**4,344.2**
	Total Highway Construction	**3,048.3**	**3,213.4**	**2,916.5**	**2,877.5**	**2,425.2**	**1,684.2**	**13,116.8**
	Other Highways							
D	Capital Facilities • D	30.3	29.2	6.5	6.7	6.4	6.6	55.4
Q	Traffic Operations • Q	10.5	10.4	10.3	10.3	10.3	0.0	41.3
	Total Other Highways	**40.9**	**39.6**	**16.8**	**17.0**	**16.7**	**6.6**	**96.6**
	Total Highways	**3,089.2**	**3,253.0**	**2,933.3**	**2,894.5**	**2,441.8**	**1,690.8**	**13,213.4**
	Ferry Construction							
	Ferry Construction • W (Pre-existing)	228.4	180.6	240.5	625.4	824.6	794.2	2,665.3
	Ferry Construction • W (2003 Funding)	0.0	2.7	0.0	0.0	0.0	0.0	2.7
	Ferry Construction • W (2005 Funding)	2.9	4.0	4.0	11.6	3.8	0.0	23.3
	Ferry Construction • W (Connecting Washington)	142.8	22.2	34.0	4.2	4.2	4.2	68.8
W	**Total Ferry Construction**	**374.2**	**209.5**	**278.5**	**641.2**	**832.6**	**798.4**	**2,760.1**
Y	**Rail Program • Y**	**137.7**	**69.7**	**37.8**	**26.3**	**23.9**	**23.9**	**181.6**
Z	**Local Programs • Z**	**276.7**	**210.6**	**137.3**	**134.7**	**139.3**	**84.9**	**706.8**
	Total Capital Programs - Uses of Funds	**3,877.8**	**3,742.9**	**3,386.8**	**3,696.7**	**3,437.6**	**2,597.9**	**16,861.9**

Rail capital spending authority includes $78.8 million in unanticipated receipts to complete projects funded through the American Recovery and Reinvestment Act (ARRA). These fedral ARRA funds are carried over from the 2015-17 biennium.

Fiscal Legislation

2017-19 Enacted Transportation Budget and 2017 Supplemental Transportation Budget

Chapter 313, Laws of 2017, (PV), ESB5096

CERTIFICATION OF ENROLLMENT

ENGROSSED SENATE BILL 5096

Chapter 313, Laws of 2017

(partial veto)

65th Legislature
2017 Regular Session

TRANSPORTATION BUDGET

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

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

CYRUS HABIB

President of the Senate

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

FRANK CHOPP

Speaker of the House of Representatives

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

JAY INSLEE

Governor of the State of Washington

CERTIFICATE

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

HUNTER G. GOODMAN

Secretary

FILED

May 16, 2017

Secretary of State
State of Washington

ENGROSSED SENATE BILL 5096

AS AMENDED BY THE CONFERENCE COMMITTEE

Passed Legislature - 2017 Regular Session

State of Washington 65th Legislature 2017 Regular Session

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

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

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

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

2017-2019 FISCAL BIENNIUM

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

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

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

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

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

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

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

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

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

GENERAL GOVERNMENT AGENCIES——OPERATING

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

Motor Vehicle Account——State Appropriation $496,000

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

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

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

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

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

TOTAL APPROPRIATION. $1,696,000

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

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

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

Motor Vehicle Account—State Appropriation $986,000

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

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

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

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

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

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

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

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

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

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

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

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

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

Motor Vehicle Account—State Appropriation $597,000

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

Motor Vehicle Account—State Appropriation. $250,000

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

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

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

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

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

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

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

TRANSPORTATION AGENCIES—OPERATING

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

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

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

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

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

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

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

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

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

Transportation Improvement Account——State
Appropriation $4,089,000

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

Motor Vehicle Account——State Appropriation $1,589,000
Multimodal Transportation Account——State
Appropriation. $700,000
TOTAL APPROPRIATION. $2,289,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(iii) Identify underutilized capacity;

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

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

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

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

(B) Evaluate impediments to addressing those constraints;

(C) Evaluate options to address those constraints; and

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

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

(c) The study must provide recommendations regarding:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motor Vehicle Account—State Appropriation $2,074,000

Multimodal Transportation Account—State Appropriation . . . $462,000

TOTAL APPROPRIATION. $2,536,000

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

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

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

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

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

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

Motor Vehicle Account—State Appropriation $818,000

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

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

State Patrol Highway Account—State Appropriation $480,926,000

State Patrol Highway Account—Federal Appropriation . . . $14,025,000

State Patrol Highway Account—Private/Local

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

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

(1) 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.

(2) $510,000 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.

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

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

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

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

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

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

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

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

Appropriation $5,250,000

Department of Licensing Services Account——State

Appropriation $6,611,000

License Plate Technology Account——State

Appropriation $3,000,000

TOTAL APPROPRIATION. $319,672,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

High Occupancy Toll Lanes Operations Account——State Appropriation $4,033,000

Motor Vehicle Account——State Appropriation $513,000

State Route Number 520 Corridor Account——State Appropriation $52,671,000

State Route Number 520 Civil Penalties Account——State Appropriation $4,328,000

Tacoma Narrows Toll Bridge Account——State Appropriation $32,134,000

Interstate 405 Express Toll Lanes Operations Account——State Appropriation $22,194,000

Alaskan Way Viaduct Replacement Project Account——State

Appropriation. $6,506,000

TOTAL APPROPRIATION. $122,379,000

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

(1) $1,300,000 of the Tacoma Narrows toll bridge account—state appropriation and $9,048,000 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 subsection, 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.

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

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

(4) The department shall make detailed quarterly expenditure reports available to the Washington state transportation commission and to the public on the department's web site using current 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(b) The 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; and

(c) The 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.

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

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

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

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

(iv) Workload costs related to hearings;

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

(vi) Revenues generated from notices of civil penalty.

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

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

(i) Operational savings associated with conversion;

(ii) Capital costs of conversion;

(iii) Additional operating costs associated with conversion; and

(iv) Any other operational issues associated with conversion.

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

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

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

Transportation Partnership Account—State Appropriation . . $1,460,000
Motor Vehicle Account—State Appropriation $83,572,000
Puget Sound Ferry Operations Account—State
Appropriation $263,000
Multimodal Transportation Account—State
Appropriation $2,876,000
Transportation 2003 Account (Nickel Account)—State
Appropriation $1,460,000
TOTAL APPROPRIATION. $89,631,000

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) 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.

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

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

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

Motor Vehicle Account—State Appropriation $622,000
Electric Vehicle Charging Infrastructure
Account—State Appropriation. $1,000,000
Multimodal Transportation Account—State
Appropriation. $535,000
TOTAL APPROPRIATION. $2,157,000

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

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

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

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

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

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

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

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

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

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

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

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

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

Motor Vehicle Account—State Appropriation	$434,781,000
Motor Vehicle Account—Federal Appropriation	$7,000,000
State Route Number 520 Corridor Account—State Appropriation	$4,447,000
Tacoma Narrows Toll Bridge Account—State Appropriation	$1,233,000
TOTAL APPROPRIATION.	$447,461,000

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

(1) $7,092,000 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 stormwater runoff from state highways.

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

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

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

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

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

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

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

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

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. By December 15th of each odd-numbered year, the department shall provide a report to the legislature listing all low-cost enhancement projects completed in the prior fiscal biennium.

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

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

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

(5) During the 2017-2019 fiscal biennium, the department shall continue a pilot program that expands private transportation providers' access to high occupancy vehicle lanes. Under the pilot program, when the department reserves a portion of a highway based on the number of passengers in a vehicle, the following vehicles must be authorized to use the reserved portion of the highway if the vehicle has the capacity to carry eight or more passengers, regardless of the number of passengers in the vehicle: (a) Auto transportation company vehicles regulated under chapter 81.68 RCW; (b) passenger charter carrier vehicles regulated under chapter 81.70 RCW, except marked or unmarked stretch limousines and stretch sport utility vehicles as defined under department of licensing rules; (c) private nonprofit transportation provider vehicles regulated under chapter 81.66 RCW; and (d) private employer transportation service vehicles. For purposes of this subsection, "private employer transportation service" means regularly scheduled, fixed-route transportation service that is offered by an employer for the benefit of its employees. Nothing in this subsection is intended to authorize the conversion of public infrastructure to private, for-profit purposes or to otherwise create an entitlement or other claim by private users to public infrastructure.

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

Motor Vehicle Account——State Appropriation $32,794,000
Motor Vehicle Account——Federal Appropriation $1,656,000
Multimodal Transportation Account——State
Appropriation $1,128,000

TOTAL APPROPRIATION. $35,578,000

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

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

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

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

Motor Vehicle Account—State Appropriation $23,117,000
Motor Vehicle Account—Federal Appropriation $35,182,000
Multimodal Transportation Account—State Appropriation . . . $711,000
Multimodal Transportation Account—Federal
Appropriation $2,809,000
Multimodal Transportation Account—Private/Local
Appropriation $100,000
TOTAL APPROPRIATION. $61,919,000

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

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

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

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

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

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

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

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

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

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

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

Rural Mobility Grant Program Account——State
Appropriation $32,223,000
Multimodal Transportation Account——State
Appropriation $92,437,000
Multimodal Transportation Account——Federal
Appropriation $3,574,000
TOTAL APPROPRIATION. $222,908,000

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

(1) $52,679,000 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) $12,000,000 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. Of the amount provided in this subsection (1)(a), $25,000 of the multimodal transportation account——state appropriation is provided solely for the ecumenical christian helping hands organization for special needs transportation services.

(b) $40,679,000 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 2015 as reported in the "Summary of Public Transportation - 2015" published by the department of transportation. No transit agency may receive more than thirty percent of these distributions.

(2) $32,223,000 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) $10,290,000 of the multimodal transportation account—state appropriation is provided solely for a vanpool grant program for: (i) Public transit agencies to add vanpools or replace vans; and (ii) 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.

(4) $16,241,000 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 2017-2 ALL PROJECTS as developed April 20, 2017, Program - Public Transportation Program (V).

(5)(a) $77,679,000 of the regional mobility grant program account—state appropriation is provided solely for the regional mobility grant projects identified in LEAP Transportation Document 2017-2 ALL PROJECTS as developed April 20, 2017, Program - Public Transportation Program (V). 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, 2017, and December 15, 2018, 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 2017-2019 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) $5,920,000 of the multimodal transportation account—state appropriation and $754,000 of the state vehicle parking account—state appropriation are provided solely for CTR grants and activities. Of this amount, $250,000 of the multimodal transportation account—state appropriation is provided solely for a voluntary pilot program to expand public-private partnership CTR incentives to make measurable reductions in off-peak, weekend, and nonwork trips. Ridesharing may be integrated into grant proposals. The department shall prioritize grant proposals that focus on the Interstate 90, Interstate 5, or Interstate 405 corridor. The department shall offer competitive trip-reduction grants. The department shall report to the transportation committees of the legislature by December 1, 2018, on the pilot program's impacts to the transportation system and potential improvements to the CTR grant program.

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

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

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

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

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

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

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

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

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

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

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

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

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

Puget Sound Ferry Operations Account—State
Appropriation $496,307,000

Puget Sound Ferry Operations Account—Federal
Appropriation $8,743,000

Puget Sound Ferry Operations Account—Private/Local
Appropriation $121,000

TOTAL APPROPRIATION. $505,171,000

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 2017-2019 supplemental and 2019-2021 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) For the 2017-2019 fiscal biennium, the department may enter into a distributor controlled fuel hedging program and other methods of hedging approved by the fuel hedging committee.

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

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

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

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

Multimodal Transportation Account——State
Appropriation $80,146,000
Multimodal Transportation Account——Private/Local
Appropriation $46,000
TOTAL APPROPRIATION. $80,192,000

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

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

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

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

(3) An analysis of the following key elements:

(a) Economic feasibility;

(b) Forecasted demand;

(c) Corridor identification;

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION AGENCIES—CAPITAL

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

Freight Mobility Investment Account—State
Appropriation $22,462,000
Highway Safety Account—State Appropriation $1,900,000
Motor Vehicle Account—Federal Appropriation $3,250,000
Freight Mobility Multimodal Account—State
Appropriation $21,843,000
Freight Mobility Multimodal Account—Private/Local
Appropriation $1,320,000
TOTAL APPROPRIATION. $50,775,000

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

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

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

(1) $250,000 for emergency repairs;

(2) $728,000 for roof replacements;

(3) $2,000,000 for the state patrol academy in Shelton for replacement of the skid pan, repair of the training tank, and replacement of the HVAC system; and

(4) $125,000 for the Whiskey Ridge generator shelter.

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

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

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

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

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

Small City Pavement and Sidewalk Account—State
Appropriation $5,780,000
Transportation Improvement Account—State
Appropriation $240,300,000
Multimodal Transportation Account—State
Appropriation $14,670,000
TOTAL APPROPRIATION. $260,750,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Except as provided otherwise in this section, the entire connecting Washington account—state appropriation and the entire transportation partnership account—state appropriation are provided solely for the projects and activities as listed by fund, project, and amount in LEAP Transportation Document 2017-1 as developed April 20, 2017, Program - Highway Improvements 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 601 of this act.

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

(3) 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 2017-2 ALL PROJECTS as developed April 20, 2017, Program - Highway Improvements Program (I). Any federal funds gained through efficiencies, adjustments to the federal funds forecast, additional congressional action not related to a specific project or purpose, or the federal funds redistribution process must then be applied to highway and bridge preservation activities.

(4) 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. The department shall submit a report on fiscal year 2017 funds transferred using this subsection as part of the department's 2018 budget submittal.

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

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

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

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

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

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

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

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

(12) $26,601,000 of the transportation partnership account—state appropriation and $10,956,000 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), the I-405 Renton to Bellevue project (M00900R), or the I-405/SR 522 to I-5 Capacity Improvements project (L2000234) in the 2017-2019 fiscal biennium.

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

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

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

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

(c) 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.

(15) 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 2018 budget submittal. It is the intent of the legislature that new facility construction must be transparent and not appropriated within larger highway construction projects.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(25) 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. Before 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, 2019, 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.

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

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

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

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

(i) SR 20/Sharpes Corner Vicinity Intersection (L1000112);

(ii) I-5/Marvin Road/SR 510 Interchange (L1100110);

(iii) I-5/Northbound On-ramp at Bakerview (L2000119);

(iv) US 395/Ridgeline Intersection (L2000127);

(v) I-90/Eastside Restripe Shoulders (L2000201);

(vi) SR 240/Richland Corridor Improvements (L2000202);

(vii) SR 14/Bingen Overpass (L2220062);

(viii) US Hwy 2 Safety (N00200R);

(ix) SR 520/148th Ave NE Overlake Access Ramp (L1100101);

(x) SR 28/SR 285 North Wenatchee Area Improvements (L2000061);

(xi) I-5/Rebuild Chambers Way Interchange Improvements (L2000223);

(xii) SR 28 East Wenatchee Corridor Improvements (T10300R);

(xiii) SR 3/Belfair Bypass – New Alignment (T30400R); or

(xiv) SR 510/Yelm Loop Phase 2 (T32700R).

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

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

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

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

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

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

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

(1) Except as provided otherwise in this section, the entire connecting Washington account——state appropriation and the entire transportation partnership account——state appropriation are provided solely for the projects and activities as listed by fund, project, and amount in LEAP Transportation Document 2017-1 as developed April 20, 2017, 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 601 of this act.

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

(3) 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 2017-2 ALL PROJECTS as developed April 20, 2017, Program - Highway Preservation Program (P). Any federal funds gained through efficiencies, adjustments to the federal funds forecast, additional congressional action not related to a specific project or purpose, or the federal funds redistribution process must then be applied to highway and bridge preservation activities.

(4) 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. The department shall submit a report on fiscal year 2017 funds transferred using this subsection as part of the department's 2018 budget submittal.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Puget Sound Capital Construction Account—State
Appropriation $59,924,000
Puget Sound Capital Construction Account—Federal
Appropriation $152,838,000
Puget Sound Capital Construction Account—Private/Local
Appropriation $15,654,000
Transportation Partnership Account—State
Appropriation $2,923,000

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

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 2017-2 ALL PROJECTS as developed April 20, 2017, Program - Washington State Ferries Capital Program (W) and is contingent upon the enactment of subsection (6) of this section.

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

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

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

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

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

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

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

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

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

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

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

(A) Anticipated crewing requirements;

(B) Fuel type;

(C) Other operating and maintenance costs;

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

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

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

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

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

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

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

Essential Rail Assistance Account—State Appropriation . . . $424,000
Transportation Infrastructure Account—State
Appropriation $5,367,000
Multimodal Transportation Account—State
Appropriation $51,665,000
Multimodal Transportation Account—Federal
Appropriation $1,487,000
TOTAL APPROPRIATION. $58,943,000

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 by project and amount in LEAP Transportation Document 2017-2 ALL PROJECTS as developed April 20, 2017, Program - Rail Program (Y).

(2) $5,000,000 of the transportation infrastructure account—state appropriation is provided solely for new low-interest loans approved by the department through the freight rail investment bank (FRIB) program. The department shall issue FRIB program loans with a repayment period of no more than ten years, and charge only so much interest as is necessary to recoup the department's costs to administer the loans. The department shall report annually to the transportation committees of the legislature and the office of financial management on all FRIB loans issued.

(3) $7,017,000 of the multimodal transportation account—state appropriation and $24,000 of the essential rail assistance account—state appropriation are provided solely for new statewide emergent freight rail assistance projects identified in the LEAP transportation document referenced in subsection (1) of this section.

(4) $367,000 of the transportation infrastructure account—state appropriation and $1,100,000 of the multimodal transportation account—state appropriation are provided solely to reimburse Highline Grain, LLC for approved work completed on Palouse River and Coulee City (PCC) railroad track in Spokane county between the BNSF Railway Interchange at Cheney and Geiger Junction and must be administered in a manner consistent with freight rail assistance program projects. The value of the public benefit of this project is expected to meet

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

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

(b) Expenditures from the essential rail assistance account—state in this subsection 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.

(6) The department shall issue a call for projects for the freight rail assistance 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 15, 2018, the department shall submit a prioritized list of recommended projects to the office of financial management and the transportation committees of the legislature.

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

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

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

Highway Infrastructure Account—State Appropriation $293,000
Highway Infrastructure Account—Federal Appropriation $218,000
Transportation Partnership Account—State
Appropriation $1,143,000
Highway Safety Account—State Appropriation $2,388,000
Motor Vehicle Account—State Appropriation $15,080,000
Motor Vehicle Account—Federal Appropriation $65,187,000
Motor Vehicle Account—Private/Local Appropriation $18,000,000
Connecting Washington Account—State Appropriation . . . $118,293,000
Multimodal Transportation Account—State
Appropriation $56,079,000
TOTAL APPROPRIATION. $276,681,000

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 by project and amount in LEAP Transportation Document 2017-2 ALL PROJECTS as developed April 20, 2017, Program - Local Programs Program (Z).

(2) 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) $18,380,000 of the multimodal transportation account—state appropriation is provided solely for newly selected pedestrian and bicycle safety program projects. $6,432,000 of the multimodal transportation account—state appropriation and $1,143,000 of the transportation partnership account—state appropriation are reappropriated for pedestrian and bicycle safety program projects selected in the previous biennia (L2000188).

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

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

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

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

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

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

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

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

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

(i) SR 502 Main Street Project/Widening (L2000065);

(ii) Complete SR 522 Improvements-Kenmore (T10600R);

(iii) Issaquah-Fall City Road (L1000094);

(iv) Lewis Street Bridge (L2000066);

(v) Covington Connector (L2000104);

(vi) Orchard Street Connector (L2000120);

(vii) Harbour Reach Extension (L2000136);

(viii) Sammamish Bridge Corridor (L2000137);

(ix) Brady Road (L2000164);

(x) Thornton Road Overpass (L2000228);

(xi) I-5/Port of Tacoma Road Interchange (L1000087);

(xii) Wilburton Reconnection Project (G2000006);

(xiii) SR 520 Trail Grade Separation at 40th Street (G2000013);

(xiv) Bay Street Pedestrian Project (G2000015); or

(xv) Cowiche Canyon Trail (G2000010).

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

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

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

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

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

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

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

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

transportation committees the following reports for all capital programs:

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

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

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

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

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

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

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

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

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

(2) For completed projects, the report must:

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

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

(3) For prospective projects, the report must:

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

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

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

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

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

TRANSFERS AND DISTRIBUTIONS

NEW SECTION. **Sec. 401. 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. $2,239,000
Connecting Washington Account—State Appropriation. $1,802,000
Highway Bond Retirement Account—State
Appropriation. $1,238,072,000
Ferry Bond Retirement Account—State Appropriation. . . . $28,873,000
Transportation Improvement Board Bond Retirement
Account—State Appropriation. $13,254,000
Nondebt-Limit Reimbursable Bond Retirement
Account—State Appropriation. $26,609,000
Toll Facility Bond Retirement Account—State
Appropriation. $86,493,000
Transportation 2003 Account (Nickel Account)—State
Appropriation. $323,000
TOTAL APPROPRIATION. $1,397,665,000

NEW SECTION. **Sec. 402. 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. $448,000
Connecting Washington Account—State Appropriation. $360,000
Transportation 2003 Account (Nickel Account)—State
Appropriation. $65,000
TOTAL APPROPRIATION. $873,000

NEW SECTION. **Sec. 403. 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. $199,901,000
Toll Facility Bond Retirement Account—State
Appropriation. $25,372,000
TOTAL APPROPRIATION. $225,273,000

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

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

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

Multimodal Transportation Account—State
Appropriation: For distribution to
cities and counties. $26,786,000
Motor Vehicle Account—State
Appropriation: For distribution to
cities and counties. $23,438,000
TOTAL APPROPRIATION. $50,224,000

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

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

statutory transfers. $2,196,693,000

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

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

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

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

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

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

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

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

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

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

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

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

(10) Puget Sound Ferry Operations Account—State

Appropriation: For transfer to the Connecting Washington Account—State. $1,305,000

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

(12) State Route Number 520 Civil Penalties Account—State Appropriation: For transfer to the State Route Number 520 Corridor Account—State. $1,240,000

(13) Capital Vessel Replacement Account—State Appropriation: For transfer to the Connecting Washington Account—State. $36,500,000

(14) Multimodal Transportation Account—State Appropriation: For transfer to the Freight Mobility Multimodal Account—State. $8,511,000

(15) Multimodal Transportation Account—State Appropriation: For transfer to the Puget Sound Capital Construction Account—State. $32,000,000

(16) Multimodal Transportation Account—State Appropriation: For transfer to the Puget Sound Ferry Operations Account—State. $20,000,000

(17) Multimodal Transportation Account—State Appropriation: For transfer to the Regional Mobility Grant Program Account—State. $27,679,000

(18) Multimodal Transportation Account—State Appropriation: For transfer to the Rural Mobility Grant Program Account—State. $15,223,000

(19) Tacoma Narrows Toll Bridge Account—State Appropriation: For transfer to the Motor Vehicle Account—State. $950,000

(20) Transportation 2003 Account (Nickel Account)—State Appropriation: For transfer to the Connecting Washington Account—State. $22,970,000

(21)(a) Interstate 405 Express Toll Lanes Operations Account—State Appropriation: For transfer to the Motor Vehicle Account—State. $2,019,000

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

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

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

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

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

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

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

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

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

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

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

COMPENSATION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

IMPLEMENTING PROVISIONS

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

(1) The 2005 transportation partnership projects or improvements and 2015 connecting Washington projects or improvements are listed in the LEAP Transportation Document 2017-1 as developed April 20, 2017, which consists of a list of specific projects by fund source and amount over a sixteen-year period. Current fiscal biennium funding for each project is a line-item appropriation, while the outer year funding allocations represent a sixteen-year plan. The department of transportation is expected to use the flexibility provided in this section to assist in the delivery and completion of all transportation partnership account and connecting Washington account projects on the LEAP transportation document referenced in this subsection. For the 2017-2019 project appropriations, unless otherwise provided in this act, the director of the office of financial management may provide written authorization for a transfer of appropriation authority between projects funded with transportation partnership account appropriations or connecting Washington account appropriations 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) Transfers from a project may be made if the funds appropriated to the project are in excess of the amount needed in the current fiscal biennium;

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

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

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

(g) Each transfer between projects may only occur if the director of the office 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 2018 supplemental omnibus transportation appropriations act, any unexpended 2015-2017 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; and

(h) Transfers between projects may be made by the department of transportation without the formal written approval provided under this subsection (1), provided that the transfer amount does not exceed 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 the office of financial management and the chairs of the house of representatives and senate transportation committees.

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

(3) 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.

(4) Before approval, 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MISCELLANEOUS 2017-2019 FISCAL BIENNIUM

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

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

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

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

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

***<u>NEW SECTION.</u> Sec. 702. SETTLEMENT FUNDS EXPENDITURE**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) DUI courts; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(2) The legislature finds that:

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

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

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

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

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

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

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

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

(6) The audits may include:

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

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

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

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

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

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

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

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

(i) Identification and recognition of best practices;

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

(k) Evaluation of personnel systems operation and management;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) Freeway efficiency and safety;

(b) Effectiveness for transit;

(c) Person and vehicle movements by mode;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(a) All moneys directed by law;

(b) All revenues generated from ferry fares; and

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

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

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

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

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

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

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

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

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

2015-2017 FISCAL BIENNIUM

GENERAL GOVERNMENT AGENCIES——OPERATING

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

FOR THE UTILITIES AND TRANSPORTATION COMMISSION

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

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

FOR THE OFFICE OF FINANCIAL MANAGEMENT

Motor Vehicle Account——State Appropriation. . . . . ((~~$2,296,000~~)) $2,196,000

Puget Sound Ferry Operations Account——State Appropriation. $115,000

State Patrol Highway Account——State Appropriation. $150,000

TOTAL APPROPRIATION. . . . . ((~~$2,561,000~~))

$2,461,000

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

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

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

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

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

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

FOR THE DEPARTMENT OF AGRICULTURE

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

TRANSPORTATION AGENCIES—OPERATING

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

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

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

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

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

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

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

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

(1) 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 of more than one hundred ninety-five thousand and that are located in a county with a population of fewer than one million five hundred 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, 2017, 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.

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

(3) ((~~$6,500,000~~)) $1,030,000 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 2015-2017 fiscal biennium.

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

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

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Rural Arterial Trust Account——State Appropriation. $1,000,000

Motor Vehicle Account——State Appropriation. . . . . ((~~$2,459,000~~))
$2,404,000

County Arterial Preservation Account——State
Appropriation. $1,518,000

TOTAL APPROPRIATION. . . . . ((~~$4,977,000~~))
$4,922,000

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

FOR THE TRANSPORTATION IMPROVEMENT BOARD

Transportation Improvement Account——State
Appropriation. . . . . ((~~$4,063,000~~))
$4,035,000

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

FOR THE JOINT TRANSPORTATION COMMITTEE

Motor Vehicle Account——State Appropriation. . . . . ((~~$2,222,000~~))
$2,272,000

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

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

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

(i) An overview of current attrition rates;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FOR THE TRANSPORTATION COMMISSION

Motor Vehicle Account—State Appropriation. . . . . ((~~$2,667,000~~))
$2,516,000

Motor Vehicle Account—Federal Appropriation. $500,000

Multimodal Transportation Account—State
Appropriation. $112,000

TOTAL APPROPRIATION. . . . . ((~~$3,279,000~~))
$3,128,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Motor Vehicle Account—State Appropriation . . . . . ((~~$1,024,000~~))
$1,015,000

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

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

FOR THE WASHINGTON STATE PATROL

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

$407,845,000

State Patrol Highway Account——Federal
Appropriation. $13,291,000

State Patrol Highway Account——Private/Local
Appropriation. $3,823,000

Highway Safety Account——State Appropriation. $1,494,000

Multimodal Transportation Account——State
Appropriation. $276,000

TOTAL APPROPRIATION. . . . . ((~~$434,248,000~~))
$426,729,000

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

(1) 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.

(2) $510,000 of the highway safety 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.

(3) $23,000 of the state patrol highway account——state appropriation is provided solely for the implementation of chapter 3, Laws of 2015 2nd sp. sess. (impaired driving).

(4) $5,000,000 of the state patrol highway account——state appropriation is provided solely for compensation increases for Washington state patrol troopers, sergeants, lieutenants, and captains. This increase is not subject to interest arbitration and is for salary and benefits that are in addition to the current interest arbitration award. It is the intent of the legislature that chapter . . . (Engrossed Second Substitute House Bill No. 2872), Laws of 2016 provide the revenue to support the ongoing costs associated with the compensation increases identified in this subsection in

order to provide the means necessary to recruit and retain state patrol officers in subsequent biennia.

(5)(a) The department and the Washington state patrol must work collaboratively to develop a comprehensive plan for weigh station construction and preservation for the entire state. The plan must be submitted to the transportation committees of the legislature by January 1, 2017.

(b) As part of the 2017-2019 biennial budget submittal, the department and the Washington state patrol must jointly submit a prioritized list of weigh station projects for legislative approval.

(6) $115,000 of the state patrol highway account—state appropriation is provided solely for the operation of the license investigation unit to enforce vehicle registration laws in southwestern Washington.

Sec. 908. 2016 c 14 s 208 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF LICENSING

Marine Fuel Tax Refund Account—State
Appropriation. $34,000

License Plate Technology Account—State
Appropriation. $3,200,000

Motorcycle Safety Education Account—State
Appropriation. $4,488,000

State Wildlife Account—State Appropriation. $1,001,000

Highway Safety Account—State Appropriation. . . . . ((~~$201,666,000~~))
$198,735,000

Highway Safety Account—Federal Appropriation. $3,573,000

Motor Vehicle Account—State Appropriation. . . . . ((~~$92,044,000~~))
$92,662,000

Motor Vehicle Account—Federal Appropriation. $362,000

Motor Vehicle Account—Private/Local Appropriation. . . ((~~$1,544,000~~))
$1,859,000

Ignition Interlock Device Revolving Account—State
Appropriation. $5,142,000

Department of Licensing Services Account—State
Appropriation. . . . . ((~~$6,672,000~~))
$6,671,000

TOTAL APPROPRIATION. . . . . ((~~$319,726,000~~))

$317,727,000

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

(1) ((~~$30,954,000~~)) $28,570,000 of the highway safety account—state appropriation and $3,200,000 of the license plate technology account—state appropriation are provided solely for business and technology modernization. The department and the state chief information officer or his or her designee must provide a joint project status report to the transportation committees of the legislature on at least a calendar quarter basis. The report must include, but is not limited to: Detailed information about the planned and actual scope, schedule, and budget; status of key vendor and other project deliverables; and a description of significant changes to planned deliverables or system functions over the life of the project. Project staff will periodically brief the committees or the committees' staff on system security and data protection measures.

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

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

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

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

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

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

statutorily authorized persons or entities purchasing a driving record abstract.

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

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

(7) $57,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter 1, Laws of 2015 2nd sp. sess. (quick title service fees).

(8) $283,000 of the highway safety account—state appropriation and $33,000 of the ignition interlock device revolving account—state appropriation are provided solely for the implementation of chapter 3, Laws of 2015 2nd sp. sess. (impaired driving).

(9) $4,000,000 of the motor vehicle account—state appropriation is provided solely for implementation of chapter 44, Laws of 2015 3rd sp. sess. (transportation revenue).

(10) ((~~$335,000 of the highway safety account—state appropriation is provided solely for the implementation of chapter . . . (Substitute House Bill No. 2942), Laws of 2016 or chapter . . . (Senate Bill No. 6591), Laws of 2016 (nondomiciled commercial~~

~~drivers' licenses). If both chapter . . . (Substitute House Bill No. 2942), Laws of 2016 and chapter . . . (Senate Bill No. 6591), Laws of 2016 are not enacted by June 30, 2016, the amount provided in this subsection lapses.~~

~~(11)~~)) $2,421,000 of the highway safety account—state appropriation is provided solely for costs necessary to accommodate increased demand for enhanced drivers' licenses and enhanced identicards. The office of financial management shall place the entire amount provided in this subsection in unallotted status. The office of financial management may release portions of the funds when it determines that average wait times have increased by more than two minutes based on wait time and volume data provided by the department compared to average wait times and volume during the month of December 2015. The department and the office of financial management shall evaluate the use of these funds on a monthly basis and periodically report to the transportation committees of the legislature on average wait times and volume data for enhanced drivers' licenses and enhanced identicards.

((~~(12)~~)) (11) $43,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter . . . (Senate Bill No. 6200), Laws of 2016 (Washington's fish collection license plate). If chapter . . . (Senate Bill No. 6200), Laws of 2016 is not enacted by June 30, 2016, the amount provided in this subsection lapses.

((~~(13)~~)) (12) $388,000 of the highway safety account—state appropriation is provided solely for the implementation of chapter . . . (Engrossed Substitute House Bill No. 2700), Laws of 2016 (impaired driving). If chapter . . . (Engrossed Substitute House Bill No. 2700), Laws of 2016 is not enacted by June 30, 2016, the amount provided in this subsection lapses.

((~~(14)~~)) (13) $29,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter . . . (Substitute Senate Bill No. 6254), Laws of 2016 (Purple Heart license plate). If chapter . . . (Substitute Senate Bill No. 6254), Laws of 2016 is not enacted by June 30, 2016, the amount provided in this subsection lapses.

((~~(15)~~)) (14) $20,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter . . . (Engrossed Substitute House Bill No. 2778), Laws of

2016 (alternative fuel vehicles). If chapter . . . (Engrossed Substitute House Bill No. 2778), Laws of 2016 is not enacted by June 30, 2016, the amount provided in this subsection lapses.

Sec. 909. 2016 c 14 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. . . . . ((~~$3,185,000~~)) $3,175,000

Motor Vehicle Account—State Appropriation. $510,000

State Route Number 520 Corridor Account—State Appropriation. $39,029,000

State Route Number 520 Civil Penalties Account—State Appropriation. $6,008,000

Tacoma Narrows Toll Bridge Account—State Appropriation. $26,636,000

Interstate 405 Express Toll Lanes Operations Account—State Appropriation. $15,552,000

TOTAL APPROPRIATION. . . . . ((~~$90,920,000~~)) $90,910,000

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

(1) $1,300,000 of the Tacoma Narrows toll bridge account—state appropriation and $8,157,000 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.

(2) $4,778,000 of the state route number 520 civil penalties account—state appropriation and $2,065,000 of the Tacoma 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.

(3) 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.

(4) $3,100,000 of the Interstate 405 express toll lanes operations account—state appropriation, $1,498,000 of the state route number 520 corridor account—state appropriation, and $1,802,000 of the high occupancy toll lanes operations account—state appropriation are provided solely for the operation and maintenance of roadside toll collection systems. Due to underruns, the office of financial management shall place $1,000,000 of the Interstate 405 express toll lanes operations account—state appropriation, $360,000 of the state route number 520 corridor account—state appropriation, and $1,000,000 of the high occupancy toll lanes operations account—state appropriation in unallotted status. The office of financial management may release portions of the funds if it determines operation and maintenance costs of the roadside toll collection systems exceed the allotted amounts.

(5) $12,202,000 of the Interstate 405 express toll lanes operations account—state appropriation is provided solely for operational costs related to the express toll lane facility, including the customer service center vendor, transponders, credit card fees, printing and postage, rent, office supplies, telephone and communications equipment, computers, and vehicle operations. Within the amount provided in this subsection, the department must, to the greatest extent possible, without adding additional tolling gantries, continue to expand the length of the access and exit points to the

express toll lanes, clarify signage and striping to eliminate confusion, and make other operational and customer service improvements to enhance the public's use of the toll facility. The office of financial management shall place $5,371,000 of the amount provided in this subsection in unallotted status. The office of financial management may release funds to the department on a monthly basis beginning July 1, 2016; however, the amount to be released monthly must be calculated to address the department's projected expenditure need based on the previous month's actual expenditures, financial statement, actual toll transaction experience, and actual revenue collections for the Interstate 405 express toll lanes facility. Prior to releasing any funding from unallotted status, the office of financial management shall notify the joint transportation committee of the amount to be released and provide the documentation used in determining the amount.

(6) $250,000 of the Interstate 405 express toll lanes operations account—state appropriation is provided solely for the identification and prioritization of projects that will help reduce congestion and provide added capacity on the Interstate 405 tolling corridor between state route number 522 and Interstate 5.

(7) The department must provide quarterly reports to the transportation committees of the legislature on the Interstate 405 express toll lane project performance measures listed in RCW 47.56.880(4). These reports must include:

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

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

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

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

(8) $56,000 of the high occupancy toll lanes operations account—state appropriation, $1,124,000 of the state route number 520 corridor account—state appropriation, and $596,000 of the Tacoma Narrows toll bridge account—state appropriation are provided solely for the department to develop a request for proposal for a new tolling customer service center.

(a) The department must address the replacement of the Wave2Go ferry ticketing system that is reaching the end of its useful life by developing functional and technical requirements that integrate Washington state ferries ticketing into the new tolling division customer service center toll collection system. The department shall continue to report quarterly to the governor, legislature, and state auditor on: (i) The department's effort to mitigate risk to the state, (ii) the development of a request for proposal, and (iii) the overall progress towards procuring a new tolling customer service center.

(b) The department shall release a request for proposal for a new tolling customer service toll collection system by December 1, 2016.

(i) During the request for proposal development process and prior to its release, the office of financial management shall review the request for proposal for a new tolling customer service toll collection system to ensure the request for proposal:

(A) Provides for the business needs of the state; and

(B) Mitigates risk to the state.

(ii) During development of the request for proposal and prior to its release, the office of the chief information officer shall review

the request for proposal for a new tolling customer service toll collection system to ensure the request for proposal:

(A) Contains requirements that meet the security standards and policies of the office of the chief information officer; and

(B) Is flexible and adaptable to advances in technology.

(c)(i) Prior to commencement of the new tolling customer service toll collection system implementation, the department shall submit a draft project management plan to the office of financial management and the office of the chief information officer that includes a provision for independent verification and validation of contract deliverables from the successful bidder and a provision for quality assurance that includes reporting independently to the office of the chief information officer on an ongoing basis during system implementation;

(ii) The office of financial management and the office of the chief information officer shall review the draft project management plan to ensure that it contains adequate contract management and quality assurance measures.

(iii) The department shall submit the project management plan to the transportation committees of the legislature prior to the commencement of system implementation.

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

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

(b) The 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; and

(c) The 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.

(10) $5,000 of the motor vehicle account——state appropriation is provided solely for membership dues for the alliance for toll interoperability.

(11) $1,230,000 of the state route number 520 civil penalties account——state appropriation and $695,000 of the Tacoma Narrows toll bridge account——state appropriation are provided solely to implement chapter 292, Laws of 2015 (tolling customer service reform) to improve integration between the Good to Go! electronic tolling system with the pay-by-mail system through increased communication with customers and improvements to the Good to Go! web site allowing customers to manage all of their toll accounts regardless of method of payment. Within the amounts provided, the department must include in the request for proposals for a new customer service center the requirement that the new tolling customer service center link to the vehicle records system of the department of licensing to enable vehicle record updates that relate to tolling customer accounts to occur between the two systems seamlessly. The department must work with the department of licensing to develop the appropriate specifications to include in the request for proposals to allow the new tolling customer service center to link to the vehicle records system without cost to the department of licensing and report to the transportation committees of the legislature when the appropriate specifications have been completed. By June 30, 2017, the department shall report how many people with Good to Go! accounts were issued civil penalties for each toll facility and whether the number was reduced each fiscal year in the biennium. The department shall also report on the number of customer contacts that occur, number of civil penalties reduced or waived, the amount of the total civil penalties that are waived, and the number of customers that are referred to the administrative law judge process during the biennium.

Sec. 910. 2016 c 14 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. . . . . ((~~$69,291,000~~)) <u>$69,281,000</u>

Multimodal Transportation Account—State
Appropriation. $2,883,000
Transportation 2003 Account (Nickel Account)—State
Appropriation. $1,460,000
Puget Sound Ferry Operations Account—State
Appropriation. $263,000
TOTAL APPROPRIATION. . . . . ((~~$75,357,000~~))
$75,347,000

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

(1) $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.

(2) $250,000 of the motor vehicle account—state appropriation is provided solely for the development of a timeline and funding plan for the labor system replacement project. As part of its 2017-2019 biennial budget submittal, and in coordination with the office of financial management and the office of the chief information officer, the department shall submit a timeline and funding plan for the labor system replacement project. The plan must identify a timeline and all one-time and ongoing costs for the integration of all headquarters, regional, and marine employees into the new labor system.

Sec. 911. 2016 c 14 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. . . . . ((~~$27,609,000~~))
$27,592,000
State Route Number 520 Corridor Account—State
Appropriation. $34,000
TOTAL APPROPRIATION. . . . . ((~~$27,643,000~~))
$27,626,000

Sec. 912. 2016 c 14 s 212 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F

Aeronautics Account—State Appropriation. . . . . ((~~$8,628,000~~))

$8,632,000

Aeronautics Account—Federal Appropriation. . . . . ((~~$4,100,000~~))

$1,600,000

Aeronautics Account—Private/Local Appropriation. $60,000

TOTAL APPROPRIATION. . . . . ((~~$12,788,000~~))

$10,292,000

The appropriations in this section are subject to the following conditions and limitations: $4,557,000 of the aeronautics account—state appropriation is provided solely for airport investment studies and the airport aid grant program, which provides competitive grants to public airports for pavement, safety, maintenance, planning, and security.

Sec. 913. 2016 c 14 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. . . . . ((~~$53,911,000~~))

$53,892,000

Motor Vehicle Account—Federal Appropriation. $500,000

Multimodal Transportation Account—State

Appropriation. $250,000

TOTAL APPROPRIATION. . . . . ((~~$54,661,000~~))

$54,642,000

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

(1) 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.

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

directs the department to transfer the property to the Washington state parks and recreation commission.

(a) 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.

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

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

(3) $250,000 of the motor vehicle account——state appropriation is provided solely for training intended to retain a knowledgeable and competent core technical staff in the changing environment of highway project design and construction and to provide for the efficient and effective delivery and oversight of projects. The training must focus on the following areas:

(a) Training appropriate staff in regard to coordinating and administrating projects with private sector designers and builders for projects delivered by the design-build construction process;

(b) Training on community engagement to provide project managers with the skills necessary to develop personal relations with the leaders of the affected community to blend project needs with the needs of the community, while providing fair treatment and involvement of community groups and individuals regarding elements of a project subject to environmental regulations, laws, and policies;

(c) Training for partnering and team building skills to avoid conflict and reduce construction claims that arise in contract administration; and

(d) Technical design training required in the fields of hydraulics, hydrology, and storm water abatement, and other fields in support of projects dealing with the fish passage program and highway runoff treatment.

Sec. 914. 2016 c 14 s 214 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—ECONOMIC PARTNERSHIPS—PROGRAM K

Motor Vehicle Account—State Appropriation. . . . . ((~~$600,000~~)) $604,000

((~~Electric Vehicle Charging Infrastructure Account—State Appropriation. . . . . $1,000,000~~

~~TOTAL APPROPRIATION. . . . . $1,600,000~~))

The appropriation((~~s~~)) in this section ((~~are~~)) is subject to the following conditions and limitations: ((~~(1)~~)) The economic partnerships program must continue to explore retail partnerships at state-owned park and ride facilities, as authorized in RCW 47.04.295.

((~~(3) $1,000,000 of the electric vehicle charging infrastructure account—state appropriation is provided solely for the purpose of capitalizing the Washington electric vehicle infrastructure bank as provided in chapter 44, Laws of 2015 3rd sp. sess. (transportation revenue).~~))

Sec. 915. 2016 c 14 s 215 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M

Motor Vehicle Account—State Appropriation. . . . . ((~~$418,524,000~~)) $428,755,000

Motor Vehicle Account—Federal Appropriation. . . . . ((~~$7,000,000~~)) $12,000,000

Tacoma Narrows Toll Bridge Account—State Appropriation. $1,235,000

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

TOTAL APPROPRIATION. . . . . ((~~$431,207,000~~)) $446,438,000

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

(1) ((~~$6,091,000~~)) $7,122,000 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.

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

(3) $1,235,000 of the Tacoma Narrows toll bridge account—state appropriation is provided solely to maintain the new Tacoma Narrows bridge. These funds must be used in accordance with RCW 47.56.830(3).

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

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

(6) $25,000 of the motor vehicle account—state appropriation is provided solely for the Northwest avalanche center for an additional forecaster. However, the amount in this subsection is contingent on the state parks and recreation commission receiving funding for its portion of the Northwest avalanche center forecaster in the omnibus appropriations act. If this funding is not provided by June 30, 2016, the appropriation provided in this subsection lapses.

(7) $1,000,000 of the motor vehicle account—state appropriation is provided solely for safety improvements and operations relating to homeless encampments along Interstate 5 between milepost 162 and milepost 165. The department shall coordinate the timing of the safety improvements with the city of Seattle and King county to ensure that a collaborative and comprehensive approach is taken to address emergency conditions in support of the city's transitional services.

(8) $5,000,000 of the motor vehicle account—state appropriation is provided solely for extraordinary snow and ice removal expenses and related road repair expenses incurred during the winter of 2016-2017.

(9) $5,000,000 of the motor vehicle account—federal appropriation is provided solely for costs necessary to respond to federally reimbursable disasters. The office of financial management shall

place the entire amount provided in this subsection in unallotted status. The office of financial management may release portions of the funds when it determines that a federally reimbursable disaster has occurred that requires maintenance funds.

(10) $161,000 of the motor vehicle account—state appropriation is provided solely for electrical repairs on the Hood Canal bridge due to power surges that caused an electrical fire. The department shall continue to investigate the cause of the fire and pursue cost recovery from the company providing power at the time of the incident if it is determined the incident was the fault of the power company.

Sec. 916. 2016 c 14 s 216 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—OPERATING

Connecting Washington Account—State Appropriation. $30,000
Motor Vehicle Account—State Appropriation. . . . . ((~~$57,622,000~~))
$57,504,000
Motor Vehicle Account—Federal Appropriation. $2,050,000
Motor Vehicle Account—Private/Local Appropriation. $250,000
TOTAL APPROPRIATION. . . . . ((~~$59,952,000~~))
$59,834,000

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 September 1st of each even-numbered year, the department shall provide a report to the legislature listing all low-cost enhancement projects prioritized on a statewide rather than regional basis completed in the prior year.

(2) During the 2015-2017 fiscal biennium, the department shall continue a pilot program that expands private transportation providers' access to high occupancy vehicle lanes. Under the pilot program, when the department reserves a portion of a highway based on the number of passengers in a vehicle, the following vehicles must be authorized to use the reserved portion of the highway if the vehicle

has the capacity to carry eight or more passengers, regardless of the number of passengers in the vehicle: (a) Auto transportation company vehicles regulated under chapter 81.68 RCW; (b) passenger charter carrier vehicles regulated under chapter 81.70 RCW, except marked or unmarked stretch limousines and stretch sport utility vehicles as defined under department of licensing rules; (c) private nonprofit transportation provider vehicles regulated under chapter 81.66 RCW; and (d) private employer transportation service vehicles. For purposes of this subsection, "private employer transportation service" means regularly scheduled, fixed-route transportation service that is offered by an employer for the benefit of its employees. Nothing in this subsection is intended to authorize the conversion of public infrastructure to private, for-profit purposes or to otherwise create an entitlement or other claim by private users to public infrastructure.

(3) The legislature recognizes that congestion is increasing on southbound Interstate 5 in Lynnwood, between the Lynnwood transit center and the Mountlake Terrace freeway station, and that allowing transit buses to operate on the shoulder would provide congestion relief and more reliable travel times. Therefore, the department shall, within existing resources, implement a transit bus shoulder operations pilot project on southbound Interstate 5 in Lynnwood, between the Lynnwood transit center and the Mountlake Terrace freeway station. The department shall make all necessary changes to handle the increased traffic and provide a ten-foot shoulder for the transit bypass.

(4) $30,000 of the connecting Washington account—state appropriation is provided solely for the department to create and install motorist information sign panels for the Jerry Taylor Veterans Plaza in Sunnyside along the state-owned right-of-way near exits 63, 67, and 69 on Interstate 182 and on state route number 241 near the junction with Yakima Valley highway and to install supplemental directional signs as permitted by the affected local government and in accordance with the "Manual on Uniform Traffic Control Devices" and chapter 47.36 RCW.

(5) The department shall implement Senate Joint Memorial No. 8019 within existing resources if Senate Joint Memorial No. 8019 is enacted by the legislature by June 30, 2016, and the Washington state transportation commission takes action to name the facility per Senate Joint Memorial No. 8019 by June 30, 2017.

Sec. 917. 2016 c 14 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. . . . . ((~~$29,625,000~~)) $29,622,000

Motor Vehicle Account——Federal Appropriation. . . . . ((~~$1,205,000~~)) $1,323,000

Multimodal Transportation Account——State Appropriation. $1,131,000

TOTAL APPROPRIATION. . . . . ((~~$31,961,000~~)) $32,076,000

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

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

(2) $3,000,000 of the motor vehicle account——state appropriation is provided solely for the headquarters communications office. Within the amount provided in this subsection, the department shall complete the web content management system and upgrade the department's web site.

(3) $750,000 of the motor vehicle account——state appropriation is provided solely for a grant program that makes awards for the following: (a) Support for nonproject agencies, churches, and other entities to help provide outreach to populations underrepresented in the current apprenticeship programs; (b) preapprenticeship training; and (c) child care, transportation, and other supports that are needed to help women and minorities enter and succeed in apprenticeship. The department must report on grants that have been awarded and the amount of funds disbursed by December 1, 2016, and annually thereafter.

(4)(a) During the 2015-2017 fiscal biennium, the department may proceed with the pilot project selling commercial advertising, including product placement, on department web sites and social media. In addition, the department may sell a version of its mobile application(s) to users who desire to have access to application(s) without advertising.

(b) The department shall deposit all moneys received from the sale of advertisements on web site and mobile applications into the motor vehicle fund created in RCW 46.68.070.

(c) The department shall adopt standards for advertising, product placement, and other forms of commercial recognition that require the department to define and prohibit, at a minimum, the content containing any of the following characteristics, which is not permitted: (i) Obscene, indecent, or discriminatory content; (ii) political or public issue advocacy content; (iii) products, services, or other materials that are offensive, insulting, disparaging, or degrading; or (iv) products, services, or messages that are contrary to the public interest, including any advertisements that encourage or depict unsafe behaviors or encourage unsafe or prohibited driving activities. Alcohol, tobacco, and cannabis are included among the products prohibited.

Sec. 918. 2016 c 14 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. . . . . ((~~$22,717,000~~)) $22,707,000

Motor Vehicle Account—Federal Appropriation. . . . . ((~~$26,342,000~~)) $28,217,000

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. . . . . ((~~$52,630,000~~)) $54,495,000

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

(1) $368,000 of the motor vehicle account——state appropriation is provided solely for the purchase of an economic impact model. The department shall work with appropriate local jurisdictions to improve consistency between existing and planned transportation demand models. The department shall report back to the transportation committees of the legislature and the office of financial management by December 31, 2015, with any recommendations requiring legislative action.

(2) $1,000,000 of the motor vehicle account——federal appropriation is provided solely for the corridor sketch program. Priority must be given to the state route number 522 corridor between Maltby and the Snohomish river bridge. Initial corridors must also include state route number 195, Interstate 5 between Bellingham and the vicinity of Mount Vernon, state route number 160 in the vicinity of Port Orchard, and state route number 28 in the vicinity of East Wenatchee.

(3) Within existing resources, the department shall conduct a traffic and access study of the intersection of the Interurban trail and state route number 104. Options to improve safety at this location must include consideration of a pedestrian and bike overcrossing.

(4)(a) The department must update the state freight mobility plan to comply with the requirements in section 70202 of the federal fixing America's surface transportation act. In updating the state freight mobility plan, the department must involve key freight stakeholders, such as representatives of public ports, the trucking industry, railroads, the marine industry, local governments and planning organizations, the Washington state freight advisory committee, and other freight stakeholders. The updated plan must delete any obsolete project references from the prioritized freight project list.

(b) The department, in conjunction with the stakeholder group, must provide a list of prioritized projects for consideration for funding in the 2017-2019 fiscal biennium. The prioritized list must have approval from all impacted stakeholders. The prioritized list must be submitted to the office of financial management and the transportation committees of the legislature by November 1, 2016.

(5) Within existing resources, the department must evaluate how light pollution from state highways and facilities can be minimized while still meeting appropriate safety standards. Additionally, the department must evaluate how budget savings can be achieved through different types of lighting. To the extent practicable, the department must conduct this work in conjunction with other ongoing study and corridor planning efforts.

((~~(7)~~)) (6) $150,000 of the motor vehicle account—state appropriation is provided solely for a safety study of state route number 169 from Jones Road to Cedar Grove. The department must consider collision data and work with local stakeholders to make recommendations for safety improvements in the corridor. A report on the study is due to the transportation committees of the legislature by December 31, 2016.

Sec. 919. 2016 c 14 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. . . . . ((~~$74,666,000~~)) $77,036,000

Motor Vehicle Account—Federal Appropriation. $500,000

Multimodal Transportation Account—State Appropriation. . . . . ((~~$3,115,000~~)) $3,213,000

TOTAL APPROPRIATION. . . . . ((~~$78,281,000~~)) $80,749,000

Sec. 920. 2016 c 14 s 220 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V

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

Regional Mobility Grant Program Account—State Appropriation. . . . . ((~~$74,976,000~~)) $57,060,000

Rural Mobility Grant Program Account—State Appropriation. $20,438,000

Multimodal Transportation Account—State Appropriation. . . . . ((~~$72,930,000~~))

$71,604,000

Multimodal Transportation Account—Federal Appropriation. $3,588,000

TOTAL APPROPRIATION. . . . . ((~~$172,686,000~~)) $153,444,000

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

(1) $41,250,000 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) $8,750,000 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) $32,500,000 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 2013 as reported in the "Summary of Public Transportation - 2013" published by the department of transportation. No transit agency may receive more than thirty percent of these distributions.

(2) $20,438,000 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) $6,969,000 of the multimodal transportation account—state appropriation is provided solely for a vanpool grant program for: (i) Public transit agencies to add vanpools or replace vans; and (ii) 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) $400,000 of the amount provided in this subsection is provided solely for the purchase of additional vans for use by vanpools serving or traveling through the Joint Base Lewis-McChord I-5 corridor between mile post 116 and 127.

(4) ((~~$18,726,000~~)) $13,010,000 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 ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Public Transportation Program (V).

(5)(a) ((~~$56,250,000~~)) $44,050,000 of the regional mobility grant program account—state appropriation is provided solely for the regional mobility grant projects identified in LEAP Transportation Document ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Public Transportation Program (V). 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, 2015, and December 15, 2016, 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 2015-2017 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) $5,670,000 of the multimodal transportation account—state appropriation and $754,000 of the state vehicle parking account—state appropriation are provided solely for CTR grants and activities.

(8) $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.

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

(b) The amount provided in (a) of this subsection must be held in unallotted status until the office of financial management determines that fares have been both adopted and implemented by Island Transit that achieve a farebox recovery ratio similar to comparable transit systems. Island Transit must notify the office of financial management when it has met the requirements of this subsection.

(10)(a) ((~~$13,890,000~~)) $12,565,000 of the multimodal transportation account—state appropriation is provided solely for projects identified in LEAP Transportation Document ((~~2016-3~~)) 2017-2

ALL PROJECTS as developed ((~~March 7, 2016. Except as provided otherwise in this subsection, funds must first be used for projects that are identified as priority one projects. As additional funds become available or if a priority one project is delayed, funding must be provided to priority two projects. If a higher priority project is bypassed, it must be funded when the project is ready. The department must submit a report annually with its budget submittal that, at a minimum, includes information about the listed transit projects that have been funded and projects that have been bypassed, including an estimated time frame for when the bypassed project will be funded~~)) April 20, 2017.

(b) $831,000 of the amount provided in (a) of this subsection is provided solely for Skagit transit system enhancements for expenditure in 2015-2017.

(c) $2,300,000 of the amount provided in (a) of this subsection is provided solely for Island transit's tri-county connector service for expenditure in 2015-2017.

(d) It is the intent of the legislature to provide $6,000,000 in the 2017-2019 fiscal biennium and $6,000,000 in the 2019-2021 fiscal biennium for the Spokane Central city line, in addition to the 2015-2017 fiscal biennium funding provided in the LEAP transportation document identified in (a) of this subsection. It is further the intent of the legislature to provide a total of $10,000,000 over the 2017-2019 and 2019-2021 fiscal biennia for the Northgate transit center pedestrian bridge.

((~~(e) Within existing resources, the public transportation program must develop recommendations regarding potential modifications to the process by which funding is provided to the projects listed in the LEAP transportation document identified in (a) of this subsection. These modifications should include, but are not limited to, options for accelerating the delivery of the listed projects and options for further prioritizing the listed projects. The department must submit a report regarding its recommendations to the transportation committees of the legislature by November 15, 2016.~~))

(11) $1,000,000 of the multimodal transportation account—state appropriation is provided solely for transit coordination grants.

(12) Within the amounts provided in this section, the public transportation program must conduct a study of public transportation agencies in Washington that provide regional public transportation

service outside the boundaries of the agency. The study must consider: (a) The cost to provide these existing regional services, the current source of funds for these services, and the applicable ridership data from these existing regional services; (b) the number of trips removed from the state highway system as a result of these regional services; (c) areas of the state highway system that do not have such regional service available; and (d) potential funding sources at the state level to support a portion of current and potential regional services. The public transportation program must provide a report on its findings and recommendations to the transportation committees of the legislature by November 15, 2016.

Sec. 921. 2016 c 14 s 221 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X

Puget Sound Ferry Operations Account—State
Appropriation. . . . . ((~~$478,319,000~~))
$478,985,000

Puget Sound Ferry Operations Account—Federal
Appropriation. . . . . ((~~$5,908,000~~))
$5,156,000

Puget Sound Ferry Operations Account—Private/Local
Appropriation. $121,000

TOTAL APPROPRIATION. . . . . ((~~$484,348,000~~))
$484,262,000

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 2015-2017 supplemental and 2017-2019 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 2015-2017 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) ((~~$78,306,000~~)) $77,091,000 of the Puget Sound ferry operations account—state appropriation is provided solely for auto ferry vessel operating fuel in the 2015-2017 fiscal biennium, which reflect cost savings from a reduced biodiesel fuel requirement and, therefore, is contingent upon the enactment of section 701, c 10, Laws of 2015 1st sp. sess. The amount provided in this subsection represents the fuel budget for the purposes of calculating any ferry fare fuel surcharge.

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

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

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

(8) $1,551,000 of the Puget Sound ferry operations account—state appropriation is provided solely for improvements to the reservation system. The department shall actively encourage ferry reservation customers to use the online option for making and changing reservations and shall not use these funds for call center staff.

(9) $30,000 of the Puget Sound ferry operations account—state appropriation is provided solely for the marine division assistant secretary's designee to the board of pilotage commissioners, who serves as the board chair. As the agency chairing the board, the department shall direct the board chair, in his or her capacity as chair, to require that the report to the governor and chairs of the transportation committees required under RCW 88.16.035(1)(f) be filed by September 1, 2015, and annually thereafter, and that the report include the establishment of policies and procedures necessary to increase the diversity of pilots, trainees, and applicants, including

a diversity action plan. The diversity action plan must articulate a comprehensive vision of the board's diversity goals and the steps it will take to reach those goals.

(10) ((~~$5,908,000~~)) $5,156,000 of the Puget Sound ferry operations account—federal appropriation is provided solely for vessel maintenance.

(11) $48,000 of the Puget Sound ferry operations account—state appropriation is provided solely for staff sufficient to allow passenger accessibility aboard the M/V Tokitae to the sun deck during daylight hours on Saturdays and Sundays of the summer sailing season.

Sec. 922. 2016 c 14 s 222 (uncodified) is amended to read as follows:

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

Multimodal Transportation Account—State Appropriation. . . . . ((~~$59,473,000~~)) $59,476,000

Multimodal Transportation Account—Private/Local Appropriation. $45,000

TOTAL APPROPRIATION. . . . . ((~~$59,518,000~~)) $59,521,000

Sec. 923. 2016 c 14 s 223 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—OPERATING

Motor Vehicle Account—State Appropriation. . . . . ((~~$9,324,000~~)) $9,321,000

Motor Vehicle Account—Federal Appropriation. $2,567,000

Multiuse Roadway Safety Account—State Appropriation. $131,000

TOTAL APPROPRIATION. . . . . ((~~$12,022,000~~)) $12,019,000

TRANSPORTATION AGENCIES—CAPITAL

Sec. 1001. 2016 c 14 s 301 (uncodified) is amended to read as follows:

FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD

Freight Mobility Investment Account—State

Appropriation. . . . . ((~~$13,217,000~~)) $5,142,000

Freight Mobility Multimodal Account—State Appropriation. . . . . ((~~$11,859,000~~)) $3,315,000

((~~Freight Mobility Multimodal Account—Private/Local Appropriation. . . . . $1,320,000~~))

Highway Safety Account—State Appropriation. . . . . ((~~$2,765,000~~)) $865,000

Motor Vehicle Account—State Appropriation $83,000

((~~Motor Vehicle Account—Federal Appropriation. . . . . $3,250,000~~))

TOTAL APPROPRIATION. . . . . ((~~$32,494,000~~)) $9,405,000

Sec. 1002. 2016 c 14 s 302 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL

State Patrol Highway Account—State Appropriation. . . ((~~$5,895,000~~)) $5,815,000

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

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

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

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

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

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

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

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

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

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

(10) $130,000 of the state patrol highway account—state appropriation is provided solely for communication site roof repair to reroof equipment shelters at radio communication sites statewide.

(11) $275,000 of the state patrol highway account—state appropriation is provided solely for the replacement of the broadcast tower at the Steptoe Butte radio communications site.

(12) $100,000 of the state patrol highway account—state appropriation is provided solely for the dry-pipe fire suppression system rebuild at the Marysville district office.

Sec. 1003. 2016 c 14 s 303 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Rural Arterial Trust Account—State
Appropriation. . . . . ((~~$56,094,000~~))
<u>$45,055,000</u>
Motor Vehicle Account—State Appropriation. $10,706,000
County Arterial Preservation Account—State
Appropriation. $32,344,000
TOTAL APPROPRIATION. . . . . ((~~$99,144,000~~))
<u>$88,105,000</u>

Sec. 1004. 2016 c 14 s 304 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION IMPROVEMENT BOARD

Small City Pavement and Sidewalk Account—State
Appropriation. . . . . ((~~$4,301,000~~))

$2,551,000

Highway Safety Account—State Appropriation. $10,000,000

Transportation Improvement Account—State Appropriation. . . . . ((~~$249,988,000~~)) $218,488,000

Multimodal Transportation Account—State Appropriation. $3,313,000

TOTAL APPROPRIATION. . . . . ((~~$267,602,000~~)) $234,352,000

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

(1) The highway safety account—state appropriation is provided solely for:

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

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

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

(2) $3,313,000 of the multimodal transportation account—state appropriation is provided solely for the complete streets program.

Sec. 1005. 2016 c 14 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. . . . . ((~~$1,043,000~~)) $1,044,000

Motor Vehicle Account—State Appropriation. . . . . ((~~$7,276,000~~)) $7,387,000

Connecting Washington Account—State Appropriation. . ((~~$14,000,000~~)) $4,847,000

TOTAL APPROPRIATION. . . . . ((~~$22,319,000~~)) $13,278,000

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

(1) $1,043,000 of the transportation partnership account—state appropriation is provided solely for completion of a new traffic management center in Shoreline, Washington. By September 30, 2015, the department shall report to the transportation committees of the legislature and the office of financial management on the resulting vacancy rate of the existing regional headquarters building in Shoreline, plans to consolidate department staff into the building, and the schedule for terminating the current lease of the Goldsmith building in Seattle, and provide an update on future plans to consolidate agency staff within the region.

(2) ((~~$4,000,000~~)) $934,000 of the connecting Washington account—state appropriation is provided solely for a new Olympic region maintenance and administration facility to be located on the department-owned site at the intersection of Marvin Road and 32nd Avenue. The property purchase was approved by the 2005 legislature for the site of the new Olympic region and the land was acquired by the department in August 2005. The department must work with the office of financial management's facilities oversight program to develop a revised predesign for a new Olympic region facility, with an estimated total cost of no more than forty million dollars. Priority must be given to accommodating the maintenance and operations functions of the Olympic region. The department must provide a copy of the revised predesign to the transportation committees of the legislature by December 2015.

(3) ((~~$10,000,000~~)) $3,913,000 of the connecting Washington account—state appropriation is provided solely for a new administration facility on Euclid Avenue in Wenatchee, Washington.

Sec. 1006. 2016 c 14 s 306 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I

Multimodal Transportation Account—State Appropriation. . . . . ((~~$19,181,000~~)) $19,176,000

Transportation Partnership Account—State Appropriation. . . . . ((~~$1,065,758,000~~)) $994,147,000

Motor Vehicle Account—State Appropriation. . . . . ((~~$71,841,000~~)) $72,890,000

Motor Vehicle Account—Federal Appropriation. . . . . ((~~$315,447,000~~)) $293,164,000

Motor Vehicle Account—Private/Local Appropriation. . ((~~$177,022,000~~)) $186,360,000

Transportation 2003 Account (Nickel Account)—State Appropriation. . . . . ((~~$79,064,000~~)) $76,668,000

State Route Number 520 Corridor Account—State Appropriation. . . . . ((~~$368,121,000~~)) $135,041,000

State Route Number 520 Corridor Account—Federal Appropriation. $104,801,000

State Route Number 520 Civil Penalties Account—State Appropriation. $14,000,000

Special Category C Account—State Appropriation. . . . ((~~$6,000,000~~)) $5,855,000

Interstate 405 Express Toll Lanes Operations Account—State Appropriation. $9,500,000

Connecting Washington Account—State Appropriation. . ((~~$229,425,000~~)) $181,837,000

TOTAL APPROPRIATION. . . . . ((~~$2,450,660,000~~)) $2,093,439,000

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 ((~~2016-1~~)) 2017-1 as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Highway Improvements 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 601 ((~~of this act~~)), chapter . . . (Engrossed Senate Bill No. 5096), Laws of 2017.

(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 ((~~2016-2~~)) 2017-2

ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Highway Improvements Program (I). Any federal funds gained through efficiencies, adjustments to the federal funds forecast, additional congressional action not related to a specific project or purpose, or the federal funds redistribution process must then be applied to highway and bridge preservation activities. 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 ((~~$79,064,000~~)) $76,666,000 in proceeds from the sale of bonds authorized by RCW 47.10.861.

(5) The transportation partnership account—state appropriation includes up to $546,857,000 in proceeds from the sale of bonds authorized in RCW 47.10.873.

(6) ((~~$4,359,000~~)) $4,360,000 of the motor vehicle account—state appropriation is provided solely for the I-5/JBLM Early Corridor Design project (300596S) to complete an environmental impact statement for a project that creates additional general purpose lanes on Interstate 5 in the Joint Base Lewis-McChord corridor. The design of this project must be high occupancy vehicle lane ready for a future connection to the Interstate 5 high occupancy vehicle lane system that currently terminates in Tacoma.

(7) ((~~$267,071,000~~)) $266,277,000 of the transportation partnership account—state appropriation, ((~~$55,389,000~~)) $55,390,000 of the motor vehicle account—federal appropriation, ((~~$156,423,000~~)) $166,423,000 of the motor vehicle account—private/local appropriation, ((~~$45,400,000~~)) $45,401,000 of the transportation 2003 account (nickel account)—state appropriation, and $2,139,000 of the multimodal transportation account—state appropriation are provided solely for the SR 99/Alaskan Way Viaduct Replacement project (809936Z).

(8) $17,000,000 of the multimodal transportation account—state appropriation and $1,676,000 of the transportation partnership account—state appropriation are provided solely for transit mitigation for the SR 99/Viaduct Project - Construction Mitigation

project (809940B). The transportation partnership account—state appropriation must be placed in unallotted status and may only be released by the office of financial management for unpaid invoices from the 2013-2015 fiscal biennium.

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

(10) ((~~$22,191,000~~)) $21,463,000 of the transportation partnership account—state appropriation, ((~~$5,576,000~~)) $6,342,000 of the transportation 2003 account (nickel account)—state appropriation, ((~~$42,000~~)) $37,000 of the multimodal transportation account—state appropriation, ((~~$6,000,000~~)) $5,855,000 of the special category C account—state appropriation, $368,000 of the motor vehicle account—state appropriation, ((~~$13,000~~)) $14,000 of the motor vehicle account—private/local appropriation, and ((~~$12,976,000~~)) $12,696,000 of the motor vehicle account—federal appropriation are provided solely for the US 395/North Spokane Corridor project (600010A). Any future savings on the project must stay on the US 395/Interstate 90 corridor and be made available to the current phase of the North Spokane corridor project or any future phase of the project in 2015-2017.

(11) ((~~$34,732,000~~)) (a) $31,225,000 of the transportation partnership account—state appropriation, ((~~$7,329,000~~)) $6,274,000 of the transportation 2003 account (nickel account)—state appropriation, and $56,000 of the motor vehicle account—private/local 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 (M00900R), or the I-405/SR 522

to I-5 Capacity Improvements project (L2000234) in the 2015-2017 fiscal biennium.

(b) $3,500,000 of the transportation partnership account—state appropriation is provided solely for preliminary engineering for adding capacity on Interstate 405 between state route number 522 and Interstate 5. The funding is a transfer from the I-405/Kirkland Vicinity Stage 2 - Widening project due to savings, and will start an additional phase of this I-405 project.

(12)(a) The SR 520 Bridge Replacement and HOV project (8BI1003) is supported over time from multiple sources, including a $300,000,000 TIFIA loan, $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 $343,834,000 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 $104,801,000 in proceeds from the sale of bonds authorized in RCW 47.10.879 and 47.10.886.

(d) ((~~$126,937,000~~)) $45,680,000 of the transportation partnership account—state appropriation, $104,801,000 of the state route number 520 corridor account—federal appropriation, and ((~~$368,121,000~~)) $110,910,000 of the state route number 520 corridor account—state appropriation are provided solely for the SR 520 Bridge Replacement and HOV project (8BI1003). ((~~Of the amounts appropriated in this subsection (12)(d), $233,085,000 of the state route number 520 corridor account—state appropriation must be put into unallotted status and is 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.

(13) $14,000,000 of the state route number 520 civil penalties account—state appropriation is provided solely for the department to continue to work with the Seattle department of transportation in their joint planning, design, right-of-way acquisition, outreach, and operation of the remaining west side elements including, but not

limited to, the Montlake lid, the bicycle/pedestrian path, the effective network of transit connections, and the Portage Bay bridge of the SR 520 Bridge Replacement and HOV project.

(14) $1,056,000 of the motor vehicle account—federal appropriation and $38,000 of the motor vehicle account—state appropriation are provided solely for the 31st Ave SW Overpass Widening and Improvement project (L1100048).

(15) 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, 2017, 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.

(16) 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.

(17) 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 2016 budget submittal. It is the intent of the legislature that new facility construction must be transparent and not appropriated within larger highway construction projects.

(18) ((~~$52,869,000~~)) $44,742,000 of the motor vehicle account—federal appropriation, ((~~$4,439,000~~)) $4,381,000 of the motor vehicle account—state appropriation, and ((~~$1,085,000~~)) $529,000 of the motor vehicle account—private/local appropriation are provided solely for fish passage barrier and chronic deficiency improvements (0BI4001).

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

(20) Except as provided otherwise in this section, the entire connecting Washington account appropriation is provided solely for the projects and activities as listed by fund, project, and amount in LEAP Transportation Document ((~~2016-1~~)) 2017-1 as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Highway Improvements Program (I).

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

(22) Of the amounts allocated to the Puget Sound Gateway project (M00600R) in LEAP Transportation Document ((~~2016-1~~)) 2017-1 as developed ((~~March 7, 2016~~)) April 20, 2017, $4,000,000 must be used to complete the bridge connection at 28th/24th Street over state route number 509 in the city of SeaTac. The bridge connection must be completed prior to other construction on the state route number 509 segment of the project.

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

(24) It is the intent of the legislature that, for the I-5/North Lewis County Interchange project (L2000204), the department develop and design the project with the objective of significantly improving access to the industrially zoned properties in north Lewis county. The design must consider the county's process of investigating alternatives to improve such access from Interstate 5 that began in March 2015.

(25) ((~~$1,500,000~~)) $901,000 of the motor vehicle account—state appropriation is provided solely for the department to ((~~complete~~))

continue to work on an interchange justification report (IJR) for the U.S. 2 trestle, covering the state route number 204 and 20th Street interchanges at the end of the westbound structure.

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

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

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

(26)(a) The department must conduct outreach to local transit agencies during the planning process for highway construction projects led by the department.

(b) The department must develop process recommendations for best practices in minimizing impacts to transit and freight during project construction. A report on best practices must be submitted to the transportation committees of the legislature by December 1, 2016.

(27) The legislature finds that project efficiencies and savings may be gained by combining the I-5 Marine Drive project (I5OTC1A1) and the SR 529/I-5 Interchange project (N52900R). The department must deliver them as one project, the I-5 Peak Hour Use Lanes and Interchange Improvements project (L2000229), using a design-build approach.

(28)(a) The legislature recognizes that the city of Mercer Island has unique access issues that require the use of Interstate 90 to leave the island and that this access may be impeded by the I-90/Two-Way Transit and HOV Improvements project. ((~~The department must continue to work with the city of Mercer Island to address potential access solutions as the project nears completion~~)) One of the most heavily traveled on-ramps from Mercer Island to the westbound Interstate 90 general purpose lanes is from Island Crest Way. The department must continue to consult with the city of Mercer Island and the other signatories to the 1976 memorandum of agreement to preserve access provided to Mercer Island by the Island Crest Way on-ramp, and thus grandfather-in the current use of the on-ramp for both high occupancy vehicles as well as vehicles seeking to access the general purpose lanes of Interstate 90. The department must consider all reasonable access solutions, including allowing all vehicles to

use the Island Crest Way on-ramp to access the new high occupancy vehicle lane with a reasonable and safe distance provided for single-occupancy vehicles to merge into the general purpose lanes.

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

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

(29) $9,500,000 of the Interstate 405 express toll lanes operations account—state appropriation is provided solely for the I-405 NB Hard Shoulder Running – SR 527 to I-5 project (L1000163).

Sec. 1007. 2016 c 14 s 307 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P

Transportation Partnership Account—State Appropriation. . . . . ((~~$6,489,000~~)) $6,434,000

Motor Vehicle Account—State Appropriation. . . . . ((~~$70,908,000~~)) $68,694,000

Motor Vehicle Account—Federal Appropriation. . . . . ((~~$475,025,000~~)) $525,688,000

Motor Vehicle Account—Private/Local Appropriation. . . ((~~$8,647,000~~)) $8,092,000

Transportation 2003 Account (Nickel Account)—State Appropriation. . . . . ((~~$28,032,000~~)) $26,654,000

Tacoma Narrows Toll Bridge Account—State Appropriation. . . . . ((~~$4,564,000~~)) $1,038,000

Recreational Vehicle Account—State Appropriation. . . ((~~$2,194,000~~)) $2,197,000

High Occupancy Toll Lanes Operations Account—State Appropriation. $1,000,000

State Route Number 520 Corridor Account—State Appropriation. . . . . ((~~$1,730,000~~))

$1,460,000

Connecting Washington Account——State Appropriation. . ((~~$79,963,000~~)) $77,134,000

TOTAL APPROPRIATION. . . . . ((~~$678,552,000~~)) $718,391,000

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 ((~~2016-1~~)) 2017-1 as developed ((~~March 7, 2016~~)) April 20, 2017, 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 601 ((~~of this act~~)), chapter . . . (Engrossed Senate Bill No. 5096), Laws of 2017.

(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 ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Highway Preservation Program (P). Any federal funds gained through efficiencies, adjustments to the federal funds forecast, additional congressional action not related to a specific project or purpose, or the federal funds redistribution process must then be applied to highway and bridge preservation activities. 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 ((~~$28,032,000~~)) $26,654,000 in proceeds from the sale of bonds authorized in RCW 47.10.861.

(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 by December 1, 2015, 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.

(6) ((~~$38,142,000~~)) $6,545,000 of the motor vehicle account—federal appropriation and ((~~$858,000~~)) $188,000 of the motor vehicle account—state appropriation are provided solely for the preservation of structurally deficient bridges or bridges that are at risk of becoming structurally deficient. These funds must be used widely around the state of Washington. The department shall provide a report that identifies the scope, cost, and benefit of each project funded in this subsection as part of its 2016 agency budget request.

(7) Except as provided otherwise in this section, the entire connecting Washington account appropriation in this section is provided solely for the projects and activities as listed in LEAP Transportation Document ((~~2016-1~~)) 2017-1 as developed ((~~March 7, 2016~~)) April 20, 2017, Program – Highway Preservation Program (P).

(8) It is the intent of the legislature that, with respect to the amounts provided for highway preservation from the connecting Washington account, the department consider the preservation and rehabilitation of concrete roadway on Interstate 5 from the Canadian border to the Oregon border to be a priority within the preservation program.

(9) $5,000,000 of the motor vehicle account—state appropriation is provided solely for extraordinary costs incurred from litigation awards, settlements, or dispute mitigation activities not eligible for funding from the self-insurance fund. The amount provided in this subsection must be held in unallotted status until the department submits a request to the office of financial management that includes documentation detailing litigation-related expenses. The office of financial management may release the funds only when it determines that all other funds designated for litigation awards, settlements, and dispute mitigation activities have been exhausted. No funds provided in this subsection may be expended on any legal fees related to the SR99/Alaskan Way viaduct replacement project.

(10)(a) The department and the Washington state patrol must work collaboratively to develop a comprehensive plan for weigh station construction and preservation for the entire state. The plan must be

submitted to the transportation committees of the legislature by January 1, 2017.

(b) As part of the 2017-2019 biennial budget submittal, the department and the Washington state patrol must jointly submit a prioritized list of weigh station projects for legislative approval.

(11) The department must consult with the Washington state patrol during the design phase of a department-led improvement or preservation project that could impact weigh station operations. The department must ensure that the designs of the projects do not prevent or interfere with weigh station operations.

Sec. 1008. 2016 c 14 s 308 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TRAFFIC OPERATIONS—PROGRAM Q—CAPITAL

Motor Vehicle Account—State Appropriation. . . . . ((~~$7,190,000~~)) $6,783,000

Motor Vehicle Account—Federal Appropriation. . . . . ((~~$7,567,000~~)) $6,716,000

Motor Vehicle Account—Private/Local Appropriation. . . . ((~~$200,000~~)) $201,000

TOTAL APPROPRIATION. . . . . ((~~$14,957,000~~)) $13,700,000

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

Sec. 1009. 2016 c 14 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. . . . . ((~~$57,764,000~~)) $57,037,000

Puget Sound Capital Construction Account——Federal Appropriation. . . . . ((~~$153,647,000~~)) $136,346,000

Puget Sound Capital Construction Account——Private/Local Appropriation. $3,730,000

Transportation 2003 Account (Nickel Account)——State Appropriation. $122,089,000

Connecting Washington Account——State Appropriation. . ((~~$68,805,000~~)) $72,689,000

TOTAL APPROPRIATION. . . . . ((~~$406,035,000~~)) $391,891,000

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 ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Washington State Ferries Capital Program (W).

(2) $90,545,000 of the transportation 2003 account (nickel account)——state appropriation is provided solely for the acquisition of a 144-car vessel (L1000063). The department shall use as much already procured equipment as practicable on the 144-car vessels.

(3) ((~~$46,989,000~~)) $26,742,000 of the Puget Sound capital construction account——federal appropriation, ((~~$2,000,000~~)) $5,884,000 of the connecting Washington account——state appropriation, $562,000 of the transportation 2003 account (nickel account)——state appropriation, and ((~~$490,000~~)) $491,000 of the Puget Sound capital construction account——state appropriation are provided solely for the Mukilteo ferry terminal (952515P). It is the intent of the legislature, over the sixteen-year investment program, to provide ((~~$155,000,000~~)) $159,061,000 to complete the Mukilteo Terminal Replacement project (952515P). These funds are identified in the LEAP transportation document referenced in subsection (1) of this section. To the greatest extent practicable and within available resources, the department shall design the new terminal to be a net zero energy building. To achieve this goal, the department shall evaluate using highly energy efficient equipment and systems, and the most appropriate renewable energy systems for the needs and location of the terminal.

(4) $7,000,000 of the Puget Sound capital construction account—state appropriation is provided solely for emergency capital repair costs (999910K). Funds may only be spent after approval by the office of financial management.

(5) 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 terminal modifications.

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

(7) Funding is included in the future biennia of the LEAP transportation document referenced in subsection (1) of this section for future vessel purchases. Given that the recent purchase of new vessels varies from the current long range plan, the department shall include in its updated long range plan revised estimates for new vessel costs, size, and purchase time frames. Additionally, the long range plan must include a vessel retirement schedule and associated reserve vessel policy recommendations.

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

(9) Within existing resources, the department must evaluate the feasibility of utilizing the federal EB-5 immigrant investor program for financing the construction of a safety of life at sea (SOLAS) certificated vessel for the Anacortes-Sidney ferry route. The department must establish a group that includes, but is not limited to, the department of commerce and entities or individuals experienced with vessel engineering and EB-5 financing for assistance in evaluating the applicability of the EB-5 immigrant investor program. The department must deliver a report containing the results

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

(10) It is the intent of the legislature, over the sixteen-year investment program, to provide ((~~$316,000,000~~)) $349,500,000 to complete the Seattle Terminal Replacement project (900010L), including: (a) Design work and selection of a preferred plan, (b) replacing timber pilings with pilings sufficient to support a selected terminal design, (c) replacing the timber portion of the dock with a new and reconfigured steel and concrete dock, and (d) other staging and construction work as the amount allows. These funds are identified in the LEAP transportation document referenced in subsection (1) of this section.

(11) It is the intent of the legislature, over the sixteen-year new investment program, to provide $122,000,000 in state funds to complete the acquisition of a fourth 144-car vessel (L2000109). These funds are identified in the LEAP transportation document referenced in subsection (1) of this section.

(12) $300,000 of the Puget Sound capital construction account—state appropriation is provided solely to issue a request for proposals and purchase pilot program customer counting equipment. By June 30, 2017, the department must report to the governor and the transportation committees of the legislature on the most effective way to count ferry passengers.

(13) ((~~$1,430,000~~)) $1,255,000 of the Puget Sound capital construction account—federal appropriation and ((~~$1,366,000~~)) $889,000 of the Puget Sound capital construction—state appropriation are provided solely for installation of security access control and video monitoring systems, and for enhancing wireless network capacity to handle higher security usage, increase connectivity between vessels and land-based facilities, and isolate the security portion of the network from regular business (((~~project~~)) 998925A).

(14) The transportation 2003 account (nickel account)—state appropriation includes up to ((~~$4,131,000~~)) $17,817,000 in proceeds from the sale of bonds authorized in RCW 47.10.861.

(15) The department shall submit a cost estimate to procure a fifth 144-car vessel to the governor and the transportation committees of the legislature by June 30, 2017. The estimate must include, but is not limited to, construction costs, estimated

operating costs, and any potential savings from replacing a currently operating vessel with a fifth 144-car vessel.

Sec. 1010. 2016 c 14 s 310 (uncodified) is amended to read as follows:

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

Essential Rail Assistance Account—State
Appropriation. $1,459,000

Transportation Infrastructure Account—State
Appropriation. $7,154,000

Multimodal Transportation Account—State
Appropriation. . . . . ((~~$37,205,000~~))
$31,320,000

Multimodal Transportation Account—Federal
Appropriation. . . . . ((~~$492,217,000~~))
$491,591,000

TOTAL APPROPRIATION. . . . . ((~~$538,035,000~~))
$531,524,000

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 by project and amount in LEAP Transportation Document ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Rail Program (Y).

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

committees of the legislature and the office of financial management on all FRIB loans issued.

(3)(a) ((~~$5,484,000~~)) $5,429,000 of the multimodal transportation account—state appropriation, $270,000 of the essential rail assistance account—state appropriation, and $455,000 of the transportation infrastructure account—state appropriation are provided solely for new statewide emergent freight rail assistance projects identified in the LEAP transportation document referenced in subsection (1) of this section.

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

(4) ((~~$487,297,000~~)) $487,163,000 of the multimodal transportation account—federal appropriation and ((~~$13,679,000~~)) $10,991,000 of the multimodal transportation account—state appropriation are provided solely for expenditures related to passenger high-speed rail grants. Except for the Mount Vernon project (P01101A), the multimodal transportation account—state funds reflect no more than one and one-half percent of the total project funds, and are provided solely for expenditures that are not eligible for federal reimbursement.

(5)(a) $1,114,000 of the essential rail assistance account—state appropriation, $766,000 of the multimodal transportation account—state appropriation, and $68,000 of the transportation infrastructure account—state appropriation are provided solely for the purpose of

the rehabilitation and maintenance of the Palouse river and Coulee City railroad line (F01111B).

(b) Expenditures from the essential rail assistance account—state in this subsection 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.

(6) The department shall issue a call for projects for the freight rail assistance 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 15, 2016, the department shall submit a prioritized list of recommended projects to the office of financial management and the transportation committees of the legislature.

Sec. 1011. 2016 c 14 s 311 (uncodified) is amended to read as follows:

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

Highway Infrastructure Account—State Appropriation. $790,000

Highway Infrastructure Account—Federal Appropriation. $503,000

Transportation Partnership Account—State Appropriation. . . . . ((~~$4,054,000~~)) $2,911,000

Highway Safety Account—State Appropriation. . . . . ((~~$11,647,000~~)) $9,259,000

Motor Vehicle Account—State Appropriation. . . . . ((~~$1,271,000~~)) $1,171,000

Motor Vehicle Account—Federal Appropriation. . . . . ((~~$28,043,000~~)) $17,571,000

Multimodal Transportation Account—State Appropriation. . . . . ((~~$34,031,000~~)) $26,119,000

Connecting Washington Account—State Appropriation. . ((~~$47,669,000~~)) $27,069,000

TOTAL APPROPRIATION. . . . . ((~~$128,008,000~~)) $85,393,000

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 by project and amount in LEAP Transportation Document ((~~2016-2~~)) 2017-2 ALL PROJECTS as developed ((~~March 7, 2016~~)) April 20, 2017, Program - Local Programs Program (Z).

(2) 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) ((~~$20,653,000~~)) $14,221,000 of the multimodal transportation account—state appropriation and ((~~$3,579,000~~)) $2,436,000 of the transportation partnership account—state appropriation are provided solely for pedestrian and bicycle safety program projects (((~~project~~)) L2000188).

(b) ((~~$11,400,000~~)) $6,303,000 of the motor vehicle account—federal appropriation, ((~~$1,750,000~~)) $925,000 of the multimodal transportation account—state appropriation, and ((~~$6,750,000~~)) $4,690,000 of the highway safety account—state appropriation are provided solely for newly selected safe routes to school projects. ((~~$8,782,000~~)) $7,507,000 of the motor vehicle account—federal appropriation, ((~~$124,000~~)) $26,000 of the multimodal transportation account—state appropriation, and ((~~$4,897,000~~)) $4,569,000 of the highway safety account—state appropriation are reappropriated for safe routes to school projects selected in the previous biennia (((~~project~~)) L2000189). The department may consider the special situations facing high-need areas, as defined by schools or project areas in which the percentage of the children eligible to receive free and reduced-price meals under the national school lunch program is equal to, or greater than, the state average as determined by the department, when evaluating project proposals against established funding criteria while ensuring continued compliance with federal eligibility requirements.

(3) The department shall submit a report to the transportation committees of the legislature by December 1, 2015, and December 1, 2016, on the status of projects funded as part of the pedestrian safety/safe routes to school grant program. The report must include,

but is not limited to, a list of projects selected and a brief description of each project's status.

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

(5)((~~(a) $9,900,000~~)) $9,343,000 of the multimodal transportation account—state appropriation is provided solely for bicycle and pedestrian projects listed in the LEAP transportation document ((~~2016-4 as developed March 7, 2016. Funds must first be used for projects that are identified as priority one projects. As additional funds become available or if a priority one project is delayed, funding must be provided to priority two projects and then to priority three projects. If a higher priority project is bypassed, it must be funded in the first round after the project is ready. If funds become available as a result of projects being removed from this list or completed under budget, the department may submit additional bicycle and pedestrian safety projects for consideration by the legislature. The department must submit a report annually with its budget submittal that, at a minimum, includes information about the listed bicycle and pedestrian projects that have been funded and projects that have been bypassed, including an estimated time frame for when the project will be funded.~~

~~(b) Within existing resources, the local programs division must develop recommendations regarding potential modifications to the process by which funding is provided to the projects listed in the LEAP transportation document identified in (a) of this subsection. These modifications should include, but are not limited to, options for accelerating delivery of the listed projects and options for further prioritizing the listed projects. The department must submit a report regarding its recommendations to the transportation committees of the legislature by November 15, 2016~~)) referenced in subsection (1) of this section.

TRANSFERS AND DISTRIBUTIONS

Sec. 1101. 2016 c 14 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. $3,610,000

Highway Bond Retirement Account—State Appropriation. . . . . ((~~$1,176,906,000~~)) $1,173,441,000

Ferry Bond Retirement Account—State Appropriation. . ((~~$29,230,000~~)) $29,231,000

Transportation Improvement Board Bond Retirement Account—State Appropriation. . . . . ((~~$16,129,000~~)) $16,080,000

State Route Number 520 Corridor Account—State Appropriation. $559,000

Nondebt-Limit Reimbursable Bond Retirement Account—State Appropriation. . . . . ((~~$25,837,000~~)) $25,332,000

Toll Facility Bond Retirement Account—State Appropriation. . . . . ((~~$72,880,000~~)) $67,850,000

Motor Vehicle Account—State Appropriation. $2,500,000

Transportation 2003 Account (Nickel Account)—State Appropriation. $477,000

TOTAL APPROPRIATION. . . . . ((~~$1,328,128,000~~)) $1,319,080,000

The appropriations in this section are subject to the following conditions and limitations: $2,500,000 of the motor vehicle account—state appropriation is provided solely for debt service payment and withholding for the Tacoma Narrows bridge, with the intent of forestalling the need for the Washington state transportation commission to raise toll rates for the Tacoma Narrows bridge for fiscal year 2017.

Sec. 1102. 2016 c 14 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. $697,000

Transportation 2003 Account (Nickel Account)—State Appropriation. $87,000

State Route Number 520 Corridor Account—State Appropriation. $134,000

TOTAL APPROPRIATION. . . . . ((~~$784,000~~)) $918,000

Sec. 1103. 2016 c 14 s 403 (uncodified) is amended 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. . . . . ((~~$200,215,000~~)) $200,216,000

((~~Toll Facility Bond Retirement Account—State Appropriation. . . . . $12,009,000~~

~~TOTAL APPROPRIATION. . . . . $212,224,000~~))

Sec. 1104. 2016 c 14 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. . . . . ((~~$497,071,000~~)) $496,685,000

Sec. 1105. 2016 c 14 s 406 (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. . . . . ((~~$1,831,879,000~~)) $1,856,065,000

Sec. 1106. 2016 c 14 s 407 (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. . . . . ((~~$182,730,000~~)) $184,758,000

Sec. 1107. 2016 c 14 s 408 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS

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

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

(3) State Route Number 520 Civil Penalties Account—State Appropriation: For transfer to the State Route Number 520 Corridor Account—State. . . . . ((~~$1,631,000~~)) $1,630,000

(4) Highway Safety Account—State Appropriation: For transfer to the State Patrol Highway Account—State. $20,000,000

(5) Highway Safety Account—State Appropriation: For transfer to the Puget Sound Ferry Operations Account—State. $10,000,000

(6) Tacoma Narrows Toll Bridge Account—State Appropriation: For transfer to the Motor Vehicle Account—State. $950,000

(7) Motor Vehicle Account—State Appropriation: For transfer to the Puget Sound Capital Construction Account—State. $18,000,000

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

(9) Motor Vehicle Account—State Appropriation: For transfer to the Puget Sound Ferry Operations Account—State. $10,000,000

(10) State Patrol Highway Account—State Appropriation: For transfer to the Connecting Washington Account—State. . $9,690,000

(11) Transportation Partnership Account—State Appropriation: For transfer to the Connecting Washington Account—State. $4,998,000

(12) Motor Vehicle Account—State Appropriation: For transfer to the Connecting Washington Account—State. $25,781,000

(13) Puget Sound Ferry Operations Account—State Appropriation: For transfer to the Connecting Washington Account—State. $596,000

(14) Transportation 2003 Account (Nickel Account)—State Appropriation: For transfer to the Connecting Washington Account—State. $2,270,000

(15) Highway Safety Account—State Appropriation: For transfer to the Multimodal Transportation Account—State. $5,000,000

(16) Motor Vehicle Account—State Appropriation: For transfer to the Freight Mobility Investment Account—State. $1,922,000

(17) Motor Vehicle Account—State Appropriation: For transfer to the Transportation Improvement Account—State. $2,188,000

(18) Motor Vehicle Account—State Appropriation: For transfer to the Rural Arterial Trust Account—State. . $1,094,000

(19) Motor Vehicle Account—State Appropriation: For transfer to the County Arterial Preservation Account—State. $1,094,000

(20) Multimodal Transportation Account—State Appropriation: For transfer to the Freight Mobility Multimodal Account—State. $1,922,000

(21) Multimodal Transportation Account—State Appropriation: For transfer to the Regional Mobility Grant Program Account—State. $6,250,000

(22) Multimodal Transportation Account—State Appropriation: For transfer to the Rural Mobility Grant Program Account—State. $3,438,000

(23) Multimodal Transportation Account—State

Appropriation: For transfer to the Electric Vehicle Charging Infrastructure Account——State. $1,000,000

(24) Capital Vessel Replacement Account——State Appropriation: For transfer to the Connecting Washington Account——State. . . . . ((~~$59,000,000~~)) $58,000,000

(25) Multimodal Transportation Account——State Appropriation: For transfer to the Connecting Washington Account——State. $8,000,000

(26) Multimodal Transportation Account——State Appropriation: For transfer to the Aeronautics Account——State. . . . . ((~~$250,000~~)) $550,000

MISCELLANEOUS 2015-2017 FISCAL BIENNIUM

NEW SECTION. **Sec. 1201.** A new section is added to 2016 c 14 (uncodified) to read as follows:

The appropriations to the department of transportation in chapter 14, Laws of 2016 and this act must be expended for the programs and in the amounts specified in this act. However, after May 1, 2017, unless specifically prohibited, the department may transfer state appropriations for the 2015-2017 fiscal biennium among operating programs after approval by the director of the office of financial management. However, the department shall not transfer state moneys that are provided solely for a specific purpose. The department shall not transfer funds, and the director of the office of financial management shall not approve the transfer, unless the transfer is consistent with the objective of conserving, to the maximum extent possible, the expenditure of state funds and not federal funds. The director of the office of financial management shall notify the transportation committees of the legislature in writing no fewer than seven days before approving any allotment modifications or transfers under this section. The written notification must include a narrative explanation and justification of the changes, along with expenditures and allotments by program and appropriation, both before and after any allotment modifications or transfers.

MISCELLANEOUS

NEW SECTION. **Sec. 1301.** 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. 1302.** Except for sections 705 and 706 of this act, 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.

***NEW SECTION.** Sec. 1303. Section 705 of this act takes effect if chapter . . . (Senate Bill No. 5037), Laws of 2017 is enacted by June 30, 2017.*

Sec. 1303 was vetoed. See message at end of chapter.

NEW SECTION. **Sec. 1304.** Section 706 of 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 July 1, 2017.

Passed by the Senate April 21, 2017.
Passed by the House April 20, 2017.
Approved by the Governor May 16, 2017, with the exception of certain items that were vetoed.
Filed in Office of Secretary of State May 16, 2017.

Note: Governor's explanation of partial veto is as follows:

"I am returning herewith, without my approval as to Sections 209(9), 215(6), 306(17), 702, 705, and 1303, Engrossed Senate Bill No. 5096 entitled:

"AN ACT Relating to transportation funding and appropriations."

Section 209(9), pages 21-22, Department of Transportation, Toll Operations and Maintenance
Section 209(9) directs the Department of Transportation's Toll Operations and Maintenance program to study and report to the legislative transportation committees on the potential of converting two staffed tollbooths on the Tacoma Narrows Bridge to unstaffed. No funding was provided for the study. For this reason, I have vetoed Section 209(9).

Section 215(6), page 27, Department of Transportation, Highway Maintenance
Section 215(6) requires the department to create and maintain a separate maintenance budget for the Hood Canal Bridge. The department is not required to maintain separate budgets for other bridges and roads, and this would limit the department's flexibility to manage its budget. For these reasons, I have vetoed Section 215(6).

Section 306(17), page 43, Department of Transportation, Improvements

Section 306(17) creates a new I-5/Exit 274 interchange project in Blaine to be funded with $12,100,000 of Connecting Washington Account-State funds in the 2023-25 biennium. It directs the LEAP transportation document referenced in Section 306(1) to be modified accordingly. The I-5/Exit 274 interchange project in Blaine does not appear in LEAP Transportation Document 2017-1, nor is there any information about project scope. This LEAP transportation document should not be amended for a project without sufficient information about its scope and cost. For this reason, I have vetoed Section 306(17).

Section 702, pages 75-76, Settlement Funds Expenditure
Section 702 provides a legislative finding that it is appropriate to provide a framework for the administration of mitigation funds provided to the state as a beneficiary of the consent decree entered into between the United States, Volkswagen AG, and other parties that settle emission-related claims for certain models of diesel vehicles (commonly referred as the VW Settlement). Accordingly, the section provides that the omnibus capital budget for the Department of Ecology includes necessary provisions to administer the mitigation funds and development of the mitigation plan. The Legislature has not adopted an omnibus capital budget. Therefore, it is not possible to determine at this time what provisions the final capital budget may contain nor whether such provisions will be acceptable. For this reason, I have vetoed Section 702.

I will continue to work with the Legislature to ensure prompt administration of the settlement funds under the terms of the consent decree. I also have directed the departments of Ecology and Transportation to jointly develop the proposed mitigation plan for public comment and submittal to the trustee.

Section 705, pages 78-79, DUI Fee
Section 705 amends RCW 46.61.5054. This same statute was amended in two other bills—Section 5 of Senate Bill 5037 and Section 13 of Engrossed Second Substitute House Bill 1614, which I will sign into law on May 16, 2017. The amendment in Engrossed Second Substitute House Bill 1614 renders moot the amendment in Section 705. For this reason, I have vetoed Section 705.

Section 1303, page 157, Effective Date of Section 705
Section 1303 enables Section 705 of the transportation budget to take effect if Senate Bill 5037 is enacted by June 30, 2017. Since I am vetoing Section 705, this section is no longer required. For this reason, I have vetoed Section 1303.

For these reasons I have vetoed Sections 209(9), 215(6), 306(17), 702, 705, and 1303 of Engrossed Senate Bill No. 5096.

With the exception of Sections 209(9), 215(6), 306(17), 702, 705, and 1303, Engrossed Senate Bill No. 5096 is approved."

(End of Bill)

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--- END ---

Operating Budget—Compensation Increases

Chapter 1, Laws of 2017(partial veto), Sections 725-736

CERTIFICATION OF ENROLLMENT

SUBSTITUTE SENATE BILL 5883
(Sections 725 through 736 Only)

Chapter 1, Laws of 2017

(partial veto)

65th Legislature
2017 3rd Special Session

OPERATING BUDGET

EFFECTIVE DATE: 6/30/2017 -- Except for section 990, which becomes effective June 30, 2019.

Passed by the Senate June 30, 2017
Yeas 39 Nays 10

CYRUS HABIB

President of the Senate

Passed by the House June 30, 2017
Yeas 70 Nays 23

FRANK CHOPP

Speaker of the House of Representatives

Approved June 30, 2017 11:15 PM with the exception of sections 103(4); 136(2); 150(8); 207(12); 213(1)(a), page 108 lines 37-39, through page 109, line 2, beginning with "The administration" and ending with "administrative costs."; 217(1); 217(2); 222(4); 302(2); 610(13); 734; 964(3); and 1213(1), page 455, lines 6-9, which are vetoed.

JAY INSLEE

Governor of the State of Washington

CERTIFICATE

I, Hunter G. Goodman, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **SUBSTITUTE SENATE BILL 5883** as passed by Senate and the House of Representatives on the dates hereon set forth.

HUNTER G. GOODMAN

Secretary

FILED

July 3, 2017

Secretary of State
State of Washington

suspension or termination occurs, the agency shall not make additional expenditures on the project without approval of the state chief information officer. If a project is terminated, the office of financial management must terminate the agency's allocation from the information technology investment revolving account and the agency shall return any remaining funds to the account to be reallocated to other projects by the office of financial management.

(6) Any cost to administer or implement this section for projects listed in subsection (1) of this section, must be paid from the information technology investment revolving account. For any other information technology project made subject to the conditions, limitations, and review of this section, the cost to implement this section must be paid from the funds for that project.

NEW SECTION. **Sec. 725. TRANSPORTATION COMPENSATION**

2017 c 313 s 501 (ESB 5096) (uncodified) is repealed.

NEW SECTION. **Sec. 726.** A new section is added to 2017 c 313 (ESB 5096) (uncodified) to read as follows:

TRANSPORTATION—WASHINGTON FEDERATION OF STATE EMPLOYEES

Motor Vehicle Account—State Appropriation $18,443,000
State Patrol Highway Account—State Appropriation $1,199,000
State Patrol Highway Account—Federal Appropriation. $22,000
Puget Sound Ferry Operations Account—State Appropriation. . . $73,000
Highway Safety Account—State Appropriation. $2,613,000
Motorcycle Safety Education Account—State Appropriation. . . $37,000
State Wildlife Account—State Appropriation. $14,000
Ignition Interlock Device Revolving Account—State
Appropriation. $5,000
Department of Licensing Services Account—State
Appropriation. $102,000
Aeronautics Account—State Appropriation. $3,000
Interstate 405 Express Toll Lanes Operations Account—State
Appropriation. $27,000
State Route Number 520 Corridor Account—State
Appropriation. $51,000
State Route Number 520 Civil Penalties Account—State
Appropriation. $16,000
Multimodal Transportation Account—State Appropriation. . . . $40,000

Tacoma Narrows Toll Bridge Account—State Appropriation. . . . $22,000
TOTAL APPROPRIATION. $22,667,000

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

(1) An agreement has been reached between the governor and the Washington federation of state employees general government under the provisions of chapter 41.80 RCW for the 2017-2019 fiscal biennium. Funding is provided for a two percent general wage increase effective July 1, 2017, a two percent general wage increase effective July 1, 2018, and a two percent general wage increase effective January 1, 2019. The agreement also includes and funding is provided for salary adjustments for targeted job classifications and increases to vacation leave accruals. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

(2) Provisions of the collective bargaining agreement contained in this section are described in general terms. Only major economic terms are included in the descriptions. These descriptions do not contain the complete contents of the agreement. The collective bargaining agreement contained in this section may also be funded by expenditures from nonappropriated accounts. If positions are funded with lidded grants or dedicated fund sources with insufficient revenue, additional funding from other sources is not provided. Appropriations for state agencies are increased by the amounts specified in LEAP Transportation Document 713 - 2017T to fund the provisions of this agreement.

NEW SECTION. **Sec. 727.** A new section is added to 2017 c 313 (ESB 5096) (uncodified) to read as follows:

TRANSPORTATION—WPEA GENERAL GOVERNMENT

Motor Vehicle Account—State Appropriation $60,000
State Patrol Highway Account—State Appropriation $862,000
State Patrol Highway Account—Federal Appropriation. $36,000
TOTAL APPROPRIATION. $958,000

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

(1) An agreement has been reached between the governor and the Washington public employees association general government under the

provisions of chapter 41.80 RCW for the 2017-2019 fiscal biennium. Funding is provided for a two percent general wage increase effective July 1, 2017, a two percent general wage increase effective July 1, 2018, and a two percent general wage increase effective January 1, 2019. The agreement also includes and funding is provided for salary adjustments for targeted job classifications and increases to vacation leave accruals. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

(2) Provisions of the collective bargaining agreement contained in this section are described in general terms. Only major economic terms are included in the descriptions. These descriptions do not contain the complete contents of the agreement. The collective bargaining agreement contained in this section may also be funded by expenditures from nonappropriated accounts. If positions are funded with lidded grants or dedicated fund sources with insufficient revenue, additional funding from other sources is not provided. Appropriations for state agencies are increased by the amounts specified in LEAP Transportation Document 713 - 2017T to fund the provisions of this agreement.

NEW SECTION. **Sec. 728.** A new section is added to 2017 c 313 (ESB 5096) (uncodified) to read as follows:

TRANSPORTATION—COLLECTIVE BARGAINING AGREEMENTS—PTE LOCAL 17

State Patrol Highway Account—State Appropriation. $3,849,000
State Patrol Highway Account—Federal Appropriation. $399,000
State Patrol Highway Account—Private/Local Appropriation. . $129,000
Motor Vehicle Account—State Appropriation. $2,659,000
Highway Safety Account—State Appropriation. $2,462,000
Aeronautics Account—State Appropriation. $12,000
Puget Sound Ferry Operations Account—State
Appropriation. $26,000
State Route Number 520 Corridor Account—State
Appropriation. $86,000
State Route Number 520 Civil Penalties Account—State
Appropriation. $4,000
Multimodal Transportation Account—State Appropriation. . . . $43,000
Tacoma Narrows Toll Bridge Account—State Appropriation. . . . $62,000

Motorcycle Safety Education Account—State Appropriation. . . $10,000
TOTAL APPROPRIATION. $9,741,000

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

(1) An agreement has been reached between the governor and the professional and technical employees local 17 under the provisions of chapter 41.80 RCW for the 2017-2019 fiscal biennium. Funding is provided for a two percent general wage increase effective July 1, 2017, a two percent general wage increase effective July 1, 2018, and a two percent general wage increase effective January 1, 2019. The agreement also includes and funding is provided for salary adjustments for targeted job classifications and increases to vacation leave accruals. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

(2) Provisions of the collective bargaining agreement contained in this section are described in general terms. Only major economic terms are included in the descriptions. These descriptions do not contain the complete contents of the agreement. The collective bargaining agreement contained in this section may also be funded by expenditures from nonappropriated accounts. If positions are funded with lidded grants or dedicated fund sources with insufficient revenue, additional funding from other sources is not provided. Appropriations for state agencies are increased by the amounts specified in LEAP Transportation Document 713 - 2017T to fund the provisions of this agreement.

NEW SECTION. **Sec. 729.** A new section is added to 2017 c 313 (ESB 5096) (uncodified) to read as follows:

TRANSPORTATION—THE COALITION OF UNIONS AGREEMENT

State Patrol Highway Account—State Appropriation $309,000
State Patrol Highway Account—Federal Appropriation. $44,000
TOTAL APPROPRIATION. $353,000

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

(1) An agreement has been reached between the governor and the coalition of unions under the provisions of chapter 41.80 RCW for the 2017-2019 fiscal biennium. Funding is provided for a two percent

general wage increase effective July 1, 2017, a two percent general wage increase effective July 1, 2018, and a two percent general wage increase effective January 1, 2019. The agreement also includes and funding is provided for salary adjustments for targeted job classifications and increases to vacation leave accruals. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

(2) Provisions of the collective bargaining agreement contained in this section are described in general terms. Only major economic terms are included in the descriptions. These descriptions do not contain the complete contents of the agreement. The collective bargaining agreement contained in this section may also be funded by expenditures from nonappropriated accounts. If positions are funded with lidded grants or dedicated fund sources with insufficient revenue, additional funding from other sources is not provided. Appropriations for state agencies are increased by the amounts specified in LEAP Transportation Document 713 - 2017T to fund the provisions of this agreement.

NEW SECTION. **Sec. 730.** A new section is added to 2017 c 313 (ESB 5096) (uncodified) to read as follows:

TRANSPORTATION—GENERAL WAGE INCREASE—STATE EMPLOYEES

Motor Vehicle Account—State Appropriation. $5,163,000
State Patrol Highway Account—State Appropriation. $812,000
State Patrol Highway Account—Federal Appropriation. $8,000
State Patrol Highway Account—Private/Local Appropriation. . . $1,000
Puget Sound Ferry Operations Account—State Appropriation. . $460,000
Highway Safety Account—State Appropriation. $655,000
Highway Safety Account—Federal Appropriation. $119,000
Motorcycle Safety Education Account—State Appropriation. . . $12,000
State Wildlife Account—State Appropriation. $8,000
Department of Licensing Services Account—State
Appropriation. $21,000
Aeronautics Account—State Appropriation. $53,000
State Route Number 520 Corridor Account—State
Appropriation. $102,000
Multimodal Transportation Account—State Appropriation. . . . $302,000
Rural Arterial Trust Account—State Appropriation. $32,000

County Arterial Preservation Account——State Appropriation. . . $33,000
Transportation Improvement Account——State Appropriation. . . . $84,000
TOTAL APPROPRIATION. $7,865,000

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

(1) Funding is provided for state agency employee compensation for employees funded in the 2017-2019 omnibus transportation appropriations act who are not represented or who bargain under statutory authority other than chapter 41.80 or 47.64 RCW or RCW 41.56.473 or 41.56.475. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

(2) Funding is provided for a two percent general wage increase effective July 1, 2017, for all classified employees as specified in subsection (1) of this section, employees in the Washington management service, and exempt employees under the jurisdiction of the office of financial management. The appropriations are also sufficient to fund a two percent salary increase effective July 1, 2017, for executive, legislative, and judicial branch employees exempt from merit system rules whose maximum salaries are not set by the commission on salaries for elected officials.

(3) Funding is provided for a two percent general wage increase effective July 1, 2018, for all classified employees as specified in subsection (1) of this section, employees in the Washington management service, and exempt employees under the jurisdiction of the office of financial management. The appropriations are also sufficient to fund a two percent salary increase effective July 1, 2018, for executive, legislative, and judicial branch employees exempt from merit system rules whose maximum salaries are not set by the commission on salaries for elected officials.

(4) Funding is provided for a two percent general wage increase effective January 1, 2019, for all classified employees as specified in subsection (1) of this section, employees in the Washington management service, and exempt employees under the jurisdiction of the office of financial management. The appropriations are also sufficient to fund a two percent salary increase effective January 1, 2019, for executive, legislative, and judicial branch employees

exempt from merit system rules whose maximum salaries are not set by the commission on salaries for elected officials.

(5) Appropriations for state agencies are increased by the amounts specified in LEAP Transportation Document 713 - 2017T to fund the provisions of this section.

NEW SECTION. **Sec. 731.** A new section is added to 2017 c 313 (ESB 5096) (uncodified) to read as follows:

TRANSPORTATION—TARGETED COMPENSATION INCREASES—NONREPRESENTED JOB CLASS SPECIFIC

Motor Vehicle Account—State Appropriation $629,000
Puget Sound Ferry Operations Account—State Appropriation. . . $14,000
Transportation Improvement Account—State Appropriation. . . . $90,000
County Arterial Preservation Account—State Appropriation. . . $16,000
State Route Number 520 Corridor Account—State
Appropriation. $16,000
TOTAL APPROPRIATION. $765,000

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

(1) Funding is provided for salary adjustments for targeted job classifications for employees funded in the 2017-2019 omnibus transportation appropriations act, as specified by the office of financial management, of classified state employees, except those represented by a collective bargaining unit under chapters 41.80 and 47.64 RCW and RCW 41.56.473 and 41.56.475. Funding is contingent upon the enactment of Senate Bill No. 5969 (transparency in public employee collective bargaining). If the bill is not enacted by July 31, 2017, the appropriation in this section shall lapse.

(2) Appropriations for state agencies are increased by the amounts specified in LEAP Transportation Document 713 - 2017T to fund the provisions of this section.

NEW SECTION. **Sec. 732.** A new section is added to 2017 c 313 (ESB 5096) (uncodified) to read as follows:

TRANSPORTATION—ORCA TRANSIT PASSES—WASHINGTON FEDERATION OF STATE EMPLOYEES

Motor Vehicle Account—State Appropriation $410,000
State Patrol Highway Account—State Appropriation. $32,000
Puget Sound Ferry Operations Account—State Appropriation. . . $8,000

Legislative Budget Notes
and
Current Law Project Lists

- **Nickel, TPA, Connecting Washington Highway Projects Only List**
  LEAP Transportation Document 2017-1

- **All Projects**
  (Highway/Ferries/Rail/Facility/Transit/Local Projects)
  LEAP Transportation Document 2017-2

2017-19 TRANSPORTATION BUDGET
OPERATING AND CAPITAL

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2017-19 Washington State Transportation Budget

Includes Appropriations in Other Legislation*

Agency Summary

TOTAL OPERATING AND CAPITAL

Total Appropriated Funds

Dollars In Thousands

	Enacted
Department of Transportation	**5,611,171**
Pgm B - Toll Op & Maint-Op	122,379
Pgm C - Information Technology	89,631
Pgm D - Facilities-Op	28,180
Pgm D - Facilities-Cap	30,344
Pgm F - Aviation	11,820
Pgm H - Pgm Delivery Mgmt & Suppt	55,264
Pgm I - Improvements	2,225,895
Pgm K - Public/Private Part-Op	2,157
Pgm M - Highway Maintenance	447,461
Pgm P - Preservation	822,450
Pgm Q - Traffic Operations - Op	64,878
Pgm Q - Traffic Operations - Cap	10,519
Pgm S - Transportation Management	35,578
Pgm T - Transpo Plan, Data & Resch	61,919
Pgm U - Charges from Other Agys	71,282
Pgm V - Public Transportation	222,908
Pgm W - WA State Ferries-Cap	374,176
Pgm X - WA State Ferries-Op	505,171
Pgm Y - Rail - Op	80,192
Pgm Y - Rail - Cap	58,943
Pgm Z - Local Programs-Op	13,343
Pgm Z - Local Programs-Cap	276,681
Washington State Patrol	503,770
Department of Licensing	319,467
Joint Transportation Committee	2,289
LEAP Committee	597
Office of Financial Management	1,696
Board of Pilotage Commissioners	1,100
Utilities and Transportation Comm	1,604
WA Traffic Safety Commission	27,282
Archaeology & Historic Preservation	496
County Road Administration Board	99,393
Transportation Improvement Board	264,839
Transportation Commission	2,536
Freight Mobility Strategic Invest	51,593
State Parks and Recreation Comm	986
Dept of Fish and Wildlife	250
Department of Agriculture	1,254
Bond Retirement and Interest	1,623,811
Total	**8,514,134**

** Funding is provided to the Department of Transportation (DOT) in Chapter 288, Laws of 2017 (SSB 5806). For additional information, see page ___ .*

2017-19 TRANSPORTATION BUDGET OVERVIEW

Resources

The biennial transportation budget is supported by a mix of resources that includes 2017-19 state revenues, federal funds, and bond sales, as well as a portion of pre-existing account balances, in part due to delayed activities to be reauthorized in 2017-19.

State revenues for the 2017-19 fiscal biennium, based on the March 2017 revenue forecast, are projected to be $6.43 billion. This represents a $166 million increase from the forecast on which the 2016 transportation budget was based, an increase of roughly 2.7 percent. Higher forecasted revenues are attributable to increases in fuel tax collections associated with increased economic activity; license and permits issuance; and fee and toll collections.

The March forecast also incorporates federal funding levels from the Fixing America's Surface Transportation (FAST) Act, including recommendations made to the Governor on the state-local split of FAST Act revenues. The Washington State Department of Transportation (WSDOT) and other agencies expect to receive about $1.1 billion in federal funding authority this biennium.

The budget relies on $870 million in bond proceeds for the 2017-19 biennium, mostly from the Transportation Partnership (TPA) and Connecting Washington (CWA) accounts. Additionally, the budget relies on resources of about $827 million in fund balances.

Appropriations

The budget provides just over $8.5 billion in appropriation authority and includes the first full biennium of funding for the Connecting Washington program. Appropriation amounts in the 2015-17 budget contained partial funding for various programs and activities recognizing the timing of tax and fee increases. In accordance with the commitments made in the 2015 package, the budget adds the following amounts to base funding levels in various WSDOT and other transportation agency programs:

Connecting Washington Increased Spending in Programmatic Areas
(Dollars in Thousands)

Agency	Program Title	16-Year Total	2015-17	2017-19
WSDOT	Maintenance	$100,000	$6,250	$13,393
WSDOT	Traffic Operations	$50,000	$3,125	$6,696
WSDOT	Transportation Management and Support*	$5,250	$750	$1,500
WSDOT	Regional Mobility Grant Program	$200,000	$6,250	$27,679
WSDOT	Rural Mobility Grant Program	$110,000	$3,438	$15,223
WSDOT	Special Needs Transit Grants	$200,000	$6,250	$27,679
WSDOT	Vanpool Grant Program	$31,000	$969	$4,290
WSDOT	Transit Coordination Grants**	$5,000	$1,000	$2,000
WSDOT	Safe Routes to Schools Grants	$56,000	$1,750	$7,750
WSDOT	Bicycle and Pedestrian Safety Grants	$75,000	$2,344	$10,380
FMSIB	Freight Mobility Investment Account	$61,500	$1,922	$8,511
FMSIB	Freight Mobility Multimodal Account	$61,500	$1,922	$8,511
TIB	Transportation Improvement Account	$70,000	$2,188	$9,687
TIB	Complete Streets Program	$106,000	$3,313	$14,670
CRAB	Rural Arterial Trust Account	$35,000	$1,094	$4,844
CRAB	County Arterial Preservation Account	$35,000	$1,094	$4,844

*16-year total assumed to be spread over 4 biennia, **16-year total assumed to be spread over 3 biennia

FMSIB is the Freight Mobility Strategic Investment Board. TIB is the Transportation Improvement Board. CRAB is the County Road Administration Board.

Capital Expenditures

The biennial budget includes about $4.2 billion in expenditures in the various capital programs, a decrease (-10%) from the previous biennium.

Nickel and TPA Highway Megaprojects

The budget provides support for the last stages of the Nickel and TPA funding packages. Due to delays in the project, the Alaskan Way Viaduct (AWV) Deep Bore Tunnel project may require $149 million more than originally budgeted over the remainder of the project. The budget includes $60 million of additional TPA funds in the 2017-19 biennium to ensure the project has adequate cash flow to stay on track with the contractor's schedule of opening for use by the spring of 2019. In addition, the budget uses $122 million of TPA bonds to be repaid from tolls to fund the existing project budget. The toll rate setting process is expected to begin in fall 2017, with tolling to begin when the tunnel opens.

The I-5 Tacoma high-occupancy vehicle (HOV) project, one of the last megaprojects under the Nickel and TPA funding packages, is provided $245 million in the budget. When complete in 2021, vehicles with 2+ passengers will be able to drive in the HOV lane from Gig Harbor to Everett. In 2017-19, WSDOT will extend the HOV lane from Portland Avenue to M Street and complete the new northbound bridge on I-5 over the Puyallup River.

The SR 520 floating bridge and corridor project and the I-90 Snoqualmie Pass project (from Hyak to Easton) require funding for the last contract stages in the 2017-19 biennium. The budget provides $117 million to complete these megaprojects.

Connecting Washington - Highway Expenditures

The budget makes minor modifications to the Connecting Washington program, with respect to planned highway expenditures. Projects generally retain the same total funding and project-aging assumptions as passed the 2016 Legislature. For the 2017-19 biennium, CWA expenditure authority is about $1.3 billion, which includes about $55 million of expenditures reappropriated from the 2015-17 biennium. The few project changes to the Connecting Washington list include:

- SR 167/SR 509 Puget Sound Gateway: Advance $36 million from 2023-25 to 2017-19 for right-of-way purchase and delay the local contributions;
- SR 520 Seattle Corridor Improvements – West End: Assume no deferred sales tax on the project and advance applicable tax amounts into each biennium of construction;
- SR 520/Overlake Access Ramp: Advance $41 million to 2017-19 to coordinate project delivery with Sound Transit's ST2 delivery schedule;
- I-5/Rebuild Chambers Way Interchange Improvements: Advance $10.5 million of CWA funds (mostly into 2017-19) to leverage federal emergency relief funds that will move the overpass reconstruction portion of the project forward;
- US 395 North Spokane Corridor: Advance $10 million into the 2017-19 biennium to keep the project on track with slight alignment adjustment around the Black Tank site clean-up; and
- I-90/SR 18 Interchange: Advance funding to accelerate delivery on a project designed to provide congestion relief, freight mobility, and weigh station enforcement.

Other Highway Expenditures

The budget includes funding for new congestion relief projects and planning efforts:

- I-405 Northbound Hard Shoulder Running - $2 million (in addition to $9.5 million in 2015-17);
- Leverage federal funding to add new capacity on I-5 from Seneca Street to Olive Way - $16 million;

- Begin addressing I-405/SR 522 Interchange to I-5 bottleneck - $1.5 million for future project planning (in addition to $3.5 million in 2015-17);
- Complete a corridor study for the portion of SR 410 between the Enumclaw and Bonney Lake to address congestion relief concerns - $300,000;
- Support the construction of a second westbound left-turn lane at the SR 99 intersection that connects traffic to I-5 in Fife - $500,000; and
- Update the 2001 alternatives study in order to facilitate an interchange justification report and environmental permitting work on the Tacoma Mall Boulevard access ramp - $500,000.

The budget also allocates $43 million of federal funds for a new National Highway Freight Program, to be spent on prioritized freight projects put forward by the WSDOT, the Freight Management Strategic Investment Board (FMSIB), and the Washington Freight Advisory Committee.

Washington State Ferries - Capital

The budget supports ongoing efforts to preserve and improve the state ferry system. This includes a net increase from 2015-17 of about $23 million, with much of that for work on the Mukilteo terminal that was originally scheduled in 2015-17. Projects expected to have major work include the Seattle ferry terminal replacement (Colman dock), with $114 million in expenditures, and the Mukilteo terminal replacement, with $90 million in expenditures. $500,000 is provided to study public-private partnership alternatives for the financing and construction of an entry building located at Colman Dock.

In addition, $40 million is provided to complete payment on the last of the Olympic class vessels, the M/V Suquamish. The budget also provides $1.8 million for the first phase of the Ferry Dispatch System replacement project.

Rail Capital

While the activity under the American Recovery and Reinvestment Act (ARRA) program has mostly concluded, the budget includes funding for a few new shortline rail projects.

- Conduct emergency repairs on a railroad tunnel on the Chelatchie Prairie Railroad at milepost 23 and repair footing and ties on the bridge at milepost 20 - $150,000.
- Construct a 5,000-foot extension of rail eastward from the Geiger Spur and improve crossing infrastructure at Craig Road near the Spokane International Airport - $2 million.
- Lengthen the rail siding at Endicott Station on the PV Hooper rail line - $1 million.

Other Capital Expenditures

For transit and bicycle/pedestrian projects committed to in the Connecting Washington transportation package, high level funding amounts on the project list are replaced with individual projects and timing assumptions.

The budget includes significant funding for two new WSDOT facilities funded in the Connecting Washington package. The budget provides $16 million to continue the Olympic Region Maintenance and Administration Facility capital project. The project is currently in the preliminary design phase and is on schedule for completion in June 2021. In addition, $8.1 million is provided to complete the Euclid Avenue Administration Facility capital project. The project will soon enter the construction phase, and projected completion is in March 2018.

The budget adds $162 million in federal funds to planned fish passage barrier spending over the next 16 years. The planned spending for these projects averages about $90 million per biennium from 2017-19 through 2031-33. Motor fuel tax funds of $250,000 (reserved for studies of interest to cities) is provided for the Association of Washington Cities to work with the Department of Fish and Wildlife to identify and prioritize city-owned fish

passage barriers that need correction, particularly focusing on barriers within the same stream system as state-owned barriers.

The budget includes funding to address certain specific local transportation issues; in each case, the state funding is only a portion of the project total. New commitments include amounts to:

- Repair a portion of North 8th Street in Lynden where a culvert failure caused a sinkhole - $350,000;
- Construct sidewalks along SR 527 from the Seattle Hill Road intersection to the 180th Street SE intersection, and to install a traffic signal and crosswalk near Seattle Hill Road and SR 527 in Bothell - $800,000;
- Acquire right-of-way, widen the corridor, and improve the intersection at the SR 4 and West Main Street junction in Kelso - $3 million;
- Build a grade-separated roadway crossing over the Burlington Northern/Santa Fe (BNSF) railroad corridor from downtown to the waterfront area in Edmonds - $700,000;
- Build a grade-separated roadway crossing at Barker Road and Trent BNSF railroad corridor in Spokane Valley - $1.5 million;
- Construct a compact roundabout at the intersection of SR 12 and SR 107 in Montesano - $550,000;
- Add increased turn lane capacity at SR 900 and 12th Ave NW immediately adjacent to I-90 in Issaquah - $1.5 million;
- Develop a corridor study of SR 202 from 244th Ave to the Redmond city limits in Sammamish - $200,000; and
- Convert the Woodin Avenue Bridge to a one-way roadway in Chelan - $280,000.

Operating Expenditures

The biennial budget includes about $4.4 billion in expenditures in the various operating programs, a 10% increase from the previous biennium.

Compensation

Compensation increases in the budget include funding of the collective bargaining agreements and interest arbitration awards for certain Washington State Patrol (WSP) personnel and WSDOT ferry employees. State employee compensation adjustments for other transportation employees were provided in accordance with funding adjustments provided in the 2017-19 omnibus operating budget.

Rail and Ferry Operating Expenditures

The budget adds $19.5 million for the cost of operating two new Amtrak Cascades round trips from Seattle to Portland. The funding pays for the cost of the trips, rail and related facilities maintenance, and locomotive maintenance. The added operations coincide with the completion of a slate of capital improvements funded by the 2009 federal ARRA program. The additional daily rail projects were a requirement of accepting the ARRA funds. ARRA provided more than $755 million in federal funding for capital investments to improve train speed and reliability in the Cascades corridor.

For Washington State Ferries, an additional $8.7 million of federal funding provides vessel maintenance. The fourth and newest Olympic class vessel, the M/V Suquamish, is scheduled to begin operations in late 2018, allowing for the retirement of the M/V Hiyu and the designation of an 87-car Evergreen State class ferry as the standby vessel. The additional operating costs to maintain the fourth Olympic class vessel and the standby vessel are $1.6 million and $1.2 million, respectively.

Department of Licensing

The budget includes funds for the Department of Licensing (DOL) to implement several bills that passed the Legislature, including the following:

- SSB 5289: Modifying the infraction of and penalties for distracted driving;
- ESHB 1481: Providing authority to the DOL and the Office of the Superintendent of Public Instruction to jointly develop and maintain a uniform driver education curriculum and for the DOL to audit all driver education programs; and
- ESHB 1808: Providing driver's license and driver training support to foster youth.

The budget also provides:

- $22.1 million in funding for the continuation of the Drivers' portion of the Business and Technology Modernization project (DRIVES) as well as an additional $7.7 million for maintenance costs associated with DRIVES;
- $4.5 million in funding for additional licensing staff is provided to the DOL to accommodate increased demand for enhanced driver's licenses on an as-need basis for the 2017-19 biennium; and
- $350,000 to assist the DOL in informing the public of federally acceptable identification (REALID) options through targeted communication and outreach activities.

Washington State Patrol

- $4.7 million to address the lease and costs of moving to the new 1063 building on Capitol Way, adjacent to the capitol campus;
- $1.9 million for continuation and completion of a cadet class started in the 2015-17 biennium to help alleviate trooper attrition issues;
- $1 million for the support and maintenance of the Land Mobile Radio system, including $400,000 for an independent assessment of the current system to identify and recommend strategies to address implementation issues; and
- $510,000 for vehicle registration law enforcement in southwest Washington.

To implement Chapter 181, Laws of 2017, $600,000 is provided to the WSP for costs associated with a new contribution rate in the Washington State Patrol Retirement System because of the inclusion of voluntary overtime hours.

Major Information Technology Projects and Investment

The budget includes funding for four major information technology projects. These projects are multi-biennium efforts. Projects funded include:

- WSDOT's new tolling customer service toll collection vendor - $27.9 million;
- Continuation of DOL's Business and Technology Modernization project (DRIVES) - $22.1 million;
- WSDOT's ferry dispatch system replacement - $1.8 million;
- WSDOT's Land Mobile Radio Upgrade - $35 million; and
- WSDOT's Labor System Replacement - $9.6 million.

All five projects include oversight by the Office of the Chief Information Officer and periodic reporting requirements on project implementation.

Transit Support and Grants

The budget contributes funding to several transit-related initiatives:

- To support the costs of Intercity Transit's DASH shuttle service - $375,000;
- To support a pilot project to provide high school students eligible for free and reduced price lunches and with a job or other responsibilities, in the Highline and Lake Washington school districts, with ORCA cards during the summer - $250,000; and
- To support a voluntary pilot program to expand public-private partnership incentives in the commute trip reduction program to achieve measurable reductions in off-peak, weekend, and non-work trips - $250,000.

As shown in the "Connecting Washington Increased Spending in Programmatic Areas" table on page T-2, the budget includes significant increases for several transit grant programs.

- Regional Mobility Grant Program: Increase of $27.7 million over pre-Connecting Washington (CW) level (new biennial total of $77.7 million);
- Rural Mobility Grant Program: Increase of $15.2 million over pre-CW funding level (new biennial total of $32.2 million);
- Special Needs Transit Grants: Increase of $27.7 million over pre-CW funding level (new biennial total of $52.7 million); and
- Vanpool Grants: Increase of $4.3 million over pre-CW funding level (new biennial total of $10.3 million).

These amounts do not include reappropriations provided in 2017-19 for projects not completed in 2015-17.

Staffing support

The budget includes funding for several training initiatives at WSDOT. $300,000 is provided for workforce and leadership development through the agency headquarters; $718,000 is provided for training in practical solutions, a major initiative in the Connecting Washington funding package; and $478,000 is provided to support design-build project delivery, another facet of the funding package.

Studies and Planning

Several legislatively initiated studies funded at the Joint Transportation Committee (JTC) include:

- Board of Pilotage Study: $200,000 is provided to conduct a Board of Pilotage study to identify and recommend best practices for the management of marine pilotage in the state;
- I-405 Toll Data Review: $160,000 is provided to contract with the University of Minnesota to independently analyze traffic data, assess performance measures, and recommend strategies for improving traffic performance in the I-405 tolled corridor;
- Air Cargo Study: $500,000 is provided to evaluate air cargo capacity and movement at Washington airports and to provide recommendations to address any cargo capacity and congestion issues;
- Review of Roles and Responsibilities of the Transportation Commission: $100,000 is provided to evaluate the Commission's membership, functions, powers, and duties beyond its toll- and ferry fare-setting authorities.

In addition to the JTC studies, $300,000 is provided for the WSDOT Rail program to conduct an analysis of an ultra-high-speed rail alignment between Vancouver, B.C. and Portland, OR.

For the Washington State Transportation Commission, $350,000 is provided to update the statewide transportation plan. Additionally, the Commission must convene a work group to review various scenarios for toll payer relief for the Tacoma Narrows Bridge.

Outcomes

It is expected that the capital construction and preservation efforts in the WSDOT capital programs will yield the following outcomes by June 30, 2019:

- Repave approximately 2,730 miles of roadway with asphalt and other non-concrete mixes, and address approximately 195 miles of concrete roadway with partial or full replacement;
- Complete 4 structural bridge rehabilitation or replacement projects;
- Correct 21 fish passage barriers, yielding additional habitat gain of 11 percent;
- Open the SR 99 Deep Bore Tunnel in Seattle to the public;
- Begin SR 99 toll revenue collection within 30 days of opening the Deep Bore Tunnel to the public;
- Substantially complete the construction of the I-405 Renton-to-Bellevue Stage 1 Direct Connector;
- Begin construction on the US 395 corridor projects from Columbia to Freya and from Wellesley to Columbia;
- Complete the SR 520 West Approach Bridge North, which connects traffic between the new floating bridge and the Montlake interchange;
- Complete construction of the westbound I-90 Snoqualmie Pass Avalanche Bridge and finish a portion of the project corridor; and
- Complete several elements of the I-5/Tacoma HOV project, including the I-5/M Street to Portland Avenue-HOV; the new northbound bridge over the Puyallup River, including the northbound HOV lane; and much of the HOV connection work at the interchange of I-5 and SR 16.

Transportation Appropriations in Other Legislation

$350,000 was provided to WSDOT in SSB 5806 (Chapter 288, Laws of 2017) to conduct a planning inventory in order to document existing data related to the construction of a new Interstate 5 bridge over the Columbia river.

A total of $53.9 million in compensation and benefit increases is provided via amendment of the Transportation Budget in the 2017-19 Omnibus Operating Budget (Chapter 1, Laws of 2017, 3rd sp.s. and as referenced in LEAP Transportation Document 713-2017T). In addition, $4 million in base salary and benefit costs are also provided in this act from transportation accounts for legislative transportation staff.

2017-19 Washington State Transportation Budget

Appropriations Contained Within Other Legislation

(Dollars in Thousands)

Bill Number and Subject	Session Law	Agency	Total
2017 Legislative Session			
SSB 5806 Columbia River I-5 Bridge	C 288 L17	Dept of Transportation	350

2017-19 Omnibus Budget
State Public Employee Benefits Rate
LEAP Transportation Document 713 - 2017T
Item G06
June 28, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
LEAP Committee	Motor Vehicle Acct-State		1
Office of Financial Management	Motor Vehicle Acct-State	1	2
Archaeology & Historic Preservation	Motor Vehicle Acct-State	1	2
Joint Transportation Committee	Motor Vehicle Acct-State	2	4
WSP-Operating	WSP Highway Account-State	376	1,038
	WSP Highway Account-Federal	4	10
	Highway Safety Acct-State	1	3
WA Traffic Safety Commission	Highway Safety Acct-State	2	4
	Highway Safety Acct-Federal	5	15
Department of Licensing	Motorcycle Safety Ed-State	1	1
	State Wildlife Acct-State		1
	Highway Safety Acct-State	27	74
	Motor Vehicle Acct-State	17	48
	DOL Services Account-State	1	2
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	4	12
DOT - Information Technology	Motor Vehicle Acct-State	26	71
DOT - Facilities-Operating	Motor Vehicle Acct-State	5	15
DOT - Aviation	Aeronautics-State	2	7
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	41	114
	Multimodal Acct-State		1
DOT - Public/Private Partner	Motor Vehicle Acct-State	1	1
DOT - Highway Maintenance	Motor Vehicle Acct-State	32	89
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	14	39
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State	30	83
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State	23	65
DOT - Public Transportation	Multimodal Acct-State	9	24
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	18	50
DOT - Rail-Operating	Multimodal Acct-State	3	8
DOT - Local Programs-Operating	Motor Vehicle Acct-State	8	22
CRAB-Operating	Rural Arterial Trust-State	1	3
	Motor Vehicle Acct-State	2	6
	County Arterial Pres-State	1	3
TIB-Operating	Tran Improv Account-State	3	9
Transportation Commission	Motor Vehicle Acct-State	4	10
FMSIB-Operating	Motor Vehicle Acct-State	1	1
	Total	666	1,838

2017-19 Omnibus Budget

State Represented Emp Benefits Rate

LEAP Transportation Document 713 - 2017T

Item G6A

June 28, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
Department of Agriculture	Motor Vehicle Acct-State	1	3
WSP-Operating	WSP Highway Account-State	189	522
	WSP Highway Account-Federal	10	28
	WSP Highway Account-Local	4	11
	Highway Safety Acct-State		1
Department of Licensing	Motorcycle Safety Ed-State	2	5
	State Wildlife Acct-State	1	3
	Highway Safety Acct-State	218	602
	Motor Vehicle Acct-State	75	206
	Ignition Interlock-State		1
	DOL Services Account-State	5	13
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	5	15
	SR 520 Civil Penalty-State	1	3
	Tacoma Narrows Toll-State	2	7
	I-405 Express Toll L-State	2	6
DOT - Information Technology	Motor Vehicle Acct-State	42	117
DOT - Facilities-Operating	Motor Vehicle Acct-State	20	56
DOT - Aviation	Aeronautics-State	1	2
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	33	91
DOT - Highway Maintenance	Motor Vehicle Acct-State	486	1,341
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	68	187
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State	23	63
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State	33	91
DOT - Public Transportation	Multimodal Acct-State	3	9
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	498	1,374
DOT - Rail-Operating	Multimodal Acct-State	2	4
DOT - Local Programs-Operating	Motor Vehicle Acct-State	5	14
	Total	1,729	4,775

2017-19 Omnibus Budget
WFSE General Government
LEAP Transportation Document 713 - 2017T
Item G09
June 27, 2017
(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
Department of Agriculture	Motor Vehicle Acct-State	16	24
WSP-Operating	WSP Highway Account-State	369	830
	WSP Highway Account-Federal	6	16
	Highway Safety Acct-State	1	2
Department of Licensing	Motorcycle Safety Ed-State	13	24
	State Wildlife Acct-State	4	10
	Highway Safety Acct-State	835	1,775
	Motor Vehicle Acct-State	409	843
	Ignition Interlock-State	1	4
	DOL Services Account-State	29	73
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	17	34
	SR 520 Civil Penalty-State	5	11
	Tacoma Narrows Toll-State	8	14
	I-405 Express Toll L-State	8	19
DOT - Information Technology	Motor Vehicle Acct-State	255	671
DOT - Facilities-Operating	Motor Vehicle Acct-State	89	215
DOT - Aviation	Aeronautics-State	1	2
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	63	161
DOT - Highway Maintenance	Motor Vehicle Acct-State	5,624	8,613
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	344	603
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State	86	221
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State	44	108
DOT - Public Transportation	Multimodal Acct-State	7	18
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	24	49
DOT - Rail-Operating	Multimodal Acct-State	4	11
DOT - Local Programs-Operating	Motor Vehicle Acct-State	15	39
	Total	8,277	14,390

2017-19 Omnibus Budget
WPEA General Government
LEAP Transportation Document 713 - 2017T
Item GL1
June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
WSP-Operating	WSP Highway Account-State	311	551
	WSP Highway Account-Federal	10	26
Department of Licensing	Motor Vehicle Acct-State	17	43
	Total	338	620

2017-19 Omnibus Budget

PTE Local 17 Agreement

LEAP Transportation Document 713 - 2017T

Item GL5

June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
WSP-Operating	WSP Highway Account-State	1,670	2,179
	WSP Highway Account-Federal	175	224
	WSP Highway Account-Local	54	75
Department of Licensing	Motorcycle Safety Ed-State	4	6
	Highway Safety Acct-State	1,017	1,445
	Motor Vehicle Acct-State	39	87
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	35	51
	SR 520 Civil Penalty-State	1	3
	Tacoma Narrows Toll-State	26	36
DOT - Information Technology	Motor Vehicle Acct-State	9	14
DOT - Facilities-Operating	Motor Vehicle Acct-State	6	16
DOT - Aviation	Aeronautics-State	3	9
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	95	235
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	620	823
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State	7	9
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State	205	411
DOT - Public Transportation	Multimodal Acct-State	6	16
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	10	16
DOT - Rail-Operating	Multimodal Acct-State	8	13
DOT - Local Programs-Operating	Motor Vehicle Acct-State	34	49
	Total	4,024	5,717

2017-19 Omnibus Budget
The Coalition of Unions Agreement
LEAP Transportation Document 713 - 2017T
Item GL7
June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
WSP-Operating	WSP Highway Account-State	127	182
	WSP Highway Account-Federal	20	24
	Total	147	206

2017-19 Omnibus Budget

Non-Rep General Wage Increase

LEAP Transportation Document 713 - 2017T

Item GL9

June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
LEAP Committee	Motor Vehicle Acct-State	4	11
Office of Financial Management	Motor Vehicle Acct-State	7	19
Archaeology & Historic Preservation	Motor Vehicle Acct-State	4	10
Department of Agriculture	Motor Vehicle Acct-State	1	1
Joint Transportation Committee	Motor Vehicle Acct-State	5	10
WSP-Operating	WSP Highway Account-State	229	583
	WSP Highway Account-Federal	2	6
	WSP Highway Account-Local		1
WA Traffic Safety Commission	Highway Safety Acct-State	8	21
	Highway Safety Acct-Federal	33	86
Department of Licensing	Motorcycle Safety Ed-State	3	9
	State Wildlife Acct-State	2	6
	Highway Safety Acct-State	177	449
	Motor Vehicle Acct-State	114	290
	DOL Services Account-State	6	15
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	29	73
DOT - Information Technology	Motor Vehicle Acct-State	192	489
DOT - Facilities-Operating	Motor Vehicle Acct-State	36	91
DOT - Aviation	Aeronautics-State	15	38
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	302	769
	Multimodal Acct-State	1	3
DOT - Public/Private Partner	Motor Vehicle Acct-State	5	13
DOT - Highway Maintenance	Motor Vehicle Acct-State	220	560
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	105	266
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State	192	489
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State	173	440
DOT - Public Transportation	Multimodal Acct-State	62	159
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	130	330
DOT - Rail-Operating	Multimodal Acct-State	22	55
DOT - Local Programs-Operating	Motor Vehicle Acct-State	61	154
CRAB-Operating	Rural Arterial Trust-State	9	23
	Motor Vehicle Acct-State	18	47
	County Arterial Pres-State	9	24
TIB-Operating	Tran Improv Account-State	24	60
Transportation Commission	Motor Vehicle Acct-State	14	36
FMSIB-Operating	Motor Vehicle Acct-State	4	11
	Total	2,218	5,647

2017-19 Omnibus Budget

Non-Rep Targeted Pay Increases

LEAP Transportation Document 713 - 2017T

Item GLK

June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	8	8
DOT - Facilities-Operating	Motor Vehicle Acct-State	15	15
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	7	7
DOT - Highway Maintenance	Motor Vehicle Acct-State	86	86
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	91	92
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State	15	15
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State	39	39
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	7	7
DOT - Local Programs-Operating	Motor Vehicle Acct-State	61	61
CRAB-Operating	County Arterial Pres-State	8	8
TIB-Operating	Tran Improv Account-State	45	45
	Total	382	383

2017-19 Omnibus Budget

WFSE Orca Transit Pass

LEAP Transportation Document 713 - 2017T

Item GLP

June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
WSP-Operating	WSP Highway Account-State	16	16
Department of Licensing	Highway Safety Acct-State	15	15
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	4	4
	SR 520 Civil Penalty-State	1	1
	Tacoma Narrows Toll-State	1	1
	I-405 Express Toll L-State	3	3
DOT - Information Technology	Motor Vehicle Acct-State	15	15
DOT - Facilities-Operating	Motor Vehicle Acct-State	5	5
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	5	5
DOT - Highway Maintenance	Motor Vehicle Acct-State	155	155
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	24	24
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	4	4
DOT - Local Programs-Operating	Motor Vehicle Acct-State	1	1
	Total	249	249

2017-19 Omnibus Budget

Orca Transit Pass-Not WFSE

LEAP Transportation Document 713 - 2017T

Item GLR

June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
WSP-Operating	WSP Highway Account-State	126	126
	WSP Highway Account-Federal	3	3
	WSP Highway Account-Local	4	4
	Highway Safety Acct-State	1	1
Department of Licensing	Highway Safety Acct-State	37	37
	Motor Vehicle Acct-State	4	4
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State	8	8
	Tacoma Narrows Toll-State	2	2
DOT - Information Technology	Motor Vehicle Acct-State	9	9
DOT - Facilities-Operating	Motor Vehicle Acct-State	1	1
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State	10	10
DOT - Highway Maintenance	Motor Vehicle Acct-State	13	13
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State	23	23
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State	4	4
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State	6	6
DOT - Public Transportation	Multimodal Acct-State	5	5
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State	774	774
DOT - Local Programs-Operating	Motor Vehicle Acct-State	1	1
	Total	1,031	1,031

2017-19 Omnibus Budget
Management Reduction
LEAP Transportation Document 713 - 2017T
Item WMS6
June 27, 2017

(Dollars In Thousands)

Entity	Fund	FY 2018	FY 2019
Department of Agriculture	Motor Vehicle Acct-State		-2
WSP-Operating	WSP Highway Account-State		-169
	WSP Highway Account-Federal		-4
	WSP Highway Account-Local		-1
WA Traffic Safety Commission	Highway Safety Acct-State		-9
	Highway Safety Acct-Federal		-53
Department of Licensing	Motorcycle Safety Ed-State		-9
	State Wildlife Acct-State		-5
	Highway Safety Acct-State		-472
	Motor Vehicle Acct-State		-290
	DOL Services Account-State		-16
DOT - Toll Operations & Maintenance	SR 520 Corridor Acct-State		-41
DOT - Information Technology	Motor Vehicle Acct-State		-223
DOT - Facilities-Operating	Motor Vehicle Acct-State		-21
DOT - Aviation	Aeronautics-State		-12
DOT - Program Delivery Mgmt & Suppt	Motor Vehicle Acct-State		-512
DOT - Public/Private Partner	Motor Vehicle Acct-State		-15
DOT - Highway Maintenance	Motor Vehicle Acct-State		-450
DOT - Traffic Operations-Operating	Motor Vehicle Acct-State		-213
DOT - Transpo Mgmt and Support	Motor Vehicle Acct-State		-325
DOT - Trans Planning, Data & Res	Motor Vehicle Acct-State		-215
DOT - Public Transportation	Multimodal Acct-State		-48
DOT - WA State Ferries-Operating	Puget Sd Ferry Oper-State		-262
DOT - Rail-Operating	Multimodal Acct-State		-20
DOT - Local Programs-Operating	Motor Vehicle Acct-State		-86
CRAB-Operating	Rural Arterial Trust-State		-14
	Motor Vehicle Acct-State		-33
	County Arterial Pres-State		-8
TIB-Operating	Tran Improv Account-State		-14
Transportation Commission	Motor Vehicle Acct-State		-24
	Total		-3,566

2017-19 Transportation Budget

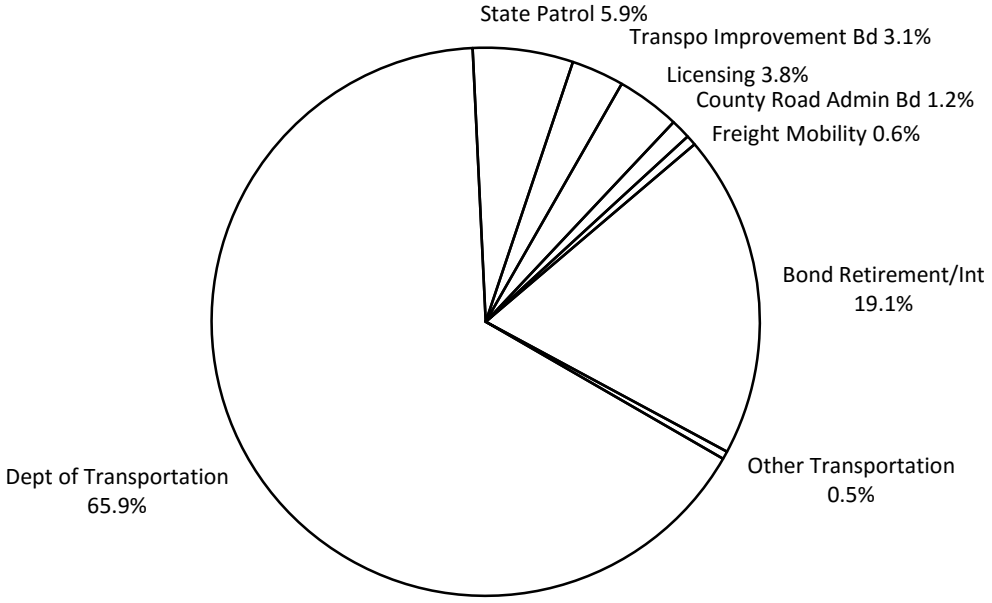
Chapter 313, Laws of 2017, Partial Veto

Total Appropriated Funds

Dollars in Thousands

MAJOR COMPONENTS BY AGENCY

Total Operating and Capital Budget



Major Transportation Agencies	
Department of Transportation	5,611,171
Washington State Patrol	503,770
Transportation Improvement Board	264,839
Department of Licensing	319,467
County Road Administration Board	99,393
Freight Mobility Strategic Investment Board	51,593
Bond Retirement and Interest	1,623,811
Other Transportation	40,090
Total	**8,514,134**

2017-19 Transportation Budget

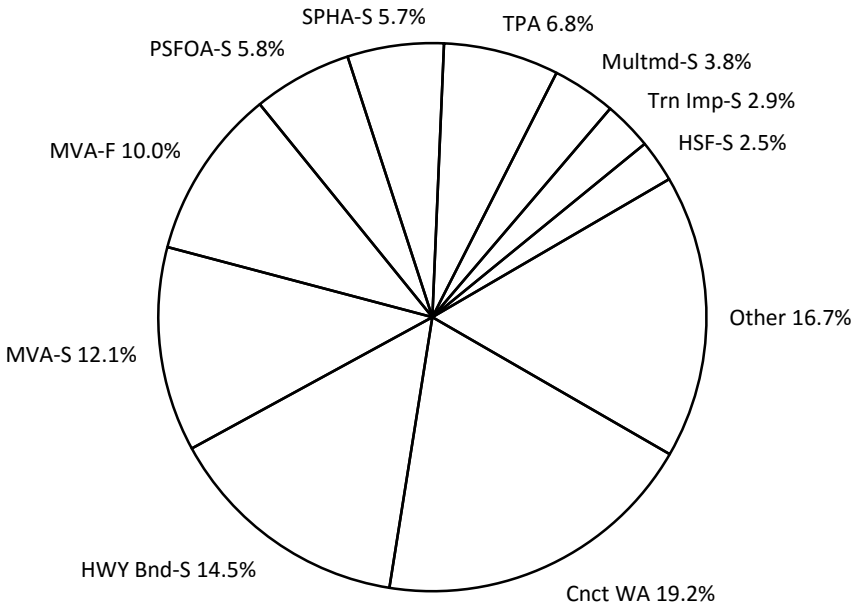
Chapter 313, Laws of 2017, Partial Veto

Total Appropriated Funds

Dollars in Thousands

MAJOR COMPONENTS BY FUND SOURCE AND TYPE

Total Operating and Capital Budget



Major Fund Source	
Connecting Washington Account (State 14.9%, Bonds 4.2%)	1,632,401
Highway Bond Retirement Account - State	1,238,072
Motor Vehicle Account - State	1,027,817
Motor Vehicle Account - Federal	854,842
Puget Sound Ferry Operations Acct - State	496,686
State Patrol Highway Account - State	484,029
Transportation Partnership Account (State 3.0%, Bonds 3.8%)	579,409
Multimodal Transportation Account - State	319,484
Transportation Improvement Account - State	244,389
Highway Safety Account - State	212,389
Other Funds	1,424,616
Total	**8,514,134**

2017 Transportation Project lists

Page

LEAP Transportation Document 2017-1 ..... T-12
Highway Projects Only (Nickel, Transportation Partnership, Connecting Washington)

LEAP Transportation Document 2017-2 ALL PROJECTS T-52
Highways/Ferries/Rail/Facilities/Local Projects/Traffic Operations/Public Transportation

LEAP Transportation Document 2017-1 as developed April 20, 2017

2017-19 Biennium

Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Highway Improvements Program (I)				**1,851,141**	**1,948,068**	**2,240,841**	**1,953,360**	**1,578,325**	**1,227,173**	**688,128**	**347,328**	**0**	**248,988**	**21,234,156**
Puget Sound Major Corridor Investments				**360**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**450**
162	**L2000107**	**SR 162 Study/Design**	**02, 25, 31**	**360**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**450**
		Connecting Washington Account - State		360	90	0	0	0	0	0	0	0	0	450
SR 3, Mason/Kitsap County - Improvements				**14,551**	**3,246**	**10,208**	**25,410**	**31,300**	**0**	**0**	**0**	**0**	**0**	**95,111**
003	**300344D**	**SR 3/Belfair Area - Widening and Safety Improvements**	**35**	**13,573**	**24**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24,001**
		Motor Vehicle Account - Local		406	0	0	0	0	0	0	0	0	0	407
		Transportation Partnership Account - State		13,167	24	8	0	0	0	0	0	0	0	23,594
003	**L2000176**	**SR 3/SR 304 Interchange Modification**	**26**	**978**	**3,222**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,200**
		Connecting Washington Account - State		978	3,222	0	0	0	0	0	0	0	0	4,200
003	**T30400R**	**SR 3/Belfair Bypass - New Alignment**	**35**	**0**	**0**	**10,200**	**25,410**	**31,300**	**0**	**0**	**0**	**0**	**0**	**66,910**
		Connecting Washington Account - State		0	0	10,200	25,410	31,300	0	0	0	0	0	66,910
I-5 / SR 16, Tacoma Area - HOV & Corridor Improvements				**321,814**	**389,341**	**299,356**	**115,000**	**50,000**	**0**	**0**	**0**	**0**	**111,469**	**1,975,946**
005	**300504A**	**I-5/Tacoma HOV Improvements (Nickel/TPA)**	**25, 27, 29**	**299,024**	**244,731**	**134,356**	**0**	**0**	**0**	**0**	**0**	**0**	**111,469**	**1,478,546**
		Motor Vehicle Account - Fed Stimulus - Surface Transp Stim		0	0	0	0	0	0	0	0	0	0	41,617
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	20,752
		Motor Vehicle Account - Local		1,170	259	0	0	0	0	0	0	0	0	2,193

LEAP Transportation Document 2017-1 as developed April 20, 2017

2017-19 Biennium

Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	38,279
		Transportation 2003 Acct (Nickel) - State		44	43	0	0	0	0	0	0	0	0	312,130
		Transportation Partnership Account - State		297,810	244,429	134,356	0	0	0	0	0	0	111,469	1,063,575
005	**M00100R**	**I-5 JBLM Corridor Improvements**	**02, 22, 28**	**21,830**	**142,570**	**165,000**	**115,000**	**50,000**	**0**	**0**	**0**	**0**	**0**	**494,400**
		Connecting Washington Account - State		21,830	142,570	165,000	115,000	50,000	0	0	0	0	0	494,400
016	**L2000175**	**SR 16/Corridor Congestion Study**	**26, 35**	**960**	**2,040**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,000**
		Connecting Washington Account - State		960	2,040	0	0	0	0	0	0	0	0	3,000
I-5, Lewis County Area - Corridor Improvements				**30,375**	**10,938**	**4,000**	**11,020**	**49,481**	**10,000**	**20,000**	**20,500**	**0**	**0**	**398,934**
005	**300581A**	**I-5/Grand Mound to Maytown - Add Lanes and Replace Intersection**	**20, 35**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**115,481**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	1,930
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	58
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	1,583
		Transportation 2003 Acct (Nickel) - State		115	0	0	0	0	0	0	0	0	0	111,910
005	**400508W**	**I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes**	**20**	**25,728**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**152,982**
		Motor Vehicle Account - Local		762	0	0	0	0	0	0	0	0	0	883
		Transportation Partnership Account - State		24,966	0	0	0	0	0	0	0	0	0	152,099

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
005	**L2000204**	**I-5/North Lewis County Interchange**	**20**	**0**	**0**	**0**	**0**	**0**	**10,000**	**20,000**	**20,500**	**0**	**0**	**50,500**
		Connecting Washington Account - State		0	0	0	0	0	10,000	20,000	20,500	0	0	50,500
005	**L2000223**	**I-5/Rebuild Chambers Way Interchange Improvements**	**20**	**4,532**	**10,938**	**4,000**	**11,020**	**49,481**	**0**	**0**	**0**	**0**	**0**	**79,971**
		Connecting Washington Account - State		1,000	9,501	4,000	11,020	49,481	0	0	0	0	0	75,002
		Motor Vehicle Account - Federal		3,379	1,437	0	0	0	0	0	0	0	0	4,816
		Motor Vehicle Account - State		153	0	0	0	0	0	0	0	0	0	153
I-5, Olympia Freeway				**3,968**	**48,532**	**19,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72,000**
005	**L1100110**	**I-5/Marvin Road/SR 510 Interchange**	**22**	**3,968**	**48,532**	**19,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72,000**
		Connecting Washington Account - State		3,968	48,532	19,500	0	0	0	0	0	0	0	72,000
I-5, Puget Sound Area - Improvements				**6,658**	**26,400**	**49,750**	**64,900**	**30,700**	**50,800**	**13,000**	**26,000**	**0**	**19,367**	**405,954**
005	**100536D**	**I-5/SR 525 Interchange Phase**	**21, 32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19,367**	**20,010**
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	19,367	20,010
005	**100537B**	**I-5/196th St (SR 524) Interchange - Build Ramps**	**21, 32**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31,570**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	106
		Transportation Partnership Account - State		60	0	0	0	0	0	0	0	0	0	31,464

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
005	**800502K**	**I-5/SR 161/SR 18 - Interchange Improvements**	**30**	**3,048**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**89,274**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	8,273
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	114
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	1,052
		Transportation Partnership Account - State		3,048	0	0	0	0	0	0	0	0	0	79,835
005	**L1100069**	**I-5/JBLM to S. 38th St HOV Lane Feasibility Study**	**27, 28, 29**	**200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**200**
		Connecting Washington Account - State		200	0	0	0	0	0	0	0	0	0	200
005	**L2000139**	**I-5/156th NE Interchange in Marysville**	**38**	**0**	**0**	**0**	**0**	**0**	**3,000**	**13,000**	**26,000**	**0**	**0**	**42,000**
		Connecting Washington Account - State		0	0	0	0	0	3,000	13,000	26,000	0	0	42,000
005	**L2000160**	**I-5/Ship Canal Noise Wall**	**43**	**0**	**0**	**0**	**0**	**700**	**2,800**	**0**	**0**	**0**	**0**	**3,500**
		Connecting Washington Account - State		0	0	0	0	700	2,800	0	0	0	0	3,500
005	**L2000229**	**I-5 Peak Hour Use Lanes and Interchange Improvements**	**38**	**0**	**9,900**	**44,600**	**29,900**	**0**	**0**	**0**	**0**	**0**	**0**	**84,400**
		Connecting Washington Account - State		0	9,900	44,600	29,900	0	0	0	0	0	0	84,400
005	**T20400R**	**I-5 Federal Way - Triangle Vicinity Improvements**	**30**	**0**	**0**	**0**	**10,000**	**30,000**	**45,000**	**0**	**0**	**0**	**0**	**85,000**

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Connecting Washington Account - State		0	0	0	10,000	30,000	45,000	0	0	0	0	85,000
005	**T20700SC**	**I-5/116th Street and 88th Street Interchanges - Improvements**	**38**	**3,350**	**16,500**	**5,150**	**25,000**	**0**	**0**	**0**	**0**	**0**	**0**	**50,000**
		Connecting Washington Account - State		3,350	16,500	5,150	25,000	0	0	0	0	0	0	50,000
I-5, SW Washington - Corridor Improvements				**501**	**0**	**0**	**0**	**10,400**	**74,800**	**12,500**	**0**	**0**	**0**	**242,098**
005	**400506H**	**I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange**	**18**	**468**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**85,416**
		Motor Vehicle Account - Local		131	0	0	0	0	0	0	0	0	0	7,241
		Transportation 2003 Acct (Nickel) - State		337	0	0	0	0	0	0	0	0	0	78,175
005	**400506I**	**I-5/SR 501 Ridgefield Interchange - Rebuild Interchange**	**18**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24,069**
		Motor Vehicle Account - Fed Stimulus - Surface Transp Stim		0	0	0	0	0	0	0	0	0	0	8,200
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	2,864
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	37
		Transportation Partnership Account - State		18	0	0	0	0	0	0	0	0	0	12,968
005	**400510A**	**I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges**	**19**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34,913**
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	0	0	0	2,808
		Transportation Partnership Account - State		14	0	0	0	0	0	0	0	0	0	32,105

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
005	**L2000099**	**I-5/Mill Plain Boulevard**	**49**	**0**	**0**	**0**	**0**	**10,400**	**74,800**	**12,500**	**0**	**0**	**0**	**97,700**
		Connecting Washington Account - State		0	0	0	0	10,400	74,800	12,500	0	0	0	97,700
I-5, Whatcom/Skagit County - Improvements				**4**	**1,300**	**10,700**	**7,000**	**0**	**0**	**0**	**0**	**0**	**0**	**41,490**
005	**100585Q**	**I-5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction**	**40, 42**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22,490**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	7,353
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	4,975
		Transportation Partnership Account - State		4	0	0	0	0	0	0	0	0	0	10,162
005	**L1000099**	**I-5/Slater Road Interchange - Improvements**	**40, 42**	**0**	**0**	**2,000**	**7,000**	**0**	**0**	**0**	**0**	**0**	**0**	**9,000**
		Connecting Washington Account - State		0	0	2,000	7,000	0	0	0	0	0	0	9,000
005	**L2000119**	**I-5/Northbound on-ramp at Bakerview**	**42**	**0**	**1,300**	**8,700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10,000**
		Connecting Washington Account - State		0	1,300	8,700	0	0	0	0	0	0	0	10,000
SR 9, Skagit/Whatcom County - Improvements				**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17,772**
009	**100955A**	**SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment**	**42**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17,772**
		Motor Vehicle Account - State		27	0	0	0	0	0	0	0	0	0	1,708
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	16,064
SR 9, Snohomish County - Corridor Improvements				**5,981**	**28,131**	**54,318**	**23,800**	**87,500**	**25,500**	**0**	**0**	**0**	**7,847**	**368,100**

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
009	**100900F**	**SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes**	**01**	**902**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53,541**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	2
		Motor Vehicle Account - Local		94	0	0	0	0	0	0	0	0	0	431
		Transportation 2003 Acct (Nickel) - State		808	0	0	0	0	0	0	0	0	0	53,108
009	**100904B**	**SR 9/176th Street SE to SR 96 - Widening**	**01, 44**	**1,525**	**8,305**	**2,018**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,267**
		Motor Vehicle Account - Local		34	0	0	0	0	0	0	0	0	0	120
		Transportation Partnership Account - State		1,491	8,305	2,018	0	0	0	0	0	0	0	13,147
009	**100914G**	**SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections**	**01, 44**	**211**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29,506**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	4,924
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	79
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	56
		Transportation Partnership Account - State		211	0	0	0	0	0	0	0	0	0	24,447
009	**100916G**	**SR 9/Lake Stevens Way to 20th St SE - Improve Intersection**	**44**	**169**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11,829**
		Transportation Partnership Account - State		169	0	0	0	0	0	0	0	0	0	11,829

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
009	**100917G**	**SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections**	**44**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**25,549**
		Motor Vehicle Account - Local		10	0	0	0	0	0	0	0	0	0	4,616
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	20,933
009	**100921G**	**SR 9/SR 528 - Improve Intersection**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,847**	**7,847**
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	7,847	7,847
009	**100922G**	**SR 9/84th St NE (Getchell Road) Improve Intersection**	**39, 44**	**210**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,744**
		Motor Vehicle Account - Local		4	0	0	0	0	0	0	0	0	0	55
		Transportation Partnership Account - State		206	0	0	0	0	0	0	0	0	0	6,689
009	**100928G**	**SR 9/SR 531-172nd St NE - Intersection Improvements**	**39**	**280**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8,217**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	2
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	433
		Transportation Partnership Account - State		280	0	0	0	0	0	0	0	0	0	7,782
009	**N00900R**	**SR 9/Snohomish River Bridge Replacement**	**44**	**0**	**0**	**5,300**	**23,800**	**87,500**	**25,500**	**0**	**0**	**0**	**0**	**142,100**
		Connecting Washington Account - State		0	0	5,300	23,800	87,500	25,500	0	0	0	0	142,100

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
009	**N92040R**	**SR 9/SR 204 Interchange**	**44**	**2,674**	**19,826**	**47,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69,500**
		Connecting Washington Account - State		2,674	19,826	47,000	0	0	0	0	0	0	0	69,500
US 12, Tri-Cities to Walla Walla - Corridor Improvements				**1,173**	**50,925**	**101,000**	**16,000**	**0**	**0**	**0**	**0**	**0**	**0**	**253,885**
012	**501203X**	**US 12/Frenchtown Vicinity to Walla Walla - Add Lanes**	**16**	**68**	**118**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51,662**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	13,312
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	146
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	213
		Transportation 2003 Acct (Nickel) - State		58	118	0	0	0	0	0	0	0	0	923
		Transportation Partnership Account - State		10	0	0	0	0	0	0	0	0	0	37,068
012	**501204C**	**US 12/SR 124 to McNary Pool - Add Lanes**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12,099**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	150
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	255
		Transportation 2003 Acct (Nickel) - State		5	0	0	0	0	0	0	0	0	0	11,694
012	**501212I**	**US 12/SR 124 Intersection - Build Interchange**	**16**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21,317**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	246
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	75
		Transportation Partnership Account - State		100	0	0	0	0	0	0	0	0	0	20,996

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
012	**T20900R**	**US-12/Walla Walla Corridor Improvements**	**16**	**1,000**	**50,807**	**101,000**	**16,000**	**0**	**0**	**0**	**0**	**0**	**0**	**168,807**
		Connecting Washington Account - State		1,000	50,807	101,000	16,000	0	0	0	0	0	0	168,807
US 12, Yakima Area - Improvements				**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37,084**	**38,439**
012	**501208J**	**US 12/Old Naches Highway - Build Interchange**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37,084**	**38,439**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	272	272
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	275
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	14	778
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	36,798	37,114
SR 14, Clark/Skamania County - Corridor Improvements				**2,190**	**13,327**	**36,047**	**10,566**	**0**	**0**	**0**	**0**	**0**	**0**	**110,365**
000	**L1000157**	**SR 14 Access Improvements**	**18**	**462**	**2,058**	**4,980**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,500**
		Connecting Washington Account - State		462	2,058	4,980	0	0	0	0	0	0	0	7,500
014	**401409W**	**SR 14/Camas Washougal - Add Lanes and Build Interchange**	**18**	**430**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48,665**
		Motor Vehicle Account - Local		52	0	0	0	0	0	0	0	0	0	250
		Transportation Partnership Account - State		378	0	0	0	0	0	0	0	0	0	48,415
014	**L2000074**	**SR 14/ Wind River Junction**	**14**	**650**	**5,168**	**482**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,300**
		Connecting Washington Account - State		650	4,200	300	0	0	0	0	0	0	0	5,150

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - Local		0	968	182	0	0	0	0	0	0	0	1,150
014	**L2000102**	**SR 14/I-205 to SE 164th Ave – Auxiliary Lanes**	**18**	**150**	**3,850**	**18,000**	**3,000**	**0**	**0**	**0**	**0**	**0**	**0**	**25,000**
		Connecting Washington Account - State		150	3,850	18,000	3,000	0	0	0	0	0	0	25,000
014	**L2220062**	**SR 14/Bingen Overpass**	**14**	**498**	**2,251**	**12,585**	**7,566**	**0**	**0**	**0**	**0**	**0**	**0**	**22,900**
		Connecting Washington Account - State		498	2,251	12,585	7,566	0	0	0	0	0	0	22,900
SR 17, Moses Lake Vicinity - Improvements				**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**105**
017	**201701G**	**SR 17/Adams Co Line - Access Control**	**09**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**105**
		Transportation Partnership Account - State		64	0	0	0	0	0	0	0	0	0	105
SR 18, Auburn to I-90 - Corridor Widening				**213**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133,288**
018	**101820C**	**SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes**	**05**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**127,240**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	0	0	0	45,028
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	59
		Motor Vehicle Account - State		1	0	0	0	0	0	0	0	0	0	4,068
		Special Category C Account - State Restr		0	0	0	0	0	0	0	0	0	0	72,322
		Transportation 2003 Acct (Nickel) - State		1	0	0	0	0	0	0	0	0	0	5,763
018	**101822A**	**SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes**	**05**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,025**

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	22
		Transportation 2003 Acct (Nickel) - State		97	0	0	0	0	0	0	0	0	0	3,003
018	**101826A**	**SR 18/Tigergate to I-90 - Add Lanes**	**05**	**113**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,023**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	20
		Transportation 2003 Acct (Nickel) - State		113	0	0	0	0	0	0	0	0	0	3,003
SR 20, West Skagit County - Improvements				**1,906**	**10,494**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,400**
020	**L1000112**	**SR 20/Sharpes Corner Vicinity Intersection**	**40**	**1,906**	**10,494**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,400**
		Connecting Washington Account - State		1,906	10,494	1,000	0	0	0	0	0	0	0	13,400
SR 24, Yakima to Hanford - Improvements				**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50,524**
024	**502402E**	**SR 24/I-82 to Keys Rd - Add Lanes**	**15**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50,524**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	0	0	0	8,403
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	4,484
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	985
		Transportation 2003 Acct (Nickel) - State		5	0	0	0	0	0	0	0	0	0	36,652
SR 28/285, Wenatchee Area - Improvements				**3,916**	**437**	**4,900**	**25,700**	**28,900**	**22,000**	**0**	**0**	**0**	**0**	**142,077**
028	**202800D**	**SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment**	**12**	**786**	**437**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40,094**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	116
		Transportation Partnership Account - State		786	437	0	0	0	0	0	0	0	0	39,978

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(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
028	**202801J**	**SR 28/E Wenatchee - Access Control**	**12**	**3,041**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,041**
		Transportation Partnership Account - State		3,041	0	0	0	0	0	0	0	0	0	3,041
028	**L2000061**	**SR 28/SR 285, North Wenatchee Area Improvements**	**12**	**0**	**0**	**600**	**7,000**	**13,400**	**2,000**	**0**	**0**	**0**	**0**	**23,000**
		Connecting Washington Account - State		0	0	600	7,000	13,400	2,000	0	0	0	0	23,000
028	**T10300R**	**SR 28 East Wenatchee Corridor Improvements**	**12**	**0**	**0**	**4,300**	**18,700**	**15,500**	**20,000**	**0**	**0**	**0**	**0**	**58,500**
		Connecting Washington Account - State		0	0	4,300	18,700	15,500	20,000	0	0	0	0	58,500
285	**228501X**	**SR 285/W End of George Sellar Bridge - Intersection Improvements**	**12**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17,442**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	3,601
		Motor Vehicle Account - Local		6	0	0	0	0	0	0	0	0	0	6
		Transportation Partnership Account - State		83	0	0	0	0	0	0	0	0	0	13,835
I-82, Yakima To Oregon				**3,379**	**10,500**	**48,848**	**4,631**	**44,776**	**15,106**	**0**	**0**	**0**	**0**	**162,015**
082	**508201O**	**I-82/Valley Mall Blvd - Rebuild Interchange**	**15**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34,802**
		Motor Vehicle Account - Fed Stimulus - Surface Transp Stim		0	0	0	0	0	0	0	0	0	0	19,654
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	2,541
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	1,865

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(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	2,249
		Transportation Partnership Account - State		27	0	0	0	0	0	0	0	0	0	8,493
082	**L2000123**	**I-82/ EB WB On and Off Ramps**	**15**	**0**	**9,000**	**25,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34,400**
		Connecting Washington Account - State		0	9,000	25,400	0	0	0	0	0	0	0	34,400
082	**T10400O**	**I-82 West Richland - Red Mountain Interchange**	**16**	**3,352**	**1,500**	**23,448**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**28,400**
		Connecting Washington Account - State		3,352	1,500	23,448	100	0	0	0	0	0	0	28,400
082	**T21100R**	**I-82 Yakima - Union Gap Economic Development Improvements**	**14, 15**	**0**	**0**	**0**	**4,531**	**44,776**	**15,106**	**0**	**0**	**0**	**0**	**64,413**
		Connecting Washington Account - State		0	0	0	4,531	44,776	15,106	0	0	0	0	64,413
I-90, Snoqualmie Pass - Corridor Improvements				**135,234**	**82,074**	**23,043**	**118,682**	**182,528**	**97,528**	**528**	**528**	**0**	**0**	**991,300**
090	**509009B**	**I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement**	**05, 13**	**133,234**	**72,674**	**3,543**	**2,182**	**528**	**528**	**528**	**528**	**0**	**0**	**564,900**
		Transportation Partnership Account - State		133,234	72,674	3,543	2,182	528	528	528	528	0	0	564,900
090	**M00500R**	**I-90 Snoqualmie Pass - Widen to Easton**	**13**	**2,000**	**9,400**	**19,500**	**116,500**	**182,000**	**97,000**	**0**	**0**	**0**	**0**	**426,400**
		Connecting Washington Account - State		2,000	9,400	19,500	116,500	182,000	97,000	0	0	0	0	426,400
I-90, Spokane Area - Corridor Improvements				**0**	**4,000**	**22,500**	**100**	**0**	**0**	**7,600**	**18,800**	**0**	**0**	**53,000**
090	**L2000094**	**I-90/Medical Lake & Geiger Interchanges**	**06**	**0**	**4,000**	**22,500**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**26,600**

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(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Connecting Washington Account - State		0	4,000	22,500	100	0	0	0	0	0	0	26,600
090	**L2000122**	**I-90/Henry Road Interchange**	**04**	**0**	**0**	**0**	**0**	**0**	**0**	**7,600**	**18,800**	**0**	**0**	**26,400**
		Connecting Washington Account - State		0	0	0	0	0	0	7,600	18,800	0	0	26,400
I-90, Western Washington - Improvements				**2,800**	**50,200**	**22,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75,500**
090	**L2000124**	**I-90/Front Street IJR**	**05**	**0**	**2,300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,300**
		Connecting Washington Account - State		0	2,300	0	0	0	0	0	0	0	0	2,300
090	**L2000201**	**I-90/Eastgate to SR 900 - Peak Use Shoulder Lanes**	**05, 41, 48**	**2,800**	**47,900**	**22,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73,200**
		Connecting Washington Account - State		2,800	47,900	22,500	0	0	0	0	0	0	0	73,200
US 97, Chelan Falls to Toppenish - Safety Improvements				**2,550**	**1,359**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,909**
097	**L2000163**	**Dolarway Intersection Improvements**	**13**	**2,550**	**1,359**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,909**
		Connecting Washington Account - State		2,270	831	0	0	0	0	0	0	0	0	3,101
		Motor Vehicle Account - Local		280	528	0	0	0	0	0	0	0	0	808
SR 99, Seattle - Alaskan Way Viaduct				**554,306**	**333,722**	**74,856**	**7,900**	**0**	**0**	**0**	**0**	**0**	**0**	**3,253,172**
099	**809936Z**	**SR 99/Alaskan Way Viaduct - Replacement**	**11, 36, 37, 4**	**535,630**	**321,222**	**74,856**	**7,900**	**0**	**0**	**0**	**0**	**0**	**0**	**3,214,671**
		Alaskan Way Viaduct Tolls - State		0	122,046	70,055	7,900	0	0	0	0	0	0	200,001
		Motor Vehicle Account - Federal		55,390	7	0	0	0	0	0	0	0	0	787,211
		Motor Vehicle Account - Local		166,423	8,000	0	0	0	0	0	0	0	0	314,302

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(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Multimodal Transportation Account - State		2,139	2,662	0	0	0	0	0	0	0	0	4,801
		Transportation 2003 Acct (Nickel) - State		45,401	29,100	3,366	0	0	0	0	0	0	0	326,342
		Transportation Partnership Account - State		266,277	159,407	1,435	0	0	0	0	0	0	0	1,582,014
099	**809940B**	**SR 99/Viaduct Project - Construction Mitigation**	**11, 32, 36, 3**	**18,676**	**12,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38,501**
		Multimodal Transportation Account - State		17,000	12,500	0	0	0	0	0	0	0	0	29,500
		Transportation Partnership Account - State		1,676	0	0	0	0	0	0	0	0	0	9,001
US 101/104/112, Olympic Peninsula/SW WA - Improvement				**257**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,451**	**11,775**
101	**310101F**	**US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,276**	**3,211**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	85
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	296	845
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	1,980	2,281
101	**310102F**	**US 101/Gardiner Vicinity - Add Climbing Lane**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,175**	**2,560**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	104
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	2,175	2,456
101	**310116D**	**US 101/Lynch Road - Safety Improvements**	**35**	**257**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,004**
		Transportation Partnership Account - State		257	0	0	0	0	0	0	0	0	0	1,004

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

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Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
101	**L2000161**	**US 101/Lynch Road Intersection Improvements**	**35**	**0**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,000**
		Connecting Washington Account - State		0	5,000	0	0	0	0	0	0	0	0	5,000
SR 161, Pierce County - Corridor Improvements				**4,559**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31,386**	**83,583**
161	**316118A**	**SR 161/24th St E to Jovita - Add Lanes**	**30, 31**	**4,559**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52,197**
		Motor Vehicle Account - Local		116	0	0	0	0	0	0	0	0	0	265
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	2,108
		Transportation 2003 Acct (Nickel) - State		4,443	0	0	0	0	0	0	0	0	0	49,824
161	**316118C**	**SR 161/36th to Vicinity 24th St E - Widen to 5 lanes**	**25, 31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31,386**	**31,386**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	10,135	10,135
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	10,000	10,000
		Special Category C Account - State Restr		0	0	0	0	0	0	0	0	0	1,532	1,532
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	9,719	9,719
SR 167, Renton to Puyallup Corridor Improvements				**57,149**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83,930**
167	**816701C**	**SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane**	**30, 33, 47**	**57,149**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83,930**
		Transportation Partnership Account - State		57,149	14	0	0	0	0	0	0	0	0	83,930
SR 167, Tacoma to Puyallup - New Freeway				**2,610**	**93,500**	**305,100**	**395,400**	**266,000**	**313,000**	**300,000**	**200,000**	**0**	**0**	**1,987,073**

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(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
167	**316718A**	**SR 167/SR 509 to I-5 Stage One - New Freeway**	**25, 27**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**111,573**
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	41,160
		Transportation Partnership Account - State		110	0	0	0	0	0	0	0	0	0	70,413
167	**M00600R**	**SR 167/SR 509 Puget Sound Gateway**	**25, 27, 30, 3**	**2,500**	**93,500**	**305,100**	**395,400**	**266,000**	**313,000**	**300,000**	**200,000**	**0**	**0**	**1,875,500**
		Connecting Washington Account - State		2,500	93,500	305,100	395,400	206,000	283,000	260,000	20,000	0	0	1,565,500
		Motor Vehicle Account - Local		0	0	0	0	60,000	30,000	40,000	0	0	0	130,000
		Unspecified - Tolls		0	0	0	0	0	0	0	180,000	0	0	180,000
I-205, Vancouver Area - Corridor Improvements				**20,890**	**1,542**	**0**	**0**	**50,000**	**0**	**0**	**0**	**0**	**0**	**90,654**
005	**L1000111**	**I-5/179th St Interchange**	**17, 18**	**0**	**0**	**0**	**0**	**50,000**	**0**	**0**	**0**	**0**	**0**	**50,000**
		Connecting Washington Account - State		0	0	0	0	50,000	0	0	0	0	0	50,000
205	**420511A**	**I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2**	**49**	**20,890**	**1,542**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40,654**
		Motor Vehicle Account - Local		1	1	0	0	0	0	0	0	0	0	16
		Transportation Partnership Account - State		20,889	1,541	0	0	0	0	0	0	0	0	40,638
SR 240, Richland Vicinity - Corridor Improvements				**12**	**0**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68,487**
240	**524002F**	**SR 240/I-182 to Richland Y - Add Lanes**	**08**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22,467**
		Motor Vehicle Account - Federal		3	0	0	0	0	0	0	0	0	0	8,523
		Motor Vehicle Account - State		1	0	0	0	0	0	0	0	0	0	2,419

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Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	11,525
240	**524002G**	**SR 240/Richland Y to Columbia Center I/C - Add Lanes**	**08**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**41,020**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	186
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	1,102
		Transportation 2003 Acct (Nickel) - State		8	0	0	0	0	0	0	0	0	0	39,732
240	**L2000202**	**SR 240/Richland Corridor Improvements**	**08**	**0**	**0**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,000**
		Connecting Washington Account - State		0	0	5,000	0	0	0	0	0	0	0	5,000
SR 302, Purdy Vicinity - Corridor Improvements				**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,223**
302	**330215A**	**SR 302/Key Peninsula Highway to Purdy Vic - Safety & Congestion**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,766**
		Transportation Partnership Account - State		2	0	0	0	0	0	0	0	0	0	4,766
302	**330216A**	**SR 302/Elgin Clifton Rd to SR 16 - Corridor Study**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,457**
		Transportation Partnership Account - State		2	0	0	0	0	0	0	0	0	0	2,457
SR 305/SR 304, Bremerton Vicinity - Corridor Improvements				**0**	**10,700**	**18,900**	**7,200**	**0**	**0**	**0**	**0**	**0**	**0**	**36,800**
305	**N30500R**	**SR 305 Construction - Safety Improvements**	**23**	**0**	**10,700**	**18,900**	**7,200**	**0**	**0**	**0**	**0**	**0**	**0**	**36,800**
		Connecting Washington Account - State		0	10,700	18,900	7,200	0	0	0	0	0	0	36,800
SR 395, Ritzville to Pasco - Corridor Improvements				**0**	**5,000**	**10,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15,000**

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
395	**L2000128**	**US 395/Safety Corridor Improvements**	**09, 16**	**0**	**5,000**	**10,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15,000**
		Connecting Washington Account - State		0	5,000	10,000	0	0	0	0	0	0	0	15,000
US 395, Spokane - North Spokane Corridor				**51,778**	**75,112**	**164,017**	**209,000**	**202,900**	**173,000**	**61,000**	**0**	**0**	**0**	**1,317,927**
395	**600001A**	**US 395/NSC-Francis Ave to Farwell Rd - New Alignment**	**03, 04, 06, (**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**209,420**
		Motor Vehicle Account - Fed Stimulus - Surface Transp Stim		0	0	0	0	0	0	0	0	0	0	35,001
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	192
		Special Category C Account - State Restr		0	0	0	0	0	0	0	0	0	0	8,600
		Transportation 2003 Acct (Nickel) - State		3	0	0	0	0	0	0	0	0	0	165,627
395	**600010A**	**US 395/North Spokane Corridor**	**03, 04, 06, (**	**46,775**	**11,112**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**229,607**
		Motor Vehicle Account - Federal		12,696	0	0	0	0	0	0	0	0	0	77,893
		Motor Vehicle Account - Local		14	0	0	0	0	0	0	0	0	0	72
		Motor Vehicle Account - State		368	0	0	0	0	0	0	0	0	0	5,107
		Multimodal Transportation Account - State		37	0	0	0	0	0	0	0	0	0	37
		Special Category C Account - State Restr		5,855	146	0	0	0	0	0	0	0	0	18,329
		Transportation 2003 Acct (Nickel) - State		6,342	5,162	0	0	0	0	0	0	0	0	35,530
		Transportation Partnership Account - State		21,463	5,804	17	0	0	0	0	0	0	0	92,639
395	**M00800R**	**US 395 North Spokane Corridor**	**03, 04, 07**	**5,000**	**64,000**	**164,000**	**209,000**	**202,900**	**173,000**	**61,000**	**0**	**0**	**0**	**878,900**

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Connecting Washington Account - State		5,000	58,000	164,000	209,000	202,900	173,000	61,000	0	0	0	872,900
		Special Category C Account - State Restr		0	6,000	0	0	0	0	0	0	0	0	6,000
I-405, Lynnwood to Tukwila - Corridor Improvements				**135,552**	**279,181**	**374,032**	**233,000**	**160,000**	**10,000**	**225,000**	**0**	**0**	**13,816**	**2,438,071**
405	**140504C**	**I-405/SR 167 Interchange - Direct Connector**	**11, 37**	**10,062**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,816**	**41,613**
		Transportation Partnership Account - State		10,062	0	0	0	0	0	0	0	0	13,816	41,613
405	**840502B**	**I-405/SR 181 to SR 167 - Widening**	**11**	**141**	**134**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**140,043**
		Motor Vehicle Account - Local		81	88	21	0	0	0	0	0	0	0	1,216
		Transportation 2003 Acct (Nickel) - State		60	46	11	0	0	0	0	0	0	0	84,028
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	54,799
405	**840508A**	**I-405/NE 44th St to 112th Ave SE - Widening**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,495**
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	5,495
405	**840541F**	**I-405/I-90 to SE 8th St - Widening**	**41**	**0**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**179,816**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	1,881
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	465
		Transportation 2003 Acct (Nickel) - State		0	5,000	0	0	0	0	0	0	0	0	177,470

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
405	**840551A**	**I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements**	**41, 48**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**203,267**
		Motor Vehicle Account - Fed Stimulus - Surface Transp Stim		0	0	0	0	0	0	0	0	0	0	79,971
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	0	0	0	39,553
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	161
		Transportation Partnership Account - State		19	0	0	0	0	0	0	0	0	0	83,582
405	**8BI1001**	**I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)**	**11, 37, 47**	**83**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**164,268**
		Motor Vehicle Account - Federal		9	16	0	0	0	0	0	0	0	0	15,966
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	195
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	29,985
		Transportation Partnership Account - State		74	19	0	0	0	0	0	0	0	0	118,122
405	**8BI1002**	**I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)**	**01, 41, 45, 4**	**37,555**	**37,557**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**376,636**
		Motor Vehicle Account - Fed Stimulus - Surface Transp Stim		0	0	0	0	0	0	0	0	0	0	22,992
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	721
		Motor Vehicle Account - Local		56	0	0	0	0	0	0	0	0	0	427
		Transportation 2003 Acct (Nickel) - State		6,274	10,956	0	0	0	0	0	0	0	0	108,463

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Transportation Partnership Account - State		31,225	26,601	0	0	0	0	0	0	0	0	244,033
405	**8BI1006**	**I-405/Renton to Bellevue Widening and Express Toll Lanes**	**11, 37, 41**	**19,191**	**1,755**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21,733**
		Motor Vehicle Account - State		78	0	0	0	0	0	0	0	0	0	78
		Transportation 2003 Acct (Nickel) - State		903	0	0	0	0	0	0	0	0	0	1,681
		Transportation Partnership Account - State		18,210	1,755	0	0	0	0	0	0	0	0	19,974
405	**L1000110**	**I-405/NE 132nd Interchange - Totem Lake**	**01, 45**	**0**	**8,000**	**54,000**	**13,000**	**0**	**0**	**0**	**0**	**0**	**0**	**75,000**
		Connecting Washington Account - State		0	8,000	54,000	13,000	0	0	0	0	0	0	75,000
405	**M00900R**	**I-405/Renton to Bellevue - Corridor Widening**	**11, 37, 41, 4**	**65,000**	**225,200**	**320,000**	**220,000**	**160,000**	**10,000**	**225,000**	**0**	**0**	**0**	**1,225,200**
		Connecting Washington Account - State		65,000	225,200	320,000	220,000	160,000	10,000	10,000	0	0	0	1,010,200
		Unspecified - Tolls		0	0	0	0	0	0	215,000	0	0	0	215,000
405	**L2000234**	**I-405/SR 522 to I-5 Capacity Improvements**	**01, 21, 32**	**3,500**	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,000**
		Transportation Partnership Account - State		3,500	1,500	0	0	0	0	0	0	0	0	5,000
SR 500, Vancouver to Orchards - Corridor Improvements				**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45,021**
500	**450000A**	**SR 500/St Johns Blvd - Build Interchange**	**49**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45,021**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	30,061
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	234

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	120
		Transportation Partnership Account - State		89	0	0	0	0	0	0	0	0	0	14,606
SR 502, I-5 to Battle Ground - Corridor Improvements				**15,470**	**2,430**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84,349**
502	**450208W**	**SR 502/I-5 to Battle Ground - Add Lanes**	**17, 18**	**15,470**	**2,430**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84,349**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	200
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	7,766
		Transportation Partnership Account - State		15,470	2,430	0	0	0	0	0	0	0	0	76,383
SR 509, SeaTac to I-5 - Corridor Completion				**3,418**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31,340**
509	**850901F**	**SR 509/I-5 to Sea-Tac Freight & Congestion Relief**	**33**	**3,418**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31,340**
		Motor Vehicle Account - State		2,897	0	0	0	0	0	0	0	0	0	5,001
		Transportation Partnership Account - State		521	0	0	0	0	0	0	0	0	0	26,339
SR 510, Yelm Improvements				**5**	**0**	**4,600**	**53,900**	**0**	**0**	**0**	**0**	**0**	**0**	**87,848**
510	**351025A**	**SR 510/Yelm Loop - New Alignment**	**02**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29,348**
		Motor Vehicle Account - Federal		4	0	0	0	0	0	0	0	0	0	1,123
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	213
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	1,201
		Transportation Partnership Account - State		1	0	0	0	0	0	0	0	0	0	26,811
510	**T32700R**	**SR 510/Yelm Loop Phase 2**	**02**	**0**	**0**	**4,600**	**53,900**	**0**	**0**	**0**	**0**	**0**	**0**	**58,500**

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Connecting Washington Account - State		0	0	4,600	53,900	0	0	0	0	0	0	58,500
SR 518, Burien to Tukwila - Corridor Improvements				**1,793**	**11,940**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50,384**
518	**851808A**	**SR 518/SeaTac Airport to I-5 - Eastbound Widening**	**11, 33**	**278**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36,929**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	5,902
		Motor Vehicle Account - Local		62	0	0	0	0	0	0	0	0	0	9,990
		Transportation Partnership Account - State		216	0	0	0	0	0	0	0	0	0	21,037
518	**T32800R**	**SR 518 Des Moines Interchange Improvement**	**33**	**1,515**	**11,940**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,455**
		Connecting Washington Account - State		1,515	11,940	0	0	0	0	0	0	0	0	13,455
SR 520, Seattle to Redmond - Corridor Improvements				**390,303**	**304,345**	**415,158**	**388,610**	**297,304**	**359,832**	**0**	**0**	**0**	**0**	**4,543,549**
520	**852006W**	**SR 520 Westside Design Development**	**43**	**14,001**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24,001**
		SR 520 Civil Penalties Account - State		14,000	0	0	0	0	0	0	0	0	0	14,000
		Transportation Partnership Account - State		1	0	0	0	0	0	0	0	0	0	10,001
520	**8BI1003**	**SR 520/ Bridge Replacement and HOV (Nickel/TPA)**	**43, 48**	**342,847**	**44,371**	**130**	**107**	**96**	**63**	**0**	**0**	**0**	**0**	**2,680,828**
		Motor Vehicle Account - Federal		57,008	0	0	0	0	0	0	0	0	0	198,140
		Motor Vehicle Account - Local		316	60	0	0	0	0	0	0	0	0	2,305
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	2,575

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(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		SR 520 Corridor Account - Fed Ded - USDOT - TIFIA Loan		104,801	0	0	0	0	0	0	0	0	0	300,001
		SR 520 Corridor Account - State		110,910	0	0	0	0	0	0	0	0	0	659,946
		SR 520 Corridor Account - State 520 Toll		24,131	0	0	0	0	0	0	0	0	0	70,116
		SR 520 Corridor Account - State GARVEE		1	0	0	0	0	0	0	0	0	0	924,615
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	52,246
		Transportation Partnership Account - State		45,680	44,311	130	107	96	63	0	0	0	0	470,884
520	**L1000033**	**Lake Washington Congestion Management**	**43, 48**	**805**	**200**	**1,532**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**87,320**
		Motor Vehicle Account - Federal		771	192	1,062	0	0	0	0	0	0	0	86,032
		Transportation Partnership Account - State		34	8	470	0	0	0	0	0	0	0	1,288
520	**L1000098**	**SR 520/124th St Interchange**	**48**	**0**	**0**	**19,800**	**21,100**	**0**	**0**	**0**	**0**	**0**	**0**	**40,900**
		Connecting Washington Account - State		0	0	19,800	21,100	0	0	0	0	0	0	40,900
520	**L1100101**	**SR 520/148th Ave NE Overlake Access Ramp**	**48**	**0**	**40,700**	**27,300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68,000**
		Connecting Washington Account - State		0	40,700	27,300	0	0	0	0	0	0	0	68,000
520	**M00400R**	**SR 520 Seattle Corridor Improvements - West End**	**43**	**32,650**	**219,074**	**366,396**	**367,403**	**297,208**	**359,769**	**0**	**0**	**0**	**0**	**1,642,500**
		Connecting Washington Account - State		32,650	219,074	366,396	367,403	297,208	359,769	0	0	0	0	1,642,500
SR 522, Seattle to Monroe - Corridor Improvements				**9,638**	**786**	**32**	**0**	**0**	**5,000**	**5,000**	**0**	**0**	**0**	**178,946**

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
522	**152201C**	**SR 522/I-5 to I-405 - Multimodal Improvements**	**01, 46**	**3**	**7**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22,565**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	995
		Motor Vehicle Account - Local		3	7	32	0	0	0	0	0	0	0	1,173
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	1,354
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	6,003
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	13,040
522	**152234E**	**SR 522/Snohomish River Bridge to US 2 - Add Lanes**	**01, 39**	**9,635**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**145,631**
		Motor Vehicle Account - Local		13	0	0	0	0	0	0	0	0	0	291
		Transportation 2003 Acct (Nickel) - State		9,622	29	0	0	0	0	0	0	0	0	145,340
522	**NPARADI**	**SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)**	**01**	**0**	**750**	**0**	**0**	**0**	**5,000**	**5,000**	**0**	**0**	**0**	**10,750**
		Connecting Washington Account - State		0	0	0	0	0	5,000	5,000	0	0	0	10,000
		Motor Vehicle Account - State		0	750	0	0	0	0	0	0	0	0	750
SR 531, Smokey Point Vicinity - Improvements				**0**	**0**	**4,900**	**10,900**	**23,500**	**0**	**0**	**0**	**0**	**0**	**39,300**
531	**L1000114**	**SR 531/43rd Ave NE to 67th Ave NE – Corridor Improvements**	**10, 39**	**0**	**0**	**4,900**	**10,900**	**23,500**	**0**	**0**	**0**	**0**	**0**	**39,300**
		Connecting Washington Account - State		0	0	4,900	10,900	23,500	0	0	0	0	0	39,300
SR 532, Camano Island to I-5 - Corridor Improvements				**16,129**	**363**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86,320**

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Highway Improvements Program (I)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
532	**053255C**	**SR 532/Camano Island to I-5 Corridor Improvements (TPA)**	**10**	**16,129**	**363**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86,320**
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	0	0	0	366
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	11,348
		Transportation Partnership Account - State		16,128	363	0	0	0	0	0	0	0	0	74,606
SR 539, Bellingham North - Corridor Improvements				**598**	**0**	**0**	**0**	**16,000**	**24,000**	**0**	**0**	**0**	**0**	**142,761**
539	**153910A**	**SR 539/Tenmile Road to SR 546 - Widening**	**42**	**598**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**102,761**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	1,579
		Transportation 2003 Acct (Nickel) - State		598	0	0	0	0	0	0	0	0	0	101,182
539	**L2000118**	**SR 539/Guide Meridian**	**42**	**0**	**0**	**0**	**0**	**16,000**	**24,000**	**0**	**0**	**0**	**0**	**40,000**
		Connecting Washington Account - State		0	0	0	0	16,000	24,000	0	0	0	0	40,000
SR 542, Bellingham Vicinity - Corridor Improvements				**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,829**
542	**154205G**	**SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements**	**42**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,829**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	2
		Transportation Partnership Account - State		23	0	0	0	0	0	0	0	0	0	5,827
SR 704, Lakewood Vicinity - New Freeway				**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,256**	**40,900**
704	**370401A**	**SR 704/Cross Base Highway - New Alignment**	**02, 28**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,256**	**40,900**

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	0	0	196	10,548
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	25
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	9,029	15,001
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	9,031	15,326
SR 900, Issaquah Vicinity - Corridor Widening				**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43,805**
900	**190098U**	**SR 900/SE 78th St Vic to I-90 Vic - Widening and HOV**	**05, 41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43,805**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	1,304
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	0	0	0	10,640
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	6,213
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	25,648
Other				**1,550**	**24,400**	**31,400**	**62,100**	**7,000**	**0**	**0**	**0**	**0**	**0**	**126,450**
012	**N01200R**	**Schouweiler Road Improvements**	**24**	**1,550**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,550**
		Connecting Washington Account - State		1,550	0	0	0	0	0	0	0	0	0	1,550
018	**L1000120**	**SR 18 Eastbound Off-Ramp**	**30, 31, 47**	**0**	**15,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15,000**
		Connecting Washington Account - State		0	15,000	0	0	0	0	0	0	0	0	15,000
125	**L2000170**	**SR 125/9th Street Plaza – Intersection Improvements**	**16**	**0**	**3,900**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,900**
		Connecting Washington Account - State		0	3,900	0	0	0	0	0	0	0	0	3,900

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
395	**L2000127**	**US 395/Ridgeline Intersection**	**08**	**0**	**4,000**	**17,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21,000**
		Connecting Washington Account - State		0	0	15,000	0	0	0	0	0	0	0	15,000
		Motor Vehicle Account - Local		0	4,000	2,000	0	0	0	0	0	0	0	6,000
432	**L2000091**	**SR 432 Longview Grade Crossing**	**19**	**0**	**1,500**	**14,400**	**62,100**	**7,000**	**0**	**0**	**0**	**0**	**0**	**85,000**
		Connecting Washington Account - State		0	1,500	14,400	62,100	7,000	0	0	0	0	0	85,000
Safety - Interchange Improvements (New & Rebuilt)				**4,254**	**2,616**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,580**
105	**L2200092**	**SR 150/No-See-Um Road Intersection - Realignment**	**12**	**4,254**	**2,616**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,580**
		Connecting Washington Account - State		4,164	2,336	0	0	0	0	0	0	0	0	6,500
		Motor Vehicle Account - Federal		86	0	0	0	0	0	0	0	0	0	738
		Motor Vehicle Account - Local		0	280	0	0	0	0	0	0	0	0	280
		Motor Vehicle Account - State		4	0	0	0	0	0	0	0	0	0	62
Safety - Interchange, Intersection & Spot Improvements				**293**	**10,000**	**81,800**	**124,397**	**2,050**	**9,100**	**6,000**	**24,000**	**0**	**0**	**257,713**
002	**200201J**	**US 2/East Wenatchee N - Access Control**	**12**	**293**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**366**
		Transportation Partnership Account - State		293	0	0	0	0	0	0	0	0	0	366
002	**N00200R**	**US Hwy 2 Safety**	**39**	**0**	**2,000**	**2,700**	**14,300**	**0**	**0**	**0**	**0**	**0**	**0**	**19,000**
		Connecting Washington Account - State		0	0	2,700	14,300	0	0	0	0	0	0	17,000
		Motor Vehicle Account - State		0	2,000	0	0	0	0	0	0	0	0	2,000

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
020	**L2000169**	**SR 20/Oak Harbor to Swantown Roundabout**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**6,000**	**24,000**	**0**	**0**	**30,000**
		Connecting Washington Account - State		0	0	0	0	0	0	6,000	24,000	0	0	30,000
026	**L2000057**	**SR 26/Dusty to Colfax - Add Climbing Lanes**	**09**	**0**	**0**	**0**	**0**	**2,050**	**9,100**	**0**	**0**	**0**	**0**	**11,150**
		Connecting Washington Account - State		0	0	0	0	2,050	9,100	0	0	0	0	11,150
090	**L1000113**	**I-90/SR 18 Interchange Improvements**	**05**	**0**	**5,000**	**73,100**	**71,900**	**0**	**0**	**0**	**0**	**0**	**0**	**150,000**
		Connecting Washington Account - State		0	5,000	0	0	0	0	0	0	0	0	5,000
		Special Category C Account - State Restr		0	0	73,100	71,900	0	0	0	0	0	0	145,000
526	**N52600R**	**SR 526 Corridor Improvements**	**38**	**0**	**3,000**	**6,000**	**38,197**	**0**	**0**	**0**	**0**	**0**	**0**	**47,197**
		Connecting Washington Account - State		0	3,000	6,000	38,197	0	0	0	0	0	0	47,197
Safety - Pedestrian & Bicycle Improvements				**549**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**853**
162	**316218A**	**SR 162/Orting Area - Construct Pedestrian Tunnel**	**02**	**549**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**853**
		Transportation Partnership Account - State		549	0	0	0	0	0	0	0	0	0	853
Safety - Roadside Improvements				**1,550**	**12,400**	**4,700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,650**
195	**L2000058**	**US 195/Colfax to Spangle - Add Passing Lane**	**09**	**1,550**	**10,100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11,650**
		Connecting Washington Account - State		1,550	10,100	0	0	0	0	0	0	0	0	11,650
501	**L2000117**	**SR 501/I-5 to Port of Vancouver**	**49**	**0**	**2,300**	**4,700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,000**

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Connecting Washington Account - State		0	2,300	4,700	0	0	0	0	0	0	0	7,000
Environmental - Fish Barrier Removal & Chronic Deficiencies				**34,976**	**41,693**	**37,511**	**37,500**	**37,500**	**37,500**	**37,500**	**57,500**	**0**	**5,312**	**371,943**
000	**L1100066**	**Fish Culverts**	**99**	**17,500**	**37,500**	**37,500**	**37,500**	**37,500**	**37,500**	**37,500**	**57,500**	**0**	**0**	**300,000**
		Connecting Washington Account - State		17,500	37,500	37,500	37,500	37,500	37,500	37,500	57,500	0	0	300,000
101	**310141H**	**US 101/Hoh River (Site #2) - Stabilize Slopes**	**24**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,812**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	700
		Transportation Partnership Account - State		48	0	0	0	0	0	0	0	0	0	4,112
109	**310918A**	**SR 109/Moclips River Bridge - Replace Bridge**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,312**	**6,070**
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	5,312	6,070
542	**154229G**	**SR 542/Nooksack River - Redirect River and Realign Roadway**	**42**	**6,064**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20,524**
		Motor Vehicle Account - Federal		5,934	41	0	0	0	0	0	0	0	0	6,392
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	105
		Transportation Partnership Account - State		130	1	0	0	0	0	0	0	0	0	14,027
998	**099955F**	**Fish Passage Barriers (TPA)**	**99**	**11,364**	**4,151**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**40,537**
		Motor Vehicle Account - Federal		8,486	4,037	0	0	0	0	0	0	0	0	20,443
		Motor Vehicle Account - Local		240	0	0	0	0	0	0	0	0	0	256

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Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - State		161	114	11	0	0	0	0	0	0	0	504
		Transportation Partnership Account - State		2,477	0	0	0	0	0	0	0	0	0	19,334
Environmental - Noise Walls & Noise Mitigation				**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,897**
005	**100525P**	**I-5/5th Ave NE to NE 92nd St - Noise Wall**	**46**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8,975**
		Transportation Partnership Account - State		52	0	0	0	0	0	0	0	0	0	8,975
005	**800524Z**	**I-5/Ship Canal Bridge - Noise Mitigation Study**	**43**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,922**
		Transportation Partnership Account - State		6	0	0	0	0	0	0	0	0	0	4,922
Environmental - Stormwater & Mitigation Sites				**5,656**	**2,030**	**1,165**	**644**	**486**	**7**	**0**	**0**	**0**	**0**	**17,361**
000	**0BI4ENV**	**Environmental Mitigation Reserve - Nickel/TPA**	**99**	**3,778**	**2,030**	**1,165**	**644**	**486**	**7**	**0**	**0**	**0**	**0**	**10,568**
		Transportation 2003 Acct (Nickel) - State		1,431	661	314	148	304	0	0	0	0	0	4,144
		Transportation Partnership Account - State		2,347	1,369	851	496	182	7	0	0	0	0	6,424
005	**400506M**	**I-5/Chehalis River Flood Control**	**20**	**1,878**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,793**
		Motor Vehicle Account - Local		1,878	0	0	0	0	0	0	0	0	0	2,125
		Transportation 2003 Acct (Nickel) - State		0	0	0	0	0	0	0	0	0	0	4,668

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Highway Preservation Program (P)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Highway Preservation Program (P)				**131,954**	**257,849**	**223,577**	**214,565**	**186,583**	**178,960**	**165,560**	**164,060**	**0**	**3,302**	**2,236,654**
SR 104, Hood Canal Bridge				**153**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**519,028**
104	**310407B**	**SR 104/Hood Canal Bridge - Replace E Half**	**23, 24**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**518,650**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	0	0	0	310,972
		Motor Vehicle Account - State		1	0	0	0	0	0	0	0	0	0	70,039
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	137,639
104	**310407D**	**SR104/Port Angeles Graving Dock Settlement and Remediation**	**24**	**151**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**378**
		Motor Vehicle Account - State		151	135	0	0	0	0	0	0	0	0	378
Road Preservation - Concrete/Dowel Bar Retrofit				**45,475**	**71,020**	**27,853**	**50,189**	**17,923**	**0**	**0**	**0**	**0**	**0**	**245,002**
005	**800515C**	**Concrete Rehabilitation Program (Nickel)**	**11, 32, 37, 4**	**12,805**	**57,227**	**24,008**	**50,189**	**17,923**	**0**	**0**	**0**	**0**	**0**	**192,727**
		Motor Vehicle Account - Federal		4,265	12,126	0	9,169	4,180	0	0	0	0	0	39,708
		Multimodal Transportation Account - State		0	0	0	0	0	0	0	0	0	0	-116
		Transportation 2003 Acct (Nickel) - State		8,540	45,101	24,008	41,020	13,743	0	0	0	0	0	153,135
090	**5BP1001**	**I-90/Concrete Rehabilitation (Nickel)**	**13**	**32,670**	**13,793**	**3,845**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52,275**
		Highway Safety Account - State		0	0	0	0	0	0	0	0	0	0	37
		Motor Vehicle Account - Federal		14,224	0	0	0	0	0	0	0	0	0	16,135
		Motor Vehicle Account - State		332	0	0	0	0	0	0	0	0	0	351
		Transportation 2003 Acct (Nickel) - State		18,114	13,793	3,845	0	0	0	0	0	0	0	35,752

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Highway Preservation Program (P)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Road Preservation - Safety Features				**71,763**	**156,860**	**141,060**	**164,060**	**164,060**	**164,060**	**164,060**	**164,060**	**0**	**0**	**1,189,983**
000	**L1100071**	**Highway System Preservation**	**99**	**71,763**	**156,860**	**141,060**	**164,060**	**164,060**	**164,060**	**164,060**	**164,060**	**0**	**0**	**1,189,983**
		Connecting Washington Account - State		71,763	156,860	141,060	164,060	164,060	164,060	164,060	164,060	0	0	1,189,983
Bridge Preservation - Repair				**288**	**18,182**	**6,000**	**0**	**3,000**	**8,000**	**0**	**0**	**0**	**0**	**35,470**
107	**L2000116**	**SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Repair**	**19**	**288**	**12,212**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12,500**
		Connecting Washington Account - State		288	12,212	0	0	0	0	0	0	0	0	12,500
155	**L2000203**	**SR 155/Omak Bridge Rehabilitation**	**07**	**0**	**0**	**0**	**0**	**3,000**	**8,000**	**0**	**0**	**0**	**0**	**11,000**
		Connecting Washington Account - State		0	0	0	0	3,000	8,000	0	0	0	0	11,000
241	**L2000174**	**SR 241/Mabton Bridge**	**15**	**0**	**5,970**	**6,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11,970**
		Connecting Washington Account - State		0	5,970	6,000	0	0	0	0	0	0	0	11,970
Bridge Preservation - Replacement				**9,475**	**4,452**	**25,664**	**316**	**1,600**	**6,900**	**1,500**	**0**	**0**	**3,302**	**212,171**
002	**200201K**	**US 2/Wenatchee River Bridge - Replace Bridge**	**12**	**139**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8,209**
		Motor Vehicle Account - Federal		74	0	0	0	0	0	0	0	0	0	7,601
		Transportation Partnership Account - State		65	0	0	0	0	0	0	0	0	0	608
002	**200201L**	**US 2/Chiwaukum Creek - Replace Bridge**	**12**	**163**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,566**
		Motor Vehicle Account - Federal		119	0	0	0	0	0	0	0	0	0	6,170
		Transportation Partnership Account - State		44	0	0	0	0	0	0	0	0	0	396

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Highway Preservation Program (P)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
004	**400411A**	**SR 4/Abernathy Creek Br - Replace Bridge**	**19**	**0**	**0**	**0**	**0**	**1,600**	**6,900**	**1,500**	**0**	**0**	**0**	**10,000**
		Connecting Washington Account - State		0	0	0	0	1,600	6,900	1,500	0	0	0	10,000
006	**400612A**	**SR 6/Rock Creek Br E - Replace Bridge**	**19, 20**	**1,335**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10,228**
		Transportation Partnership Account - State		1,335	0	0	0	0	0	0	0	0	0	10,228
006	**400612B**	**SR 6/Rock Creek Br W - Replace Bridge**	**19, 20**	**935**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,161**
		Motor Vehicle Account - Federal		839	0	0	0	0	0	0	0	0	0	6,762
		Transportation Partnership Account - State		96	0	0	0	0	0	0	0	0	0	399
006	**400694A**	**SR 6/Willapa River Br - Replace Bridge**	**19**	**106**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,039**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	0	0	0	884
		Motor Vehicle Account - Local		11	0	0	0	0	0	0	0	0	0	135
		Motor Vehicle Account - State		1	0	0	0	0	0	0	0	0	0	110
		Transportation Partnership Account - State		93	0	0	0	0	0	0	0	0	0	5,910
009	**100934R**	**SR 9/Pilchuck Creek - Replace Bridge**	**10**	**529**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15,806**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	944
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	0	0	0	277
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	1

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Highway Preservation Program (P)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Transportation Partnership Account - State		528	20	0	0	0	0	0	0	0	0	14,584
012	**501211N**	**US 12/Tieton River W Crossing - Replace Bridge**	**14**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,016**
		Motor Vehicle Account - Federal		6	0	0	0	0	0	0	0	0	0	4,962
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	83
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	7
		Transportation Partnership Account - State		10	0	0	0	0	0	0	0	0	0	964
012	**501211P**	**US 12/Tieton River E Crossing - Replace Bridge**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,033**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	3,877
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	83
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	151
		Transportation Partnership Account - State		2	0	0	0	0	0	0	0	0	0	922
012	**L2000075**	**US 12/ Wildcat Bridge Replacement**	**14**	**283**	**2,788**	**8,929**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12,000**
		Connecting Washington Account - State		283	2,788	8,929	0	0	0	0	0	0	0	12,000
099	**109935A**	**SR 99/Spokane St Bridge - Replace Bridge Approach**	**11**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10,491**
		Highway Safety Account - State		0	0	0	0	0	0	0	0	0	0	34

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Highway Preservation Program (P)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - Federal		42	0	0	0	0	0	0	0	0	0	9,229
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	450
		Motor Vehicle Account - State		1	0	0	0	0	0	0	0	0	0	86
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	692
101	**410104A**	**US 101/Middle Nemah River Br - Replace Bridge**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,947**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	4,048
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	0	0	0	102
		Motor Vehicle Account - State		1	0	0	0	0	0	0	0	0	0	21
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	776
105	**410510A**	**SR 105/Smith Creek Br - Replace Bridge**	**19**	**337**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9,825**
		Highway Safety Account - State		0	0	0	0	0	0	0	0	0	0	135
		Motor Vehicle Account - Federal		311	0	0	0	0	0	0	0	0	0	8,720
		Motor Vehicle Account - Local		2	0	0	0	0	0	0	0	0	0	17
		Motor Vehicle Account - State		24	0	0	0	0	0	0	0	0	0	83
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	870
105	**410510B**	**SR 105/North River Br - Replace Bridge**	**19**	**555**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,221**
		Highway Safety Account - State		0	0	0	0	0	0	0	0	0	0	1

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Highway Preservation Program (P)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Motor Vehicle Account - Federal		456	0	0	0	0	0	0	0	0	0	10,914
		Motor Vehicle Account - Local		7	0	0	0	0	0	0	0	0	0	23
		Motor Vehicle Account - State		92	0	0	0	0	0	0	0	0	0	94
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	0	2,189
162	**316219A**	**SR 162/Puyallup River Bridge - Replace Bridge**	**31**	**2,692**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10,607**
		Motor Vehicle Account - Local		235	0	0	0	0	0	0	0	0	0	270
		Transportation Partnership Account - State		2,457	0	0	0	0	0	0	0	0	0	10,337
195	**619503K**	**US 195/Spring Flat Creek - Bridge Replacement**	**09**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,302**	**3,302**
		Transportation Partnership Account - State		0	0	0	0	0	0	0	0	0	3,302	3,302
290	**629001D**	**SR 290/Spokane River E Trent Br - Replace Bridge**	**03**	**1,201**	**1,613**	**16,735**	**316**	**0**	**0**	**0**	**0**	**0**	**0**	**19,865**
		Motor Vehicle Account - Federal		727	1,461	16,194	305	0	0	0	0	0	0	18,687
		Transportation Partnership Account - State		474	152	541	11	0	0	0	0	0	0	1,178
529	**152908E**	**SR 529/Ebey Slough Bridge - Replace Bridge**	**38**	**1,047**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33,029**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	0	0	0	1,445
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	0	0	0	453
		Motor Vehicle Account - State		0	0	0	0	0	0	0	0	0	0	97

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Highway Preservation Program (P)

Transpo 2003 (Nickel) Account, 2005 Transpo Partnership Account (TPA), Connecting WA

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
		Transportation Partnership Account - State		1,046	0	0	0	0	0	0	0	0	0	31,034
532	**153203D**	**SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge**	**10**	**91**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,826**
		Transportation Partnership Account - State		91	31	0	0	0	0	0	0	0	0	18,826
Traffic Ops - ITS & Operation Enhancements				**4,800**	**7,200**	**23,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35,000**
000	**G2000055**	**Land Mobile Radio (LMR) Upgrade**	**98**	**4,800**	**7,200**	**23,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35,000**
		Connecting Washington Account - State		4,800	7,200	23,000	0	0	0	0	0	0	0	35,000
Total All Projects				**1,983,095**	**2,205,917**	**2,464,418**	**2,167,925**	**1,764,908**	**1,406,133**	**853,688**	**511,388**	**0**	**252,290**	**23,470,810**

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Highway Management & Facilities Program (D)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Highway Management & Facilities Program (D)								**13,278**	**30,344**	**29,213**	**6,519**	**6,716**	**6,352**	**6,552**	**6,599**	**6,648**	**0**	**144,534**
Facility Improvements								**1,731**	**1,747**	**1,796**	**1,846**	**1,891**	**1,375**	**1,423**	**1,470**	**1,519**	**0**	**21,961**
000	D311701	NPDES Facilities Projects	99	☐	☐	☐	☑	281	250	250	250	250	250	250	250	250	0	2,822
000	D399301	Olympic Region Headquarters Facility Site Debt Service	22	☐	☐	☐	☑	566	565	567	568	565	0	0	0	0	0	6,126
999	D300701	Statewide Administrative Support	99	☐	☐	☐	☑	884	932	979	1,028	1,076	1,125	1,173	1,220	1,269	0	13,013
Facility Preservation								**5,656**	**4,340**	**4,521**	**4,673**	**4,825**	**4,977**	**5,129**	**5,129**	**5,129**	**0**	**56,570**
000	D398136	NPDES Facilities Construction and Renovation	05, 09, 22	☐	☐	☐	☑	589	0	0	0	0	0	0	0	0	0	1,261
000	D398898	Existing Facilities Building Codes Compliance	05, 22, 35	☐	☐	☐	☑	836	0	0	0	0	0	0	0	0	0	2,078
999	D309701	Preservation and Improvement Minor Works Projects	99	☐	☐	☐	☑	4,231	4,340	4,521	4,673	4,825	4,977	5,129	5,129	5,129	0	53,231
Other								**4,847**	**24,257**	**22,896**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**52,000**
000	L1000151	Olympic Region Maintenance and Administration Facility	22	☐	☐	☑	☐	934	16,170	22,896	0	0	0	0	0	0	0	40,000

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Highway Management & Facilities Program (D)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
000	L2000079	Euclid Ave Administration Facility Consolidation Project	12	☐	☐	☑	☐	3,913	8,087	0	0	0	0	0	0	0	0	12,000
Traffic Ops - ITS & Operation Enhancements								**1,044**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14,003**
000	100010T	Northwest Region TMC Improvements	32	☑	☐	☐	☐	1,044	0	0	0	0	0	0	0	0	0	14,003

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Highway Improvements Program (I)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Highway Improvements Program (I)								**2,093,440**	**2,225,545**	**2,454,194**	**2,188,856**	**1,878,459**	**1,486,947**	**952,015**	**569,842**	**345,996**	**248,988**	**24,019,898**
Puget Sound Major Corridor Investments								**360**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**450**
162	L2000107	SR 162 Study/Design	02, 25, 31	☐	☐	☑	☐	360	90	0	0	0	0	0	0	0	0	450
SR 3, Mason/Kitsap County - Improvements								**884**	**3,246**	**10,208**	**25,410**	**31,300**	**0**	**0**	**0**	**0**	**0**	**95,612**
003	300302F	SR 3/SR 304 - Interchange Improvements	26	☐	☐	☐	☑	210	0	0	0	0	0	0	0	0	0	501
003	300344D	SR 3/Belfair Area - Widening and Safety Improvements	35	☑	☐	☐	☑	13,573	24	8	0	0	0	0	0	0	0	24,001
003	L2000176	SR 3/SR 304 Interchange Modification	26	☐	☐	☑	☐	978	3,222	0	0	0	0	0	0	0	0	4,200
003	T30400R	SR 3/Belfair Bypass - New Alignment	35	☐	☐	☑	☐	0	0	10,200	25,410	31,300	0	0	0	0	0	66,910
I-5 / SR 16, Tacoma Area - HOV & Corridor Improvements								**321,814**	**389,341**	**299,356**	**115,000**	**50,000**	**0**	**0**	**0**	**0**	**111,469**	**1,975,946**
005	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	25, 27, 29	☑	☑	☐	☑	299,024	244,731	134,356	0	0	0	0	0	0	111,469	1,478,546
005	M00100R	I-5 JBLM Corridor Improvements	02, 22, 28	☐	☐	☑	☐	21,830	142,570	165,000	115,000	50,000	0	0	0	0	0	494,400
016	L2000175	SR 16/Corridor Congestion Study	26, 35	☐	☐	☑	☐	960	2,040	0	0	0	0	0	0	0	0	3,000
I-5, Lewis County Area - Corridor Improvements								**30,375**	**10,938**	**4,000**	**11,020**	**49,481**	**10,000**	**20,000**	**20,500**	**0**	**0**	**398,934**

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Highway Improvements Program (I)
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Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
005	300581A	I-5/Grand Mound to Maytown - Add Lanes and Replace Intersection	20, 35	☐	☑	☐	☑	115	0	0	0	0	0	0	0	0	0	115,481
005	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	20	☑	☐	☐	☑	25,728	0	0	0	0	0	0	0	0	0	152,982
005	L2000204	I-5/North Lewis County Interchange	20	☐	☐	☑	☐	0	0	0	0	0	10,000	20,000	20,500	0	0	50,500
005	L2000223	I-5/Rebuild Chambers Way Interchange Improvements	20	☐	☐	☑	☑	4,532	10,938	4,000	11,020	49,481	0	0	0	0	0	79,971
I-5, Olympia Freeway								**3,968**	**48,532**	**19,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**72,000**
005	L1100110	I-5/Marvin Road/SR 510 Interchange	22	☐	☐	☑	☐	3,968	48,532	19,500	0	0	0	0	0	0	0	72,000
I-5, Puget Sound Area - Improvements								**13,988**	**42,400**	**51,228**	**64,900**	**30,700**	**50,800**	**13,000**	**26,000**	**0**	**19,367**	**461,531**
005	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2	30	☐	☐	☐	☑	1,427	0	0	0	0	0	0	0	0	0	2,501
005	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	37, 43	☐	☐	☐	☑	1,431	16,000	1,478	0	0	0	0	0	0	0	20,246
005	100536D	I-5/SR 525 Interchange Phase	21, 32	☑	☐	☐	☐	0	0	0	0	0	0	0	0	0	19,367	20,010
005	100537B	I-5/196th St (SR 524) Interchange - Build Ramps	21, 32	☑	☐	☐	☑	60	0	0	0	0	0	0	0	0	0	31,570
005	300596S	I-5/JBLM Corridor - Early Design	02, 22, 28	☐	☐	☐	☑	4,360	0	0	0	0	0	0	0	0	0	9,552
005	300596T	I-5/SR 510 to SR 512 - Mobility Improvements	02, 22, 28, 2	☐	☐	☐	☑	45	0	0	0	0	0	0	0	0	0	22,148

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Highway Improvements Program (I)
(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
005	800502K	I-5/SR 161/SR 18 - Interchange Improvements	30	☑	☑	☐	☑	3,048	0	0	0	0	0	0	0	0	0	89,274
005	L1100069	I-5/JBLM to S. 38th St HOV Lane Feasibility Study	27, 28, 29	☐	☐	☑	☐	200	0	0	0	0	0	0	0	0	0	200
005	L2000139	I-5/156th NE Interchange in Marysville	38	☐	☐	☑	☐	0	0	0	0	0	3,000	13,000	26,000	0	0	42,000
005	L2000160	I-5/Ship Canal Noise Wall	43	☐	☐	☑	☐	0	0	0	0	700	2,800	0	0	0	0	3,500
005	L2000229	I-5 Peak Hour Use Lanes and Interchange Improvements	38	☐	☐	☑	☐	0	9,900	44,600	29,900	0	0	0	0	0	0	84,400
005	L2200087	I-5/Marvin Road Interchange Study	22	☐	☐	☐	☑	67	0	0	0	0	0	0	0	0	0	1,130
005	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	30	☐	☐	☑	☐	0	0	0	10,000	30,000	45,000	0	0	0	0	85,000
005	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	38	☐	☐	☑	☐	3,350	16,500	5,150	25,000	0	0	0	0	0	0	50,000
I-5, SW Washington - Corridor Improvements								**501**	**0**	**0**	**0**	**10,400**	**74,800**	**12,500**	**0**	**0**	**0**	**242,098**
005	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	18	☐	☑	☐	☑	468	0	0	0	0	0	0	0	0	0	85,416
005	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	18	☑	☐	☐	☑	18	0	0	0	0	0	0	0	0	0	24,069
005	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	19	☑	☐	☐	☑	15	0	0	0	0	0	0	0	0	0	34,913

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005	L2000099	I-5/Mill Plain Boulevard	49	☐	☐	☑	☐	0	0	0	0	10,400	74,800	12,500	0	0	0	97,700
I-5, Whatcom/Skagit County - Improvements								**12**	**1,300**	**10,700**	**7,000**	**0**	**0**	**0**	**0**	**0**	**0**	**44,154**
005	100585Q	I-5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction	40, 42	☑	☐	☐	☑	4	0	0	0	0	0	0	0	0	0	22,490
005	100589B	I-5/ITS Advanced Traveler Information Systems	40, 42	☐	☐	☐	☑	8	0	0	0	0	0	0	0	0	0	2,664
005	L1000099	I-5/Slater Road Interchange - Improvements	40, 42	☐	☐	☑	☐	0	0	2,000	7,000	0	0	0	0	0	0	9,000
005	L2000119	I-5/Northbound on-ramp at Bakerview	42	☐	☐	☑	☐	0	1,300	8,700	0	0	0	0	0	0	0	10,000
SR 9, Skagit/Whatcom County - Improvements								**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17,772**
009	100955A	SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment	42	☐	☑	☐	☑	27	0	0	0	0	0	0	0	0	0	17,772
SR 9, Snohomish County - Corridor Improvements								**6,026**	**28,131**	**54,318**	**23,800**	**87,500**	**25,500**	**0**	**0**	**0**	**7,847**	**368,656**
009	100900F	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	01	☐	☑	☐	☑	902	0	0	0	0	0	0	0	0	0	53,541
009	100904B	SR 9/176th Street SE to SR 96 - Widening	01, 44	☑	☐	☐	☑	1,525	8,305	2,018	0	0	0	0	0	0	0	13,267
009	100912F	SR 9/Marsh Road to 2nd Street Interchange - Widening	44	☐	☐	☐	☑	45	0	0	0	0	0	0	0	0	0	556
009	100914G	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	01, 44	☑	☐	☐	☑	211	0	0	0	0	0	0	0	0	0	29,506

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009	100916G	SR 9/Lake Stevens Way to 20th St SE - Improve Intersection	44	☑	☐	☐	☐	169	0	0	0	0	0	0	0	0	0	11,829
009	100917G	SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections	44	☑	☐	☐	☑	10	0	0	0	0	0	0	0	0	0	25,549
009	100921G	SR 9/SR 528 - Improve Intersection	44	☑	☐	☐	☐	0	0	0	0	0	0	0	0	0	7,847	7,847
009	100922G	SR 9/84th St NE (Getchell Road) Improve Intersection	39, 44	☑	☐	☐	☑	210	0	0	0	0	0	0	0	0	0	6,744
009	100928G	SR 9/SR 531-172nd St NE - Intersection Improvements	39	☑	☐	☐	☑	280	0	0	0	0	0	0	0	0	0	8,217
009	N00900R	SR 9/Snohomish River Bridge Replacement	44	☐	☐	☑	☐	0	0	5,300	23,800	87,500	25,500	0	0	0	0	142,100
009	N92040R	SR 9/SR 204 Interchange	44	☐	☐	☑	☐	2,674	19,826	47,000	0	0	0	0	0	0	0	69,500
US 12, Tri-Cities to Walla Walla - Corridor Improvements								**1,738**	**52,368**	**101,000**	**16,000**	**0**	**0**	**0**	**0**	**0**	**0**	**259,243**
012	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	16	☑	☑	☐	☑	68	118	0	0	0	0	0	0	0	0	51,662
012	501204C	US 12/SR 124 to McNary Pool - Add Lanes	16	☐	☑	☐	☑	5	0	0	0	0	0	0	0	0	0	12,099
012	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	16	☐	☐	☐	☑	565	1,443	0	0	0	0	0	0	0	0	5,358
012	501212I	US 12/SR 124 Intersection - Build Interchange	16	☑	☐	☐	☑	100	0	0	0	0	0	0	0	0	0	21,317

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012	T20900R	US-12/Walla Walla Corridor Improvements	16	☐	☐	☑	☐	1,000	50,807	101,000	16,000	0	0	0	0	0	0	168,807
US 12, Yakima Area - Improvements								**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37,084**	**38,439**
012	501208J	US 12/Old Naches Highway - Build Interchange	15	☐	☑	☐	☑	0	0	0	0	0	0	0	0	0	37,084	38,439
SR 14, Clark/Skamania County - Corridor Improvements								**2,441**	**13,327**	**36,047**	**10,566**	**0**	**0**	**0**	**0**	**0**	**0**	**118,389**
000	L1000157	SR 14 Access Improvements	18	☐	☐	☑	☐	462	2,058	4,980	0	0	0	0	0	0	0	7,500
014	401404D	SR 14/Marble Rd Vicinity to Belle Center Rd - Safety Improvements	14	☐	☐	☐	☑	251	0	0	0	0	0	0	0	0	0	8,024
014	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	18	☑	☐	☐	☑	430	0	0	0	0	0	0	0	0	0	48,665
014	L2000074	SR 14/ Wind River Junction	14	☐	☐	☑	☑	650	5,168	482	0	0	0	0	0	0	0	6,300
014	L2000102	SR 14/I-205 to SE 164th Ave – Auxiliary Lanes	18	☐	☐	☑	☐	150	3,850	18,000	3,000	0	0	0	0	0	0	25,000
014	L2220062	SR 14/Bingen Overpass	14	☐	☐	☑	☐	498	2,251	12,585	7,566	0	0	0	0	0	0	22,900
SR 16, Gig Harbor to Purdy Vicinity - Safety Improvements								**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**428**
016	301639C	SR 16/Rosedale St NW Vicinity - Frontage Road	26	☐	☐	☐	☑	156	0	0	0	0	0	0	0	0	0	428
SR 16, Tacoma - New Narrows Bridge								**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57,593**	**0**	**57,593**

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016	TNB001A	SR16/ Repayment of Sales Tax for New Tacoma Narrows Bridge	26, 28	☐	☐	☐	☑	0	0	0	0	0	0	0	0	57,593	0	57,593
SR 17, Moses Lake Vicinity - Improvements								**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**105**
017	201701G	SR 17/Adams Co Line - Access Control	09	☑	☐	☐	☐	64	0	0	0	0	0	0	0	0	0	105
SR 18, Auburn to I-90 - Corridor Widening								**213**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**133,288**
018	101820C	SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes	05	☐	☑	☐	☑	3	0	0	0	0	0	0	0	0	0	127,240
018	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	05	☐	☑	☐	☑	97	0	0	0	0	0	0	0	0	0	3,025
018	101826A	SR 18/Tigergate to I-90 - Add Lanes	05	☐	☑	☐	☑	113	0	0	0	0	0	0	0	0	0	3,023
SR 20, Island County - Safety Improvements								**2,758**	**55**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,239**
020	L2200042	SR 20 Race Road to Jacob's Road	10	☐	☐	☐	☑	2,758	55	7	0	0	0	0	0	0	0	4,239
SR 20, West Skagit County - Improvements								**1,906**	**10,494**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,400**
020	L1000112	SR 20/Sharpes Corner Vicinity Intersection	40	☐	☐	☑	☐	1,906	10,494	1,000	0	0	0	0	0	0	0	13,400
SR 24, Yakima to Hanford - Improvements								**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50,524**
024	502402E	SR 24/I-82 to Keys Rd - Add Lanes	15	☐	☑	☐	☑	6	0	0	0	0	0	0	0	0	0	50,524
SR 28/285, Wenatchee Area - Improvements								**4,173**	**437**	**4,900**	**25,700**	**28,900**	**22,000**	**0**	**0**	**0**	**0**	**170,516**
002	200291O	US 2/N Wenatchee - Easy Street Feasibility Study	12	☐	☐	☐	☑	1	0	0	0	0	0	0	0	0	0	8

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028	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	12	☑	☐	☐	☑	786	437	0	0	0	0	0	0	0	0	40,094
028	202801J	SR 28/E Wenatchee - Access Control	12	☑	☐	☐	☐	3,041	0	0	0	0	0	0	0	0	0	3,041
028	202802J	SR 28/Wenatchee to I-90 - Study	12, 13	☐	☐	☐	☑	52	0	0	0	0	0	0	0	0	0	102
028	202802V	SR 28/E End of the George Sellar Bridge - Construct Bypass	12	☐	☐	☐	☑	204	0	0	0	0	0	0	0	0	0	28,329
028	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	12	☐	☐	☑	☐	0	0	600	7,000	13,400	2,000	0	0	0	0	23,000
028	T10300R	SR 28 East Wenatchee Corridor Improvements	12	☐	☐	☑	☐	0	0	4,300	18,700	15,500	20,000	0	0	0	0	58,500
285	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	12	☑	☐	☐	☑	89	0	0	0	0	0	0	0	0	0	17,442
I-82, Yakima To Oregon								**5,307**	**12,267**	**48,848**	**4,631**	**44,776**	**15,106**	**0**	**0**	**0**	**0**	**171,451**
082	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	15	☑	☐	☐	☑	27	0	0	0	0	0	0	0	0	0	34,802
082	508201S	I-82/South Union Gap I/C - Improvements	15	☐	☐	☐	☑	500	862	0	0	0	0	0	0	0	0	3,163
082	508202I	I-82/Terrace Heights Off-Ramp - Improvements	15	☐	☐	☐	☑	21	0	0	0	0	0	0	0	0	0	1,309
082	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	08, 16	☐	☐	☐	☑	394	905	0	0	0	0	0	0	0	0	2,962
082	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges	15	☐	☐	☐	☑	1,013	0	0	0	0	0	0	0	0	0	2,002

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082	L2000123	I-82/ EB WB On and Off Ramps	15	☐	☐	☑	☐	0	9,000	25,400	0	0	0	0	0	0	0	34,400
082	T10400O	I-82 West Richland - Red Mountain Interchange	16	☐	☐	☑	☐	3,352	1,500	23,448	100	0	0	0	0	0	0	28,400
082	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	14, 15	☐	☐	☑	☐	0	0	0	4,531	44,776	15,106	0	0	0	0	64,413
I-90, Snoqualmie Pass - Corridor Improvements								**135,260**	**82,074**	**23,043**	**118,682**	**182,528**	**97,528**	**528**	**528**	**0**	**0**	**991,326**
090	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	05, 13	☑	☐	☐	☐	133,234	72,674	3,543	2,182	528	528	528	528	0	0	564,900
090	509016J	I-90/Golf Course Rd - Improve Park & Ride Lot	13	☐	☐	☐	☑	26	0	0	0	0	0	0	0	0	0	26
090	M00500R	I-90 Snoqualmie Pass - Widen to Easton	13	☐	☐	☑	☐	2,000	9,400	19,500	116,500	182,000	97,000	0	0	0	0	426,400
I-90, Spokane Area - Corridor Improvements								**2,826**	**4,000**	**22,500**	**100**	**0**	**0**	**7,600**	**18,800**	**0**	**0**	**80,148**
090	609049B	I-90/Spokane to Idaho State Line - Corridor Design	04	☐	☐	☐	☑	2,812	0	0	0	0	0	0	0	0	0	8,020
090	609049N	I-90/Sullivan Rd to Barker Rd - Additional Lanes	04	☐	☐	☐	☑	14	0	0	0	0	0	0	0	0	0	19,128
090	L2000094	I-90/Medical Lake & Geiger Interchanges	06	☐	☐	☑	☐	0	4,000	22,500	100	0	0	0	0	0	0	26,600
090	L2000122	I-90/Henry Road Interchange	04	☐	☐	☑	☐	0	0	0	0	0	0	7,600	18,800	0	0	26,400
I-90, Western Washington - Improvements								**2,800**	**50,200**	**22,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75,500**
090	L2000124	I-90/Front Street IJR	05	☐	☐	☑	☐	0	2,300	0	0	0	0	0	0	0	0	2,300

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090	L2000201	I-90/Eastgate to SR 900 - Peak Use Shoulder Lanes	05, 41, 48	☐	☐	☑	☐	2,800	47,900	22,500	0	0	0	0	0	0	0	73,200
US 97, Chelan Falls to Toppenish - Safety Improvements								**2,624**	**1,359**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,475**
097	509702O	US 97/Satus Creek Vicinity - Safety Work	14	☐	☐	☐	☑	74	0	0	0	0	0	0	0	0	0	2,566
097	L2000163	Dolarway Intersection Improvements	13	☐	☐	☑	☑	2,550	1,359	0	0	0	0	0	0	0	0	3,909
SR 99, Seattle - Alaskan Way Viaduct								**554,346**	**333,722**	**74,856**	**7,900**	**0**	**0**	**0**	**0**	**0**	**0**	**3,257,289**
099	809936Z	SR 99/Alaskan Way Viaduct - Replacement	11, 36, 37, 4	☑	☑	☐	☑	535,630	321,222	74,856	7,900	0	0	0	0	0	0	3,214,671
099	809940B	SR 99/Viaduct Project - Construction Mitigation	11, 32, 36, 3	☑	☐	☐	☑	18,676	12,500	0	0	0	0	0	0	0	0	38,501
099	L1000034	Alaskan Way Viaduct - Automatic Shutdown	11, 36, 37, 4	☐	☐	☐	☑	40	0	0	0	0	0	0	0	0	0	4,117
US 101/104/112, Olympic Peninsula/SW WA - Improvements								**1,650**	**5,091**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,451**	**62,591**
101	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	24	☐	☑	☐	☑	0	0	0	0	0	0	0	0	0	2,276	3,211
101	310102F	US 101/Gardiner Vicinity - Add Climbing Lane	24	☐	☑	☐	☑	0	0	0	0	0	0	0	0	0	2,175	2,560
101	310107B	US 101/Shore Rd to Kitchen Rd - Widening	24	☐	☐	☐	☑	1,393	91	0	0	0	0	0	0	0	0	50,816
101	310116D	US 101/Lynch Road - Safety Improvements	35	☑	☐	☐	☐	257	0	0	0	0	0	0	0	0	0	1,004
101	L2000161	US 101/Lynch Road Intersection Improvements	35	☐	☐	☑	☐	0	5,000	0	0	0	0	0	0	0	0	5,000
SR 161, Pierce County - Corridor Improvements								**5,653**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31,386**	**84,685**

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161	316118A	SR 161/24th St E to Jovita - Add Lanes	30, 31	☐	☑	☐	☑	4,559	0	0	0	0	0	0	0	0	0	52,197
161	316118C	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes	25, 31	☐	☑	☐	☑	0	0	0	0	0	0	0	0	0	31,386	31,386
161	L1100048	31st Ave SW Overpass Widening and Improvement	25	☐	☐	☐	☑	1,094	0	0	0	0	0	0	0	0	0	1,102
SR 167, Renton to Puyallup Corridor Improvements								**57,219**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84,471**
167	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	30, 33, 47	☑	☐	☐	☐	57,149	14	0	0	0	0	0	0	0	0	83,930
167	816701E	SR 167/Express Toll Lanes Continuous Access	11, 33, 47	☐	☐	☐	☑	70	38	0	0	0	0	0	0	0	0	541
SR 167, Tacoma to Puyallup - New Freeway								**4,283**	**93,500**	**305,100**	**395,400**	**266,000**	**313,000**	**300,000**	**200,000**	**0**	**0**	**1,990,076**
167	316718A	SR 167/SR 509 to I-5 Stage One - New Freeway	25, 27	☑	☑	☐	☐	110	0	0	0	0	0	0	0	0	0	111,573
167	316718H	SR 167/Tacoma to Puyallup - New Freeway	25, 31	☐	☐	☐	☑	1,673	0	0	0	0	0	0	0	0	0	3,003
167	M00600R	SR 167/SR 509 Puget Sound Gateway	25, 27, 30, 3	☐	☐	☑	☑	2,500	93,500	305,100	395,400	266,000	313,000	300,000	200,000	0	0	1,875,500
I-205, Vancouver Area - Corridor Improvements								**20,890**	**1,542**	**0**	**0**	**50,000**	**0**	**0**	**0**	**0**	**0**	**90,654**
005	L1000111	I-5/179th St Interchange	17, 18	☐	☐	☑	☐	0	0	0	0	50,000	0	0	0	0	0	50,000
205	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	49	☑	☐	☐	☑	20,890	1,542	0	0	0	0	0	0	0	0	40,654
SR 240, Richland Vicinity - Corridor Improvements								**12**	**0**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68,487**

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240	524002F	SR 240/I-182 to Richland Y - Add Lanes	08	☐	☑	☐	☑	4	0	0	0	0	0	0	0	0	0	22,467
240	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	08	☐	☑	☐	☑	8	0	0	0	0	0	0	0	0	0	41,020
240	L2000202	SR 240/Richland Corridor Improvements	08	☐	☐	☑	☐	0	0	5,000	0	0	0	0	0	0	0	5,000
SR 302, Purdy Vicinity - Corridor Improvements								**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,223**
302	330215A	SR 302/Key Peninsula Highway to Purdy Vic - Safety & Congestion	26	☑	☐	☐	☐	2	0	0	0	0	0	0	0	0	0	4,766
302	330216A	SR 302/Elgin Clifton Rd to SR 16 - Corridor Study	26	☑	☐	☐	☐	2	0	0	0	0	0	0	0	0	0	2,457
SR 305/SR 304, Bremerton Vicinity - Corridor Improvements								**1,516**	**10,700**	**18,900**	**7,200**	**0**	**0**	**0**	**0**	**0**	**0**	**38,779**
305	L2200093	SR 305/ Suquamish Way Intersection Improvements	23	☐	☐	☐	☑	1,516	0	0	0	0	0	0	0	0	0	1,979
305	N30500R	SR 305 Construction - Safety Improvements	23	☐	☐	☑	☐	0	10,700	18,900	7,200	0	0	0	0	0	0	36,800
SR 395, Ritzville to Pasco - Corridor Improvements								**0**	**5,000**	**10,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15,000**
395	L2000128	US 395/Safety Corridor Improvements	09, 16	☐	☐	☑	☐	0	5,000	10,000	0	0	0	0	0	0	0	15,000
US 395, Spokane - North Spokane Corridor								**51,778**	**75,112**	**164,017**	**209,000**	**202,900**	**173,000**	**61,000**	**0**	**0**	**0**	**1,317,927**
395	600001A	US 395/NSC-Francis Ave to Farwell Rd - New Alignment	03, 04, 06, (	☐	☑	☐	☑	3	0	0	0	0	0	0	0	0	0	209,420
395	600010A	US 395/North Spokane Corridor	03, 04, 06, (	☑	☑	☐	☑	46,775	11,112	17	0	0	0	0	0	0	0	229,607
395	M00800R	US 395 North Spokane Corridor	03, 04, 07	☐	☐	☑	☑	5,000	64,000	164,000	209,000	202,900	173,000	61,000	0	0	0	878,900

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I-405, Lynnwood to Tukwila - Corridor Improvements								**145,052**	**291,181**	**379,032**	**233,000**	**160,000**	**10,000**	**225,000**	**0**	**0**	**13,816**	**2,464,571**
405	140504C	I-405/SR 167 Interchange - Direct Connector	11, 37	☑	☐	☐	☐	10,062	0	0	0	0	0	0	0	0	13,816	41,613
405	840502B	I-405/SR 181 to SR 167 - Widening	11	☑	☑	☐	☑	141	134	32	0	0	0	0	0	0	0	140,043
405	840508A	I-405/NE 44th St to 112th Ave SE - Widening	41	☑	☐	☐	☐	0	0	0	0	0	0	0	0	0	0	5,495
405	840541F	I-405/I-90 to SE 8th St - Widening	41	☐	☑	☐	☑	0	5,000	0	0	0	0	0	0	0	0	179,816
405	840551A	I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements	41, 48	☑	☐	☐	☑	20	0	0	0	0	0	0	0	0	0	203,267
405	8BI1001	I-405/South Renton Vicinity Stage 2 - Widening	11, 37, 47	☑	☑	☐	☑	83	35	0	0	0	0	0	0	0	0	164,268
405	8BI1002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	01, 41, 45, 4	☑	☑	☐	☑	37,555	37,557	0	0	0	0	0	0	0	0	376,636
405	8BI1006	I-405/Renton to Bellevue Widening and Express Toll Lanes	11, 37, 41	☑	☑	☐	☑	19,191	1,755	0	0	0	0	0	0	0	0	21,733
405	L1000110	I-405/NE 132nd Interchange - Totem Lake	01, 45	☐	☐	☑	☐	0	8,000	54,000	13,000	0	0	0	0	0	0	75,000
405	L1000162	I-405 Northbound Auxiliary Lane - SR 520 to NE 70th Pl	48	☐	☐	☐	☑	0	10,000	5,000	0	0	0	0	0	0	0	15,000
405	L1000163	I-405 NB Hard Shoulder Running -- SR 527 to I-5	01, 21	☐	☐	☐	☑	9,500	2,000	0	0	0	0	0	0	0	0	11,500

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405	M00900R	I-405/Renton to Bellevue - Corridor Widening	11, 37, 41, 4	☐	☐	☑	☑	65,000	225,200	320,000	220,000	160,000	10,000	225,000	0	0	0	1,225,200
405	L2000234	I-405/SR 522 to I-5 Capacity Improvements	01, 21, 32	☑	☐	☐	☐	3,500	1,500	0	0	0	0	0	0	0	0	5,000
SR 500, Vancouver to Orchards - Corridor Improvements								**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**45,021**
500	450000A	SR 500/St Johns Blvd - Build Interchange	49	☑	☐	☐	☑	89	0	0	0	0	0	0	0	0	0	45,021
SR 502, I-5 to Battle Ground - Corridor Improvements								**15,470**	**2,430**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**84,349**
502	450208W	SR 502/I-5 to Battle Ground - Add Lanes	17, 18	☑	☑	☐	☑	15,470	2,430	0	0	0	0	0	0	0	0	84,349
SR 509, SeaTac to I-5 - Corridor Completion								**3,418**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31,340**
509	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	33	☑	☐	☐	☑	3,418	0	0	0	0	0	0	0	0	0	31,340
SR 510, Yelm Improvements								**5**	**0**	**4,600**	**53,900**	**0**	**0**	**0**	**0**	**0**	**0**	**87,848**
510	351025A	SR 510/Yelm Loop - New Alignment	02	☑	☐	☐	☑	5	0	0	0	0	0	0	0	0	0	29,348
510	T32700R	SR 510/Yelm Loop Phase 2	02	☐	☐	☑	☐	0	0	4,600	53,900	0	0	0	0	0	0	58,500
SR 518, Burien to Tukwila - Corridor Improvements								**1,793**	**11,940**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**50,384**
518	851808A	SR 518/SeaTac Airport to I-5 - Eastbound Widening	11, 33	☑	☐	☐	☑	278	0	0	0	0	0	0	0	0	0	36,929
518	T32800R	SR 518 Des Moines Interchange Improvement	33	☐	☐	☑	☐	1,515	11,940	0	0	0	0	0	0	0	0	13,455
SR 520, Seattle to Redmond - Corridor Improvements								**392,177**	**304,345**	**415,158**	**404,550**	**329,184**	**391,712**	**31,880**	**31,880**	**15,940**	**0**	**4,706,924**

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520	1BI1001	SR 520/Bellevue Corridor Improvements - East End	48	☐	☐	☐	☑	1,874	0	0	0	0	0	0	0	0	0	3,975
520	852006W	SR 520 Westside Design Development	43	☑	☐	☐	☑	14,001	0	0	0	0	0	0	0	0	0	24,001
520	8BI1003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	43, 48	☑	☑	☐	☑	342,847	44,371	130	107	96	63	0	0	0	0	2,680,828
520	8BI1009	SR 520/Repayment of Sales Tax for Bridge Replacement	43, 48	☐	☐	☐	☑	0	0	0	15,940	31,880	31,880	31,880	31,880	15,940	0	159,400
520	L1000033	Lake Washington Congestion Management	43, 48	☑	☐	☐	☑	805	200	1,532	0	0	0	0	0	0	0	87,320
520	L1000098	SR 520/124th St Interchange	48	☐	☐	☑	☐	0	0	19,800	21,100	0	0	0	0	0	0	40,900
520	L1100101	SR 520/148th Ave NE Overlake Access Ramp	48	☐	☐	☑	☐	0	40,700	27,300	0	0	0	0	0	0	0	68,000
520	M00400R	SR 520 Seattle Corridor Improvements - West End	43	☐	☐	☑	☐	32,650	219,074	366,396	367,403	297,208	359,769	0	0	0	0	1,642,500
SR 522, Seattle to Monroe - Corridor Improvements								**9,638**	**786**	**32**	**0**	**0**	**5,000**	**5,000**	**0**	**0**	**0**	**178,946**
522	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	01, 46	☑	☑	☐	☑	3	7	32	0	0	0	0	0	0	0	22,565
522	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	01, 39	☐	☑	☐	☑	9,635	29	0	0	0	0	0	0	0	0	145,631
522	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)	01	☐	☐	☑	☑	0	750	0	0	0	5,000	5,000	0	0	0	10,750

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SR 531, Smokey Point Vicinity - Improvements								**308**	**0**	**4,900**	**10,900**	**23,500**	**0**	**0**	**0**	**0**	**0**	**41,178**
531	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	39	☐	☐	☐	☑	308	0	0	0	0	0	0	0	0	0	1,878
531	L1000114	SR 531/43rd Ave NE to 67th Ave NE – Corridor	10, 39	☐	☐	☑	☐	0	0	4,900	10,900	23,500	0	0	0	0	0	39,300
SR 532, Camano Island to I-5 - Corridor Improvements								**16,129**	**363**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**86,320**
532	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	10	☑	☐	☐	☑	16,129	363	0	0	0	0	0	0	0	0	86,320
SR 539, Bellingham North - Corridor Improvements								**1,015**	**14**	**0**	**0**	**16,000**	**24,000**	**0**	**0**	**0**	**0**	**220,890**
539	153900M	SR 539/I-5 to Horton Road - Access Management	42	☐	☐	☐	☑	60	0	0	0	0	0	0	0	0	0	3,012
539	153902B	SR 539/Horton Road to Tenmile Road - Widen to Five Lanes	42	☐	☐	☐	☑	2	0	0	0	0	0	0	0	0	0	67,618
539	153910A	SR 539/Tenmile Road to SR 546 - Widening	42	☐	☑	☐	☑	598	0	0	0	0	0	0	0	0	0	102,761
539	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	42	☐	☐	☐	☑	355	14	0	0	0	0	0	0	0	0	7,499
539	L2000118	SR 539/Guide Meridian	42	☐	☐	☑	☐	0	0	0	0	16,000	24,000	0	0	0	0	40,000
SR 542, Bellingham Vicinity - Corridor Improvements								**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,829**
542	154205G	SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements	42	☑	☐	☐	☑	23	0	0	0	0	0	0	0	0	0	5,829
SR 704, Lakewood Vicinity - New Freeway								**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18,256**	**40,900**

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704	370401A	SR 704/Cross Base Highway - New Alignment	02, 28	☑	☑	☐	☑	1	0	0	0	0	0	0	0	0	18,256	40,900
SR 900, Issaquah Vicinity - Corridor Widening								**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43,805**
900	190098U	SR 900/SE 78th St Vic to I-90 Vic - Widening and HOV	05, 41	☐	☑	☐	☑	1	0	0	0	0	0	0	0	0	0	43,805
Future Unprogrammed Project Reserves								**34,000**	**30,000**	**30,140**	**32,538**	**117,373**	**149,833**	**188,916**	**161,606**	**243,500**	**0**	**987,906**
998	099902F	Environmental Retrofit Project Reserve - Fish Barrier Passage	99	☐	☐	☐	☑	0	0	0	0	0	2,088	41,434	32,439	90,000	0	165,961
998	099902I	Safety Project Reserve - Collision Reduction	99	☐	☐	☐	☑	0	0	0	0	13,701	37,155	49,382	49,400	49,400	0	199,038
998	099902J	Safety Project Reserve - Collision Prevention	99	☐	☐	☐	☑	0	0	0	0	64,573	74,000	68,100	49,767	74,100	0	330,540
998	099902K	Environmental Retrofit Project Reserve - Stormwater Runoff	99	☐	☐	☐	☑	1,000	0	0	2,249	3,429	3,705	0	0	0	0	10,383
998	099902N	Project Reserve - Noise Reduction	99	☐	☐	☐	☑	0	0	140	114	3,000	0	0	0	0	0	3,254
998	099902Q	Environmental Retrofit Project Reserve - Chronic Environment Deficiency	99	☐	☐	☐	☑	3,000	0	0	175	2,670	2,885	0	0	0	0	8,730
998	099904Q	Future Federal Earmarks for Improvement Program	99	☐	☐	☐	☑	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	0	180,000

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998	099905Q	Future Local Funds for Improvement Program	99	☐	☐	☐	☑	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	0	90,000
Other								**1,675**	**24,900**	**31,400**	**62,100**	**7,000**	**0**	**0**	**0**	**0**	**0**	**141,228**
000	000015R	Dept of Revenue - Sales Tax on Projects on Federal/Tribal land	99	☐	☐	☐	☑	13	0	0	0	0	0	0	0	0	0	99
000	0BI100A	Mobility Reappropriation for Projects Assumed to be Complete	99	☐	☐	☐	☑	112	0	0	0	0	0	0	0	0	0	14,179
012	N01200R	Schouweiler Road Improvements	24	☐	☐	☑	☐	1,550	0	0	0	0	0	0	0	0	0	1,550
018	L1000120	SR 18 Eastbound Off-Ramp	30, 31, 47	☐	☐	☑	☐	0	15,000	0	0	0	0	0	0	0	0	15,000
125	L2000170	SR 125/9th Street Plaza – Intersection Improvements	16	☐	☐	☑	☐	0	3,900	0	0	0	0	0	0	0	0	3,900
395	L2000127	US 395/Ridgeline Intersection	08	☐	☐	☑	☑	0	4,000	17,000	0	0	0	0	0	0	0	21,000
432	L2000091	SR 432 Longview Grade Crossing	19	☐	☐	☑	☐	0	1,500	14,400	62,100	7,000	0	0	0	0	0	85,000
099	L1000176	SR 99/I-5 Interchange - Fife	25, 27, 30	☐	☐	☐	☑	0	500	0	0	0	0	0	0	0	0	500
Studies & System Analysis								**1,577**	**1,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,373**
000	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor	42	☐	☐	☐	☑	86	0	0	0	0	0	0	0	0	0	253
000	100098V	WA-BC Joint Transportation Action Plan-Border Policy Research Institute	42	☐	☐	☐	☑	47	0	0	0	0	0	0	0	0	0	103
002	L1000158	US 2 Trestle IJR	44	☐	☐	☐	☑	901	600	0	0	0	0	0	0	0	0	1,501

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003	300310S	SR 3/SR 16 Gorst Practical Design - Planning Study	26, 35	☐	☐	☐	☑	401	0	0	0	0	0	0	0	0	0	401
523	L1000059	SR 523 Corridor Study	32	☐	☐	☐	☑	142	0	0	0	0	0	0	0	0	0	315
005	L1000179	Tacoma Mall Blvd Access Ramp Study	27	☐	☐	☐	☑	0	500	0	0	0	0	0	0	0	0	500
410	L1000174	SR 410 Corridor Study	31	☐	☐	☐	☑	0	300	0	0	0	0	0	0	0	0	300
Improvement - Program Support Activities								**28,963**	**28,963**	**28,963**	**28,963**	**28,963**	**28,963**	**28,963**	**28,963**	**28,963**	**0**	**333,093**
000	095901X	Set Aside for Improvement Program Support Activities - Improvements	99	☐	☐	☐	☑	28,963	28,963	28,963	28,963	28,963	28,963	28,963	28,963	28,963	0	333,093
Safety - Interchange Improvements (New & Rebuilt)								**4,254**	**4,116**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9,080**
105	L2200092	SR 150/No-See-Um Road Intersection - Realignment	12	☐	☐	☑	☑	4,254	2,616	0	0	0	0	0	0	0	0	7,580
525	L2000252	SR 525/E Bush Point Rd-S Honeymoon Bay Rd - Intersection Safety Improvement	10	☐	☐	☐	☑	0	1,500	0	0	0	0	0	0	0	0	1,500
Safety - Interchange, Intersection & Spot Improvements								**66,876**	**98,583**	**149,499**	**207,579**	**29,735**	**21,350**	**6,020**	**24,000**	**0**	**0**	**656,770**
000	0BI2002	Intersection & Spot Improvements	99	☐	☐	☐	☑	64,801	88,177	67,699	83,182	27,685	12,250	20	0	0	0	385,340
002	100210E	US 2/Bickford Avenue - Intersection Safety Improvements	44	☐	☐	☐	☑	329	6	0	0	0	0	0	0	0	0	3,611
002	100224I	US 2 High Priority Safety Project	39	☐	☐	☐	☑	35	0	0	0	0	0	0	0	0	0	3,586
002	200201J	US 2/East Wenatchee N - Access Control	12	☑	☐	☐	☐	293	0	0	0	0	0	0	0	0	0	366
002	200204M	US 2/Stevens Pass - Variable Message Signs	12, 39	☐	☐	☐	☑	47	0	0	0	0	0	0	0	0	0	951

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002	N00200R	US Hwy 2 Safety	39	☐	☐	☑	☑	0	2,000	2,700	14,300	0	0	0	0	0	0	19,000
020	L2000169	SR 20/Oak Harbor to Swantown Roundabout	10	☐	☐	☑	☐	0	0	0	0	0	0	6,000	24,000	0	0	30,000
026	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	09	☐	☐	☑	☐	0	0	0	0	2,050	9,100	0	0	0	0	11,150
090	L1000113	I-90/SR 18 Interchange Improvements	05	☐	☐	☑	☑	0	5,000	73,100	71,900	0	0	0	0	0	0	150,000
195	619509I	US 195/Cheney-Spokane Rd to Lindeke St - New City Arterial	06	☐	☐	☐	☑	1,355	0	0	0	0	0	0	0	0	0	3,139
507	350728A	SR 507/Vicinity East Gate Rd to 208th St E - Safety	02	☐	☐	☐	☑	16	0	0	0	0	0	0	0	0	0	2,030
526	N52600R	SR 526 Corridor Improvements	38	☐	☐	☑	☐	0	3,000	6,000	38,197	0	0	0	0	0	0	47,197
026	L2000236	SR 26 & US 195 Safety Improvements	09	☐	☐	☐	☑	0	400	0	0	0	0	0	0	0	0	400
Safety - Median Cross Over Protection								**6,349**	**14,885**	**6,732**	**4,157**	**324**	**0**	**0**	**0**	**0**	**0**	**32,447**
000	0BI2005	Median Cross-Over Protection Improvements	99	☐	☐	☐	☑	6,349	14,885	6,732	4,157	324	0	0	0	0	0	32,447
Safety - Pedestrian & Bicycle Improvements								**1,041**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,345**
000	0BI1002	Pedestrian & Bicycle Improvements	99	☐	☐	☐	☑	492	0	0	0	0	0	0	0	0	0	492
162	316218A	SR 162/Orting Area - Construct Pedestrian Tunnel	02	☑	☐	☐	☐	549	0	0	0	0	0	0	0	0	0	853
Safety - Roadside Improvements								**3,113**	**15,672**	**9,753**	**3,810**	**0**	**0**	**0**	**0**	**0**	**0**	**32,348**
000	0BI2007	Roadside Safety Improvements	99	☐	☐	☐	☑	406	285	1,519	395	0	0	0	0	0	0	2,605

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195	L2000058	US 195/Colfax to Spangle - Add Passing Lane	09	☐	☐	☑	☐	1,550	10,100	0	0	0	0	0	0	0	0	11,650
501	L2000117	SR 501/I-5 to Port of Vancouver	49	☐	☐	☑	☐	0	2,300	4,700	0	0	0	0	0	0	0	7,000
999	0BI2003	Guardrail Retrofit Improvements	99	☐	☐	☐	☑	1,157	2,987	3,534	3,415	0	0	0	0	0	0	11,093
Safety - Rumble Strips								**4,910**	**6,271**	**5,844**	**1,561**	**225**	**0**	**0**	**0**	**0**	**0**	**18,811**
000	0BI2008	Rumble Strip Improvements	99	☐	☐	☐	☑	4,910	6,271	5,844	1,561	225	0	0	0	0	0	18,811
Environmental - Fish Barrier Removal & Chronic Deficiencies								**95,151**	**104,654**	**94,301**	**93,415**	**127,280**	**71,348**	**48,608**	**57,565**	**0**	**5,312**	**777,198**
000	0BI4004	Chronic Environmental Deficiency Improvements	99	☐	☐	☐	☑	10,523	7,146	5,023	2,030	10,375	14,394	36	0	0	0	63,255
000	L1100066	Fish Culverts	99	☐	☐	☑	☐	17,500	37,500	37,500	37,500	37,500	37,500	37,500	57,500	0	0	300,000
101	310141H	US 101/Hoh River (Site #2) - Stabilize Slopes	24	☑	☐	☐	☑	48	0	0	0	0	0	0	0	0	0	4,812
109	310918A	SR 109/Moclips River Bridge - Replace Bridge	24	☑	☐	☐	☐	0	0	0	0	0	0	0	0	0	5,312	6,070
542	154229G	SR 542/Nooksack River - Redirect River and Realign Roadway	42	☑	☐	☐	☑	6,064	42	0	0	0	0	0	0	0	0	20,524
998	099955F	Fish Passage Barriers (TPA)	99	☑	☐	☐	☑	11,364	4,151	11	0	0	0	0	0	0	0	40,537
998	0BI4001	Fish Passage Barrier	99	☐	☐	☐	☑	49,652	55,815	51,767	53,885	79,405	19,454	11,072	65	0	0	342,000
Environmental - Noise Walls & Noise Mitigation								**100**	**2,867**	**1,218**	**887**	**0**	**0**	**0**	**0**	**0**	**0**	**18,911**
000	0BI4002	Noise Wall & Noise Mitigation Improvements	99	☐	☐	☐	☑	42	2,667	1,218	887	0	0	0	0	0	0	4,814
005	100525P	I-5/5th Ave NE to NE 92nd St - Noise Wall	46	☑	☐	☐	☐	52	0	0	0	0	0	0	0	0	0	8,975

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005	800524Z	I-5/Ship Canal Bridge - Noise Mitigation Study	43	☑	☐	☐	☐	6	0	0	0	0	0	0	0	0	0	4,922
395	L2000253	US 395/N Yelm Street - Noise Study	08	☐	☐	☐	☑	0	200	0	0	0	0	0	0	0	0	200
Environmental - Stormwater & Mitigation Sites								**8,857**	**6,397**	**5,594**	**9,187**	**4,390**	**3,007**	**3,000**	**0**	**0**	**0**	**53,184**
000	0BI4003	Stormwater & Mitigation Site Improvements	99	☐	☐	☐	☑	3,201	4,367	4,429	8,543	3,904	3,000	3,000	0	0	0	35,823
000	0BI4ENV	Environmental Mitigation Reserve - Nickel/TPA	99	☑	☑	☐	☐	3,778	2,030	1,165	644	486	7	0	0	0	0	10,568
005	400506M	I-5/Chehalis River Flood Control	20	☐	☑	☐	☑	1,878	0	0	0	0	0	0	0	0	0	6,793
WSF - Terminal Improvements								**0**	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**500**
104	L2000246	SR 104 Realignment for Ferry Traffic	23	☐	☐	☐	☑	0	500	0	0	0	0	0	0	0	0	500

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Highway Preservation Program (P)								**718,391**	**822,450**	**759,246**	**725,607**	**974,345**	**937,835**	**947,210**	**989,076**	**858,727**	**347,182**	**9,524,819**
SR 104, Hood Canal Bridge								**153**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**519,028**
104	310407B	SR 104/Hood Canal Bridge - Replace E Half	23, 24	☑	☐	☐	☑	2	0	0	0	0	0	0	0	0	0	518,650
104	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	24	☑	☐	☐	☑	151	135	0	0	0	0	0	0	0	0	378
								884										
SR 167, Renton to Puyallup Corridor Improvements								**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,000**
167	L2000187	SR 167/HOT Lanes Tolling Equipment R&R	11, 33, 47	☐	☐	☐	☑	1,000	0	0	0	0	0	0	0	0	0	1,000
Preservation - Highway Preservation								**37,599**	**20,132**	**20,106**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**	**0**	**228,248**
000	0BP3001	Emergency Relief Preservation	99	☐	☐	☐	☑	17,218	10	0	0	0	0	0	0	0	0	25,192
112	311240A	SR 112/Deep Creek to West Twin River - Unstable Slope Corridor Study	24	☐	☐	☐	☑	22	21	21	0	0	0	0	0	0	0	412
410	541002R	SR 410/Nile Valley Landslide - Establish Interim Detour	14	☐	☐	☐	☑	230	80	64	0	0	0	0	0	0	0	14,631

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410	541002T	SR 410/Nile Valley Landslide - Reconstruct Route	14	☐	☐	☐	☑	129	21	21	0	0	0	0	0	0	0	8,013
998	099960K	Emergency Slide & Flood Reserve	99	☐	☐	☐	☑	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	0	180,000
Preservation - Major Drainage								**17,237**	**17,237**	**19,342**	**21,183**	**20,000**	**24,000**	**38,849**	**39,002**	**45,002**	**0**	**246,278**
000	0BP3004	Major Drainage Preservation	99	☐	☐	☐	☑	3,237	3,237	5,342	7,183	0	0	0	0	0	0	23,425
998	099902D	Other Facilities Project Reserve - Major Drainage/Electrical Systems	99	☐	☐	☐	☑	0	0	0	0	6,000	10,000	24,849	25,002	31,002	0	96,853
998	099906Q	Set Aside for Local funds - Preservation	99	☐	☐	☐	☑	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000	0	36,000
998	099907Q	Set Aside for Federal Discretionary Funds - Preservation	99	☐	☐	☐	☑	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	0	90,000
Preservation - Major Electrical								**2,862**	**1,170**	**4,013**	**6,812**	**5,587**	**155**	**0**	**0**	**0**	**0**	**24,591**
000	0BP3003	Major Electrical Preservation	99	☐	☐	☐	☑	2,862	1,170	4,013	6,812	5,587	155	0	0	0	0	24,591
Preservation - Program Support Activities								**53,508**	**51,615**	**48,615**	**48,615**	**50,400**	**48,615**	**48,615**	**48,615**	**48,615**	**0**	**644,603**
999	095901W	Set Aside for Preservation Program Support Activities	99	☐	☐	☐	☑	53,508	51,615	48,615	48,615	50,400	48,615	48,615	48,615	48,615	0	644,603
Preservation - Rest Areas								**3,498**	**2,851**	**2,514**	**3,599**	**2,871**	**1,851**	**1,500**	**1,500**	**750**	**0**	**26,569**
000	0BP3005	Rest Areas Preservation	99	☐	☐	☐	☑	2,189	2,250	1,741	1,729	1,728	750	750	750	750	0	15,868

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005	100555B	I-5/Smokey Point NB/SB Safety Rest Area - RV Sewage System Rehab	10	☐	☐	☐	☑	0	0	0	110	0	0	0	0	0	0	127
998	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	99	☐	☐	☐	☑	154	350	350	350	350	350	0	0	0	0	3,259
999	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	99	☐	☐	☐	☑	1,155	251	423	1,410	793	751	750	750	0	0	7,315
Preservation - Unstable Slopes								**12,420**	**14,463**	**4,415**	**2,588**	**6,797**	**20,957**	**6,000**	**6,000**	**16,002**	**0**	**142,361**
000	0BP3002	Unstable Slopes Preservation	99	☐	☐	☐	☑	10,560	14,463	4,415	2,588	6,797	20,957	6,000	6,000	16,002	0	127,708
002	200200V	US 2/Stevens Pass West - Unstable Slopes	39	☐	☐	☐	☑	175	0	0	0	0	0	0	0	0	0	7,421
012	401206B	US 12/Rimrock Tunnel Vicinity - Stabilize Slope	14	☐	☐	☐	☑	2	0	0	0	0	0	0	0	0	0	1,456
012	401206E	US 12/Rimrock Lake Vicinity - Stabilize Slope	14	☐	☐	☐	☑	1,682	0	0	0	0	0	0	0	0	0	2,011
097	209790E	US 97A/0.5 Mile So of Rocky Reach Dam - Unstable Slope	12	☐	☐	☐	☑	1	0	0	0	0	0	0	0	0	0	3,765
Preservation - Weigh Stations								**5,006**	**5,002**	**5,000**	**5,001**	**7,160**	**7,730**	**0**	**0**	**0**	**0**	**46,323**
000	0BP3006	Weigh Stations Preservation	99	☐	☐	☐	☑	5,001	5,002	5,000	5,001	7,160	7,730	0	0	0	0	34,894
090	609030B	I-90/Spokane Port of Entry - Weigh Station Relocation	04	☐	☐	☐	☑	5	0	0	0	0	0	0	0	0	0	11,429
Road Preservation - Asphalt								**224,937**	**142,345**	**110,539**	**102,932**	**315,841**	**324,252**	**348,486**	**379,146**	**381,788**	**0**	**2,456,307**

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000	0BP1002	Asphalt Roadways Preservation	99	☐	☐	☐	☑	186,205	121,459	107,397	101,830	315,841	324,252	348,486	379,146	381,788	0	2,365,887
002	200202F	US 2/Leavenworth Vicinity - Paving	12	☐	☐	☐	☑	0	0	409	1,102	0	0	0	0	0	0	1,511
002	600228R	US 2/Jct I-90 to Euclid Ave - Paving	03, 06	☐	☐	☐	☑	343	4,037	0	0	0	0	0	0	0	0	4,380
005	100551B	I-5 SB 88th St Off Ramp Vicinity to SR 531 SB On Ramp Vicinity - Paving	38	☐	☐	☐	☑	1,708	2,762	0	0	0	0	0	0	0	0	4,613
005	100553X	I-5/NB SR 531 Vic to Portage Creek Bridge Vic - Paving	10, 38, 39	☐	☐	☐	☑	1,006	0	0	0	0	0	0	0	0	0	1,122
005	100553Y	I-5/SB SR 531 I/C Vic to SR 531 SB On Ramp - Paving	38, 39	☐	☐	☐	☑	541	752	0	0	0	0	0	0	0	0	1,293
005	100581B	I-5 NB/Nulle Rd to Samish Highway Vic - NB Paving	40	☐	☐	☐	☑	1,141	0	0	0	0	0	0	0	0	0	1,198
005	100595G	I-5/NB Nooksack River to Blaine - Paving	42	☐	☐	☐	☑	6,450	0	0	0	0	0	0	0	0	0	6,730
012	501214J	US 12/SR 128 Vicinity to Snake River Bridge - Paving	09	☐	☐	☐	☑	147	907	0	0	0	0	0	0	0	0	1,054
012	501214K	US 12/Cameron St Vicinity to Dayton Ave Vicinity - Paving	16	☐	☐	☐	☑	0	334	569	0	0	0	0	0	0	0	903
012	501214T	US 12/Indian Creek Vic to Wildcat Creek Bridge Vic - Paving	14	☐	☐	☐	☑	282	2,016	0	0	0	0	0	0	0	0	2,298
012	501215B	US 12/E Pasco to Tank Farm Road - Paving	16	☐	☐	☐	☑	901	0	0	0	0	0	0	0	0	0	913
018	101800D	SR 18/SR 99 Vic to Auburn Black Diamond Rd I/C - Paving	30, 31, 47	☐	☐	☐	☑	8	0	0	0	0	0	0	0	0	0	3,813

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020	102027E	SR 20/Deception Pass Park Vic to Lunz Rd Vic - Paving	10, 40	☐	☐	☐	☑	796	0	0	0	0	0	0	0	0	0	2,944
020	102047A	SR 20/Alta Vista Dr to SR 9 - Paving	39	☐	☐	☐	☑	217	964	0	0	0	0	0	0	0	0	1,181
028	202800A	SR 28/East Wenatchee Area - Paving	12	☐	☐	☐	☑	21	0	0	0	0	0	0	0	0	0	2,196
028	202801H	SR 28/E Wenatchee to Rock Island - Pave	12	☐	☐	☐	☑	81	0	0	0	0	0	0	0	0	0	3,377
082	508208K	I-82/Valley Mall Blvd Vic to Yakima River Bridge - Paving	15	☐	☐	☐	☑	576	802	0	0	0	0	0	0	0	0	1,439
090	109051C	I-90/WB Mercer Slough to W Lake Sammamish Parkway - Paving	41, 48	☐	☐	☐	☑	5,494	0	0	0	0	0	0	0	0	0	5,762
090	109079B	I-90/SR 202 I/C to S Fork Snoqualmie River - Paving	05	☐	☐	☐	☑	2,412	0	0	0	0	0	0	0	0	0	2,539
097	509702N	US 97/Satus Creek Vicinity - Paving	14	☐	☐	☐	☑	315	0	0	0	0	0	0	0	0	0	2,028
099	109970N	SR 99/SR 525 Interchange Vic to Lincoln Way Vic - Paving	21	☐	☐	☐	☑	2,393	0	0	0	0	0	0	0	0	0	2,431
101	310144G	US 101/S of Mansfield Rd to W of Shore Rd - Paving	24	☐	☐	☐	☑	3,353	0	0	0	0	0	0	0	0	0	3,767
129	512901X	SR 129/2nd Street to Highland Ave - Paving	09	☐	☐	☐	☑	1,722	0	0	0	0	0	0	0	0	0	1,722
181	118108B	SR 181/S 180th St to Southcenter Blvd - Paving	11	☐	☐	☐	☑	292	0	0	0	0	0	0	0	0	0	2,236
195	619503A	US 195/Colfax to Dry Creek - Paving	09	☐	☐	☐	☑	1,895	0	0	0	0	0	0	0	0	0	2,829

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290	629000O	SR 290/Hamilton St to Mission Ave - Paving	03	☐	☐	☐	☑	0	2,122	2	0	0	0	0	0	0	0	2,124
290	629001K	SR 290/Sullivan Rd to Idaho State Line - Paving	04	☐	☐	☐	☑	3,071	0	0	0	0	0	0	0	0	0	4,465
303	330314D	SR 303/S of WM E Sutton Rd to Silverdale Way - Paving	23	☐	☐	☐	☑	478	0	0	0	0	0	0	0	0	0	3,144
395	539503T	US 395/Foster Wells Road Vic to E Elm Road - Paving	09	☐	☐	☐	☑	58	0	0	0	0	0	0	0	0	0	2,253
509	150916A	SR 509/S Normandy Rd Vic to S Normandy Rd Wye Connection - Paving	33	☐	☐	☐	☑	1,060	0	0	0	0	0	0	0	0	0	2,243
509	150922C	SR 509/SB S 160th St Vic to S 112th St Vic - Paving	11, 33	☐	☐	☐	☑	118	0	0	0	0	0	0	0	0	0	1,707
525	152526B	SR 525/Bayview Road Vic to Lake Hancock - Paving	10	☐	☐	☐	☑	1,329	1,955	0	0	0	0	0	0	0	0	3,284
526	152601B	SR 526/SR 525 to Boeing Access Rd Vic - Paving	21, 38	☐	☐	☐	☑	52	1,185	0	0	0	0	0	0	0	0	1,237
539	153900P	SR 539/I-5 to Kellogg Road - Paving	42	☐	☐	☐	☑	0	1,514	2,162	0	0	0	0	0	0	0	3,676
904	690400J	SR 904/Mullenix Rd to Betz Rd - Paving	06	☐	☐	☐	☑	472	1,536	0	0	0	0	0	0	0	0	2,008
Road Preservation - Chip Seal								**59,154**	**40,474**	**67,502**	**95,852**	**18,289**	**0**	**0**	**0**	**0**	**0**	**309,304**
000	0BP1001	Chip Seal Roadways Preservation	99	☐	☐	☐	☑	58,174	40,474	67,502	95,852	18,289	0	0	0	0	0	307,101
012	501215I	US 12/Tieton River Bridges to Naches - Chip Seal	99	☐	☐	☐	☑	816	0	0	0	0	0	0	0	0	0	1,117

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012	501215J	US 12/Turner Rd Vic to Messner Road Vic - Chip Seal	99	☐	☐	☐	☑	78	0	0	0	0	0	0	0	0	0	440
124	512402I	SR 124/South Lake Road to Charbonneau Park Vicinity - Chip Seal	99	☐	☐	☐	☑	86	0	0	0	0	0	0	0	0	0	646
Road Preservation - Concrete/Dowel Bar Retrofit								**84,714**	**134,808**	**67,328**	**68,945**	**47,633**	**32,290**	**0**	**0**	**0**	**0**	**516,023**
000	0BP1003	Concrete Roadways Preservation	99	☐	☐	☐	☑	39,232	63,788	39,475	18,756	29,710	32,290	0	0	0	0	269,796
005	800515C	Concrete Rehabilitation Program (Nickel)	11, 32, 37, 4	☐	☑	☐	☑	12,805	57,227	24,008	50,189	17,923	0	0	0	0	0	192,727
090	5BP1001	I-90/Concrete Rehabilitation (Nickel)	13	☐	☑	☐	☑	32,670	13,793	3,845	0	0	0	0	0	0	0	52,275
099	109936G	SR 99/Spokane St Br to Alaskan Way Viaduct - Concrete Pavm't Rehab	11, 37	☐	☐	☐	☑	7	0	0	0	0	0	0	0	0	0	1,225
Road Preservation - Safety Features								**81,731**	**163,149**	**148,162**	**169,616**	**166,389**	**164,060**	**164,060**	**164,060**	**12,000**	**0**	**1,238,513**
000	0BP1004	Safety Features Preservation	99	☐	☐	☐	☑	6	0	0	0	0	0	0	0	0	0	831
000	0BP3007	Statewide Paving Project Basic Safety Features	99	☐	☐	☐	☑	9,962	6,289	7,102	5,556	2,329	0	0	0	12,000	0	47,699
000	L1100071	Highway System Preservation	99	☐	☐	☑	☐	71,763	156,860	141,060	164,060	164,060	164,060	164,060	164,060	0	0	1,189,983
Bridge Preservation - Repair								**100,541**	**176,596**	**185,078**	**105,509**	**209,027**	**186,824**	**263,427**	**275,752**	**279,569**	**343,880**	**2,252,821**
000	0BP2002	Bridge Repair Preservation	99	☐	☐	☐	☑	62,683	108,755	133,468	102,788	203,014	173,476	245,243	250,329	266,049	0	1,648,985
000	L1000068	Structurally Deficient and At Risk Bridges	98	☐	☐	☐	☑	6,733	23,283	23,282	0	0	0	0	0	0	0	53,300

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005	100521Z	I-5/Downtown Seattle - Expansion Joint Replacement	37, 43	☐	☐	☐	☑	1,311	2,949	0	0	0	0	0	0	0	0	4,260
005	100595E	I-5/Nooksack River Bridges - Painting	42	☐	☐	☐	☑	656	0	0	0	0	0	0	0	0	0	4,552
016	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	26, 28	☐	☐	☐	☑	1,038	384	13,644	2,427	1,227	1,449	1,347	3,803	0	0	26,534
018	101812M	SR 18/Green River (Neely) Bridge - Painting	31, 47	☐	☐	☐	☑	1,967	0	0	0	0	0	0	0	0	0	2,218
099	109947B	SR 99/George Washington Bridge - Painting	36, 43	☐	☐	☐	☑	18,402	18,349	8,140	0	0	0	0	0	0	0	45,676
101	410108P	US 101/ Astoria-Megler Bridge- North End Painter	19	☐	☐	☐	☑	17	0	0	0	0	0	0	0	0	0	7,673
101	410110P	Astoria-Megler Bridge South End Painter	19	☐	☐	☐	☑	5,986	4,196	0	0	0	0	0	0	0	0	19,815
107	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Repair	19	☐	☐	☑	☐	288	12,212	0	0	0	0	0	0	0	0	12,500
155	L2000203	SR 155/Omak Bridge Rehabilitation	07	☐	☐	☑	☐	0	0	0	0	3,000	8,000	0	0	0	0	11,000
241	L2000174	SR 241/Mabton Bridge	15	☐	☐	☑	☐	0	5,970	6,000	0	0	0	0	0	0	0	11,970
520	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	43, 48	☐	☐	☐	☑	1,460	498	544	294	1,786	3,899	16,837	21,620	13,520	343,880	404,338
Bridge Preservation - Replacement								**21,853**	**22,419**	**28,832**	**54,092**	**45,356**	**43,839**	**51,272**	**50,000**	**50,000**	**3,302**	**602,372**
000	0BP2001	Bridge Replacement Preservation	99	☐	☐	☐	☑	6,609	17,896	2,168	53,776	43,756	36,939	49,772	50,000	50,000	0	332,463
002	200201K	US 2/Wenatchee River Bridge - Replace Bridge	12	☑	☐	☐	☑	139	0	0	0	0	0	0	0	0	0	8,209

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002	200201L	US 2/Chiwaukum Creek - Replace Bridge	12	☑	☐	☐	☑	163	0	0	0	0	0	0	0	0	0	6,566
004	400411A	SR 4/Abernathy Creek Br - Replace Bridge	19	☐	☐	☑	☐	0	0	0	0	1,600	6,900	1,500	0	0	0	10,000
006	400612A	SR 6/Rock Creek Br E - Replace Bridge	19, 20	☑	☐	☐	☐	1,335	0	0	0	0	0	0	0	0	0	10,228
006	400612B	SR 6/Rock Creek Br W - Replace Bridge	19, 20	☑	☐	☐	☑	935	0	0	0	0	0	0	0	0	0	7,161
006	400694A	SR 6/Willapa River Br - Replace Bridge	19	☑	☐	☐	☑	106	0	0	0	0	0	0	0	0	0	7,039
009	100934R	SR 9/Pilchuck Creek - Replace Bridge	10	☑	☐	☐	☑	529	20	0	0	0	0	0	0	0	0	15,806
009	L2000018	SR 9/Snohomish River Bridge - EIS	44	☐	☐	☐	☑	1	0	0	0	0	0	0	0	0	0	1,506
012	501211N	US 12/Tieton River W Crossing - Replace Bridge	14	☑	☐	☐	☑	16	0	0	0	0	0	0	0	0	0	6,016
012	501211P	US 12/Tieton River E Crossing - Replace Bridge	14	☑	☐	☐	☑	2	0	0	0	0	0	0	0	0	0	5,033
012	L2000075	US 12/ Wildcat Bridge Replacement	14	☐	☐	☑	☐	283	2,788	8,929	0	0	0	0	0	0	0	12,000
021	602110J	SR 21/Keller Ferry Boat - Replace Boat	07	☐	☐	☐	☑	204	0	0	0	0	0	0	0	0	0	14,210
097	509703L	US 97/Satus Creek Bridge - Bridge Replacement	14	☐	☐	☐	☑	459	0	0	0	0	0	0	0	0	0	9,770
099	109935A	SR 99/Spokane St Bridge - Replace Bridge Approach	11	☑	☐	☐	☑	43	0	0	0	0	0	0	0	0	0	10,491
101	410104A	US 101/Middle Nemah River Br - Replace Bridge	19	☑	☐	☐	☑	1	0	0	0	0	0	0	0	0	0	4,947
105	410510A	SR 105/Smith Creek Br - Replace Bridge	19	☑	☐	☐	☑	337	0	0	0	0	0	0	0	0	0	9,825

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105	410510B	SR 105/North River Br - Replace Bridge	19	☑	☐	☐	☑	555	0	0	0	0	0	0	0	0	0	13,221
162	316219A	SR 162/Puyallup River Bridge - Replace Bridge	31	☑	☐	☐	☑	2,692	0	0	0	0	0	0	0	0	0	10,607
167	316725A	SR 167/Puyallup River Bridge - Bridge Replacement	25	☐	☐	☐	☑	5,105	71	1,000	0	0	0	0	0	0	0	32,252
195	619503K	US 195/Spring Flat Creek - Bridge Replacement	09	☑	☐	☐	☐	0	0	0	0	0	0	0	0	0	3,302	3,302
290	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	03	☑	☐	☐	☑	1,201	1,613	16,735	316	0	0	0	0	0	0	19,865
529	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	38	☑	☐	☐	☑	1,047	0	0	0	0	0	0	0	0	0	33,029
532	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	10	☑	☐	☐	☐	91	31	0	0	0	0	0	0	0	0	18,826
Bridge Preservation - Scour								**663**	**8,958**	**1,419**	**5,921**	**5,053**	**5,001**	**5,001**	**5,001**	**5,001**	**0**	**42,042**
000	0BP2003	Bridge Scour Prevention Preservation	99	☐	☐	☐	☑	663	8,958	1,419	5,921	5,053	5,001	5,001	5,001	5,001	0	42,042
Bridge Preservation - Seismic Retrofit								**6,715**	**13,896**	**23,381**	**14,942**	**53,942**	**58,261**	**0**	**0**	**0**	**0**	**193,436**
000	0BP2004	Bridge Seismic Retrofit Preservation	99	☐	☐	☐	☑	6,705	13,896	23,381	14,942	53,942	58,261	0	0	0	0	193,239
009	100923C	SR 9/Getchell Road Bridge - Seismic	39	☐	☐	☐	☑	10	0	0	0	0	0	0	0	0	0	197
Traffic Ops - ITS & Operation Enhancements								**4,800**	**7,200**	**23,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35,000**
000	G2000055	Land Mobile Radio (LMR) Upgrade	98	☐	☐	☑	☐	4,800	7,200	23,000	0	0	0	0	0	0	0	35,000

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Traffic Operations Program (Q)								**13,700**	**10,519**	**10,387**	**10,300**	**10,300**	**10,300**	**0**	**0**	**0**	**0**	**76,106**
I-5, Puget Sound Area - Improvements								**85**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**337**
005	100519Q	I-5/Express Lanes Enhancements	32, 37, 43, 4	☐	☐	☐	☑	85	0	0	0	0	0	0	0	0	0	337
I-90, Spokane Area - Corridor Improvements								**884**	**600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**600**
090	609007Q	Spokane Area Traffic Volume Collection	03, 04, 06	☐	☐	☐	☑	0	600	0	0	0	0	0	0	0	0	600
SR 240, Richland Vicinity - Corridor Improvements								**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**350**
240	L2000230	SR 240/Hagen Road - Traffic Lights	08	☐	☐	☐	☑	350	0	0	0	0	0	0	0	0	0	350
I-405, Lynnwood to Tukwila - Corridor Improvements								**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**304**
405	140541Q	I-405/SB Coal Creek Interchange - ITS Improvements	41	☐	☐	☐	☑	3	0	0	0	0	0	0	0	0	0	304
Safety - Interchange, Intersection & Spot Improvements								**1,028**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,120**
395	639516Q	US 395/Hawthorne Rd - Intersection Improvements	06, 07	☐	☐	☐	☑	1,028	0	0	0	0	0	0	0	0	0	1,120
Traffic Ops - CVISN, WIM, & Weigh Stations								**1,022**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,364**
000	000510Q	CVISN-CVISN-Deployment Stations along I-5, I-90, and I-82	02, 10, 13, 1	☐	☐	☐	☑	20	0	0	0	0	0	0	0	0	0	3,032

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005	000515Q	Expanded CVISN-automated Infrared Roadside Screening	49	☐	☐	☐	☑	2	0	0	0	0	0	0	0	0	0	332
005	000516Q	Expanded CVISN-Replace iSINC WIM Computers	49	☐	☐	☐	☑	1,000	0	0	0	0	0	0	0	0	0	1,000
Traffic Ops - ITS & Operation Enhancements								**6,418**	**9,889**	**10,387**	**10,300**	**10,300**	**10,300**	**0**	**0**	**0**	**0**	**62,796**
000	000005Q	Reserve funding for Traffic Operations Capital Projects	99	☐	☐	☐	☑	221	5,378	10,300	10,300	10,300	10,300	0	0	0	0	46,845
000	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)	01, 21, 44	☐	☐	☐	☑	134	0	0	0	0	0	0	0	0	0	134
000	100017Q	I-5 & I-90 Ramp Meter Enhancement	99	☐	☐	☐	☑	0	340	0	0	0	0	0	0	0	0	340
000	200004N	Stage 2 - NCR Basin ITS Communications and Travelers	09, 13	☐	☐	☐	☑	277	0	0	0	0	0	0	0	0	0	360
000	300044Q	Region Wide HAR Improvements and Fiber Expansion	22, 25, 28, 3	☐	☐	☐	☑	685	59	0	0	0	0	0	0	0	0	744
000	400016T	Vancouver Urban ITS Device Infill	99	☐	☐	☐	☑	899	0	0	0	0	0	0	0	0	0	899
000	400017F	SWR Legacy Fiber Upgrade	17, 18, 49	☐	☐	☐	☑	27	26	0	0	0	0	0	0	0	0	53
000	400017Q	Clark County CMAQ VAST Projects	99	☐	☐	☐	☑	119	0	0	0	0	0	0	0	0	0	119
000	400017R	SWR Ramp Meter Study 2016 - Vancouver Metro Area	17, 49	☐	☐	☐	☑	90	0	0	0	0	0	0	0	0	0	90

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000	400019R	I-5/I-205 Urban Ramp Meter - Phase 1	17, 49	☐	☐	☐	☑	0	475	0	0	0	0	0	0	0	0	475
000	400019V	Regional Video Sharing	17, 49	☐	☐	☐	☑	0	150	0	0	0	0	0	0	0	0	150
000	600024Q	Eastern Region CCTV Systems - New Installs	04, 07	☐	☐	☐	☑	0	200	0	0	0	0	0	0	0	0	200
002	200202T	US2/Stevens Pass -- ITS Emergency Power	12, 39	☐	☐	☐	☑	231	0	0	0	0	0	0	0	0	0	264
002	200210Q	US 2/W of Stevens Pass Camera installation	12, 39	☐	☐	☐	☑	0	185	0	0	0	0	0	0	0	0	185
002	600227Q	US 2/Spotted Rd to I-90 - ITS	06	☐	☐	☐	☑	552	0	0	0	0	0	0	0	0	0	566
005	100515Q	I-5/Northbound vicinity Marysville - Ramp Meters	38	☐	☐	☐	☑	950	0	0	0	0	0	0	0	0	0	950
005	100516Q	I-5/CCTV Enhancement S 272nd St to NE 85th St - Cameras	11, 30, 33, 3	☐	☐	☐	☑	0	300	0	0	0	0	0	0	0	0	300
005	100517Q	I-5/SB NE 130th St to NE 45th St - Ramp Meters	43, 46	☐	☐	☐	☑	0	775	0	0	0	0	0	0	0	0	775
005	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems	43	☐	☐	☐	☑	36	0	0	0	0	0	0	0	0	0	196
005	100555Q	I-5/North Everett to SR 528 - ITS	38	☐	☐	☐	☑	1	0	0	0	0	0	0	0	0	0	2,371
005	400515Q	I-5/I-205 Bi-State Corridor Travel Time - Add Signing	17, 49	☐	☐	☐	☑	3	0	0	0	0	0	0	0	0	0	954
018	101812Q	SR 18/WB Ramps & SE 304th Street Intersection	47	☐	☐	☐	☑	61	0	0	0	0	0	0	0	0	0	61

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020	102020Q	SR 20/Oak Harbor and SR 20 Spur to Pulver Rd - Signal Integration	10, 40	☐	☐	☐	☑	9	0	0	0	0	0	0	0	0	0	501
020	202000W	SR20/Wauconda Summit - RWIS and Camera	07	☐	☐	☐	☑	189	98	0	0	0	0	0	0	0	0	287
024	202400Q	NCR Basin ITS Phase 3	09	☐	☐	☐	☑	0	429	0	0	0	0	0	0	0	0	429
240	524001Q	SR 240/Jadwin Ave to I-182 - Install Traffic Cameras	08	☐	☐	☐	☑	280	21	0	0	0	0	0	0	0	0	301
503	450313Q	SR 503 Traveler Information - Incident Management and Communications	17, 18	☐	☐	☐	☑	12	0	0	0	0	0	0	0	0	0	911
503	450317Q	SR 503 ATIS Infill-I/S Bypass; 4th Plain to Main St. and Signal Study	17, 18	☐	☐	☐	☑	116	987	0	0	0	0	0	0	0	0	1,103
512	351207Q	SR 512/SR 7 to I-5 - Congestion Management	25, 29	☐	☐	☐	☑	1,397	0	0	0	0	0	0	0	0	0	1,551
512	351207R	SR 512/I-5 to SR 7 EB - Congestion Management	25, 29	☐	☐	☐	☑	0	409	87	0	0	0	0	0	0	0	496
527	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements	01, 44	☐	☐	☐	☑	129	0	0	0	0	0	0	0	0	0	129
003	L2000254	SR 3 Speed & Crosswalk Signs	35	☐	☐	☐	☑	0	57	0	0	0	0	0	0	0	0	57
Traffic Ops - Traveler Information								**4,794**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,235**
000	000600Q	Statewide LED Roadway Lighting Energy Reduction Project	01, 05, 10, 2	☐	☐	☐	☑	1,002	0	0	0	0	0	0	0	0	0	1,002

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Traffic Operations Program (Q)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
002	200208Q	US 2/W of Wenatchee - VMS	12	☐	☐	☐	☑	400	0	0	0	0	0	0	0	0	0	400
002	200209Q	US 2/W of Leavenworth VMS and Camera installation	12	☐	☐	☐	☑	213	0	0	0	0	0	0	0	0	0	213
005	100513Q	I-5/NB Vicinity Southcenter - VMS Replacement	11, 33	☐	☐	☐	☑	373	0	0	0	0	0	0	0	0	0	373
005	100528Q	I-5/SB N 145th St Vicinity - Variable Message Sign Installation	32	☐	☐	☐	☑	263	0	0	0	0	0	0	0	0	0	1,007
005	300543Q	I-5/Trosper Road to Marvin Road - Signal Upgrade	22	☐	☐	☐	☑	28	0	0	0	0	0	0	0	0	0	413
014	401413Q	SR 14 Traveler Information, 164th Ave to NW 6th Ave	17, 18	☐	☐	☐	☑	1,171	0	0	0	0	0	0	0	0	0	1,288
020	202090A	SR 20/Winthrop VMS	12	☐	☐	☐	☑	179	0	0	0	0	0	0	0	0	0	248
090	509091Q	I-90/Ellensburg Vicinity - Install VMS and Traffic Cameras	13	☐	☐	☐	☑	553	0	0	0	0	0	0	0	0	0	553
090	609004Q	I-90/Sprague Rest Area Traveler Information	13	☐	☐	☐	☑	37	0	0	0	0	0	0	0	0	0	133
090	609006Q	Spokane Area Traffic Volume Collection	03, 04, 06	☐	☐	☐	☑	150	0	0	0	0	0	0	0	0	0	150
097	409716Q	US 97/Centerville Rd to Yakima Co - Variable Message Signs	14, 15	☐	☐	☐	☑	425	0	0	0	0	0	0	0	0	0	425
090	L2000244	I-90/Golf Course Road Vicinity - Variable Message Sign Installation	13	☐	☐	☐	☑	0	30	0	0	0	0	0	0	0	0	30

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Public Transportation Program (V)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Public Transportation Program (V)								**84,625**	**118,100**	**62,133**	**27,776**	**9,132**	**7,783**	**8,901**	**7,990**	**0**	**0**	**334,422**
Regional Mobility Grants Current Biennium								**0**	**57,813**	**37,193**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**95,006**
0	20170027	Klickitat County Mt. Adams Express	14	☐	☐	☐	☑	0	480	320	0	0	0	0	0	0	0	800
0	20170028	Skamania County Seasonal Weekend Transit to alleviate congestion/safety	14	☐	☐	☐	☑	0	70	0	0	0	0	0	0	0	0	70
0	20170030	Spokane Transit Spokane Falls CC Transit Station	03, 04	☐	☐	☐	☑	884	2,128	0	0	0	0	0	0	0	0	2,128
0	20170031	Pullman Transit Increasing Capacity	09	☐	☐	☐	☑	0	530	0	0	0	0	0	0	0	0	530
0	20170032	Lake Stevens, City of - US 2 Trestle HOV/Transit Trestle Congestion Jump	38, 44	☐	☐	☐	☑	0	1,822	0	0	0	0	0	0	0	0	1,822
1	20170001	Intercity Transit Route 612 Express Service Expansion	22	☐	☐	☐	☑	0	993	1,050	0	0	0	0	0	0	0	2,043

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Public Transportation Program (V)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
10	20170010	Intercity Transit Design and Construction - Regional Vanpool Service Ctr	22	☐	☐	☐	☑	0	2,000	3,900	0	0	0	0	0	0	0	5,900
11	20170011	Clallam Transit Carlsborg-Sequim Area Park and Ride	24	☐	☐	☐	☑	0	160	450	0	0	0	0	0	0	0	610
12	20170012	C-TRAN Diesel/Electric Hybrid Vehicle Purchase	18	☐	☐	☐	☑	0	5,813	0	0	0	0	0	0	0	0	5,813
13	20170013	King County Metro/Sound Transit Link Station Integration	43	☐	☐	☐	☑	0	624	1,456	0	0	0	0	0	0	0	2,080
14	20170014	Kitsap Transit Wheaton Way Transit Center	35	☐	☐	☐	☑	0	4,000	2,000	0	0	0	0	0	0	0	6,000
15	20170015	City of Everett - Wireless Electric Bus Riverfront to Waterfront Connect	21	☐	☐	☐	☑	0	2,880	0	0	0	0	0	0	0	0	2,880
16	20170016	Grant Transit Moses Lake - Ellensburg Express to CWU	13	☐	☐	☐	☑	0	170	203	0	0	0	0	0	0	0	373
17	20170017	Everett, City of-80 Stall Park and Ride Expansion	21	☐	☐	☐	☑	0	250	500	0	0	0	0	0	0	0	750
18	20170018	Grant Transit Moses Lake - Wenatchee Connector to WVC	13	☐	☐	☐	☑	0	144	170	0	0	0	0	0	0	0	314
19	20170019	Clallam Transit Two 30-Foot All Electric Buses for Downtown Circulator a	24	☐	☐	☐	☑	0	1,197	0	0	0	0	0	0	0	0	1,197

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Public Transportation Program (V)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
2	20170002	Skagit Transit Connector Services Expansion Project	39	☐	☐	☐	☑	0	576	639	0	0	0	0	0	0	0	1,216
20	20170020	King County Metro Totem Lake/Kirkland to Bellevue/Eastgate Transit Imp	41, 48	☐	☐	☐	☑	0	909	1,211	0	0	0	0	0	0	0	2,120
21	20170021	Link Park and Ride	12	☐	☐	☐	☑	0	3,222	0	0	0	0	0	0	0	0	3,222
22	20170022	Wahkiakum County Health & Human Service Regional Mobility Expand Service	19	☐	☐	☐	☑	0	222	222	0	0	0	0	0	0	0	444
23	20170023	Yakima Transit Application for 20 Transit Shelters	14	☐	☐	☐	☑	0	152	0	0	0	0	0	0	0	0	152
24	20170024	King County Metro Transit Speed & Reliability Hot Spot Imp Program	37	☐	☐	☐	☑	0	600	1,400	0	0	0	0	0	0	0	2,000
25	20170025	Seattle, City of - Delridge to Burien RapidRide Line	34, 37	☐	☐	☐	☑	0	5,000	5,000	0	0	0	0	0	0	0	10,000
3	20170003	King County Metro Northgate Transit Center TOD - Access and Facility Imp	05, 32	☐	☐	☐	☑	0	729	4,512	0	0	0	0	0	0	0	5,241
4	20170004	King County Metro Route 101 Service Increase: Renton to/from Seattle	46, 47	☐	☐	☐	☑	0	1,627	1,460	0	0	0	0	0	0	0	3,086
5	20170005	King County Metro Eastlake Off-Street Layover Facility	43	☐	☐	☐	☑	0	1,760	6,337	0	0	0	0	0	0	0	8,097

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Public Transportation Program (V)

(Dollars In Thousands)

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6	20170006	Community Transit Swift Green Line Bus Rapid Transit - 60 ft Expansion B	38	☐	☐	☐	☑	0	7,000	0	0	0	0	0	0	0	0	7,000
7	20170007	Spokane Transit Monroe/Regal High Performance Transit (HPT) Corridor Imp	03, 04	☐	☐	☐	☑	0	3,925	0	0	0	0	0	0	0	0	3,925
8	20170008	King County Metro Renton to Auburn Transit Speed, Reliability & Service	11, 47	☐	☐	☐	☑	0	3,530	4,663	0	0	0	0	0	0	0	8,193
9	20170009	Kitsap Transit Silverdale Transit Center	35	☐	☐	☐	☑	0	5,300	1,700	0	0	0	0	0	0	0	7,000
Regional Mobility Grants Reappropriated and Four Year								**20,912**	**36,107**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**57,988**
0	20130027	Seattle DOT, 23rd Avenue Transit Improvements	43	☐	☐	☐	☑	2,931	100	0	0	0	0	0	0	0	0	4,000
0	20130109	Spokane Transit, Central City Line	03	☐	☐	☐	☑	33	2,167	0	0	0	0	0	0	0	0	2,200
0	20150016	Mason Transit - Regional Express Commuter Bus Service	35	☐	☐	☐	☑	1,317	452	0	0	0	0	0	0	0	0	1,769
0	20150024	Mason Transit - Park and Ride Development	35	☐	☐	☐	☑	2,250	2,500	0	0	0	0	0	0	0	0	4,750
0	20150003	King County Metro SR 522 and I-5 operating	01, 30, 33, 3	☐	☐	☐	☑	1,511	2,158	0	0	0	0	0	0	0	0	3,669
0	20150005	Community Transit-Seaway Transit Center-Swift II BRT	38	☐	☐	☐	☑	3,000	3,800	0	0	0	0	0	0	0	0	6,800

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Public Transportation Program (V)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
0	20150009	King County Metro - Park and Ride Efficiency and Access Project	30, 46, 48	☐	☐	☐	☑	600	1,995	0	0	0	0	0	0	0	0	2,595
0	20150013	City of Tacoma - Tacoma Link Expansion Phase 1	27	☐	☐	☐	☑	2,500	2,500	0	0	0	0	0	0	0	0	5,000
0	20150021	Seattle DOT Broadway Streetcar Extension	43	☐	☐	☐	☑	0	4,000	0	0	0	0	0	0	0	0	4,000
0	20150106	WSDOT - SR 525 - Pedestrian & Traffic Improvements	21	☐	☐	☐	☑	527	1,744	0	0	0	0	0	0	0	0	2,271
0	20150014	Pierce Transit - Route 1 Connections/Route 4 112th Street Peak Hour Serv	25, 27, 29	☐	☐	☐	☑	1,161	3,482	0	0	0	0	0	0	0	0	4,642
0	20150010	King County Metro - I-90 Manage Demand	05, 11, 34, 3	☐	☐	☐	☑	1,622	1,258	0	0	0	0	0	0	0	0	2,880
0	20150019	Spokane Transit Authority - West Plains Transit Center	06, 07, 09	☐	☐	☐	☑	609	8,091	0	0	0	0	0	0	0	0	8,700
0	20150015	Link Transit - Wenatchee Riverfront Shuttle	12	☐	☐	☐	☑	1,260	1,260	0	0	0	0	0	0	0	0	2,520
0	20150008	King County Metro - Route 245 Corridor Speed and Reliability Improvement	42, 45, 48	☐	☐	☐	☑	1,592	600	0	0	0	0	0	0	0	0	2,192
Regional Mobility Grants Contingency (Unfunded)								**15,000**	**6,590**	**5,550**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27,140**
0	20170026	Spokane Transit Upriver Transit Center (Unfunded)	04	☐	☐	☐	☑	0	3,000	0	0	0	0	0	0	0	0	3,000
0	20170029	Pierce Transit S/SR 7 Park-and-Ride/Bus (Unfunded)	02	☐	☐	☐	☑	0	2,500	5,500	0	0	0	0	0	0	0	8,000

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Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
0	20170033	Longview, Downtown Transit Center Expansion (Unfunded)	20	☐	☐	☐	☑	0	1,090	50	0	0	0	0	0	0	0	1,140
0	20150026	Port of Seattle/University of Washington - Burke-Gilman Trail Capacity,	07	☐	☐	☐	☑	12,500	0	0	0	0	0	0	0	0	0	12,500
0	20150027	King County Metro/PSRC - Regional Equitable Development Initiative (REDI	99	☐	☐	☐	☑	2,500	0	0	0	0	0	0	0	0	0	2,500
Regional Mobility Grants Prior Biennia								**36,148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43,162**
0	20110014	Kitsap Transit, Poulsbo SR 305/3 Park and Ride	23	☐	☐	☐	☑	1,092	0	0	0	0	0	0	0	0	0	1,857
0	20130021	King County Metro, I-405 Corridor Managing Demand	01, 11, 37, 4	☐	☐	☐	☑	1,456	0	0	0	0	0	0	0	0	0	2,398
0	20130022	Community Transit, Double Decker Buses	01, 21, 32, 3	☐	☐	☐	☑	3,978	0	0	0	0	0	0	0	0	0	3,978
0	20130023	Intercity Transit, Tumwater/DuPont/Lakewood Express Bus Service	02, 20, 22, 3	☐	☐	☐	☑	1,859	0	0	0	0	0	0	0	0	0	4,086
0	20130024	Intercity Transit, Olympia-Seattle Express Bus Service	02, 20, 22, 3	☐	☐	☐	☑	640	0	0	0	0	0	0	0	0	0	1,121
0	20130025	King County Metro, Rapid Ride F Line Service Extension	37	☐	☐	☐	☑	2,131	0	0	0	0	0	0	0	0	0	2,833
0	20130028	C-TRAN, Fourth Plain Bus Rapid Transit	49	☐	☐	☐	☑	2,259	0	0	0	0	0	0	0	0	0	3,000

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Public Transportation Program (V)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
0	20130029	Pierce Transit, SR 7/Pacific Avenue Peak Hour Service Expansion	27, 29	☐	☐	☐	☑	1,264	0	0	0	0	0	0	0	0	0	2,223
0	20130100	City of Tukwila, Urban Center Pedestrian Bridge	11	☐	☐	☐	☑	6,808	0	0	0	0	0	0	0	0	0	6,870
0	20130101	Kitsap Transit, SR 305 Interchange Improvements at Suquamish Way Park an	23	☐	☐	☐	☑	2,317	0	0	0	0	0	0	0	0	0	2,326
0	20130102	Ben Franklin Transit, Park and Ride Richland	04	☐	☐	☐	☑	491	0	0	0	0	0	0	0	0	0	593
0	20130111	Community Transit, Mukilteo Park and Ride Plus	21, 38	☐	☐	☐	☑	207	0	0	0	0	0	0	0	0	0	231
0	20150001	Sound Transit/Community Transit High Capacity Double Decker Bus Project	07	☐	☐	☐	☑	4,000	0	0	0	0	0	0	0	0	0	4,000
0	20150002	City of Kent - Kent Transit Center 1st Avenue N Parking	33, 47	☐	☐	☐	☑	272	0	0	0	0	0	0	0	0	0	272
0	20150007	C-TRAN - Fisher's Landing Transit Center South Parking Expansion	17, 18	☐	☐	☐	☑	2,849	0	0	0	0	0	0	0	0	0	2,849
0	20150020	Grays Harbor Transportation Authority - Run Cutting Software Purchase	24	☐	☐	☐	☑	56	0	0	0	0	0	0	0	0	0	56

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Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
0	20150011	Jefferson Transit Authority - SR 20/Four Corners Road Park and Ride Faci	24	☐	☐	☐	☑	1,040	0	0	0	0	0	0	0	0	0	1,040
0	20150022	Town of Concrete Solo Park and Superior Avenue Park and Ride	39	☐	☐	☐	☑	477	0	0	0	0	0	0	0	0	0	477
0	20150012	Grant Transit - GTA Multimodal Transit Center	13	☐	☐	☐	☑	1,598	0	0	0	0	0	0	0	0	0	1,598
0	20150023	Kittitas County - I-90 Exit 78 park and ride	13	☐	☐	☐	☑	223	0	0	0	0	0	0	0	0	0	223
0	20150018	City of Fife - Bus Shelter Installation	25	☐	☐	☐	☑	75	0	0	0	0	0	0	0	0	0	75
0	20150017	Pullman Transit - Two, 40-foot Electric Hybrid Buses to Increase Capacit	09	☐	☐	☐	☑	1,056	0	0	0	0	0	0	0	0	0	1,056
Connecting Washington - Transit Projects								**12,565**	**17,590**	**19,390**	**27,776**	**9,132**	**7,783**	**8,901**	**7,990**	**0**	**0**	**111,126**
0	T000001	Transit Tier Projects Contingency/Reserve	99	☐	☐	☑	☑	0	0	0	0	0	0	0	4,750	0	0	4,750
1	G2000027	Yakima Transit - Additional Buses	14	☐	☐	☑	☑	2,000	0	0	0	0	0	0	0	0	0	2,000
1	G2000028	King County Metro - Bike Share Expansion - Kirkland, Bellevue, Redmond,	48	☐	☐	☑	☑	175	0	0	0	0	0	2,685	2,640	0	0	5,500
1	G2000029	Everett Transit - North Broadway Bus Stop Safety Improvements	38	☐	☐	☑	☑	1,000	2,000	0	0	0	0	0	0	0	0	3,000
1	G2000030	San Juan County - Orcas Village Park and Ride	40	☐	☐	☑	☑	737	23	0	0	0	0	0	0	0	0	760

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Public Transportation Program (V)
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Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
1	G2000031	King County Metro - RapidRide Expansion, Burien-Delridge	11, 33, 34	☐	☐	☑	☑	500	1,000	2,257	4,243	0	0	0	0	0	0	8,000
1	G2000032	King County Metro - Route 40 Northgate to Downtown	36, 43	☐	☐	☑	☑	0	0	1,000	2,000	0	0	0	0	0	0	3,000
1	G2000033	King County Metro - Route 43 & Route 44 - Ballard to University District	36, 43	☐	☐	☑	☑	0	0	0	3,000	0	0	0	0	0	0	3,000
1	G2000034	Spokane Transit - Spokane Central City Line	03, 06	☐	☐	☑	☑	3,000	6,000	5,000	1,000	0	0	0	0	0	0	15,000
1	G2000035	Skagit Transit - System Enhancements, Expansion and Safety Improvements	10, 39, 40	☐	☐	☑	☑	831	0	0	0	0	0	0	0	0	0	831
1	G2000036	Island Transit - Tri-County Connector	10	☐	☐	☑	☑	2,300	0	0	0	0	0	0	0	0	0	2,300
1	G2000037	City of Seattle - Trolley Expansion/Electrification, Madison Route	37, 43	☐	☐	☑	☑	2,022	0	0	2,545	3,434	0	0	0	0	0	8,000
2	G2000038	King County Metro - 67th to Fremont Transit Corridor	36, 43	☐	☐	☑	☑	0	0	0	0	900	2,100	0	0	0	0	3,000
2	G2000039	Kitsap Transit - East Bremerton Transfer Center	23, 25	☐	☐	☑	☑	0	0	3,000	0	0	0	0	0	0	0	3,000
2	G2000040	City of Seattle - MLK Way/Rainier Ave S I/C Improvements	37	☐	☐	☑	☑	0	0	0	0	900	0	0	0	0	0	900
2	G2000041	City of Seattle - Northgate Transit Center Pedestrian Bridge	46	☐	☐	☑	☑	0	5,000	5,000	0	0	0	0	0	0	0	10,000

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Public Transportation Program (V)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
2	G2000042	Mason Transit - Park and Ride Development	35	☐	☐	☑	☑	0	867	633	3,085	0	0	0	0	0	0	4,585
2	G2000043	King County Metro - Route 48 North University Link Station to Loyal Heig	36, 43	☐	☐	☑	☑	0	0	0	0	1,000	2,000	0	0	0	0	3,000
2	G2000044	Kitsap Transit - Silverdale Transfer Center	23, 35	☐	☐	☑	☑	0	0	0	0	0	0	2,300	0	0	0	2,300
2	G2000045	Pierce Transit - SR 7 Express Service Tacoma to Parkland/Spanaway	25, 27, 29	☐	☐	☑	☑	0	2,700	2,500	9,800	0	0	0	0	0	0	15,000
2	G2000046	Community Transit, Everett Transit - SWIFT II Bus Rapid Transit	21, 38, 44	☐	☐	☑	☑	0	0	0	2,103	2,898	2,683	2,316	0	0	0	10,000
2	G2000047	C-TRAN - Vancouver Mall Transit Center Relocation and Upgrade	17, 18, 49	☐	☐	☑	☑	0	0	0	0	0	1,000	1,600	600	0	0	3,200

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Washington State Ferries Capital Program (W)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Washington State Ferries Capital Program (W)								**391,891**	**374,176**	**209,531**	**278,465**	**641,210**	**832,551**	**798,380**	**381,685**	**373,184**	**0**	**4,754,139**
WSF - Administrative and Systemwide								**19,353**	**18,418**	**24,341**	**22,299**	**24,084**	**24,892**	**25,716**	**26,555**	**23,219**	**0**	**264,615**
000	998901O	WSF/Systemwide - Dispatch System Replacement	10, 21, 23, 2	☐	☐	☐	☑	0	1,779	2,625	0	0	0	0	0	0	0	4,404
000	998951A	WSF/Administrative Support - Allocated to W2	99	☐	☐	☐	☑	6,764	3,003	2,844	5,461	8,149	8,997	9,496	7,699	9,173	0	85,828
000	998951P	New CMAQ Grants Placeholders	99	☐	☐	☐	☑	884	0	257	0	0	0	0	0	0	0	257
000	L2000041	Reservation System	99	☐	☐	☐	☑	658	0	0	0	0	0	0	0	0	0	7,005
000	L2000042	Communications	99	☐	☐	☐	☑	712	0	0	0	0	0	0	0	0	0	3,611
000	L2000110	Ferry Vessel and Terminal Preservation	99	☐	☐	☑	☐	0	104	4,192	4,192	4,193	4,193	4,193	4,193	0	0	25,260
000	L2200083	ADA Visual Paging Project	99	☐	☐	☐	☑	1,087	0	0	0	0	0	0	0	0	0	2,407
959	L1000016	Primavera Project Management System	99	☐	☐	☐	☑	323	277	348	361	375	0	0	0	0	0	2,660
959	L2000007	Terminal Project Support	99	☐	☐	☐	☑	6,508	6,508	6,681	7,136	8,521	9,295	9,697	10,096	10,498	0	90,047
999	998901J	WSF/Administrative Support - Allocated to W1	99	☐	☐	☐	☑	3,301	6,747	7,394	5,149	2,846	2,407	2,330	4,567	3,548	0	43,136
WSF - Emergency Repairs								**7,001**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**5,000**	**0**	**73,689**
000	999910K	Emergency Repair	26, 40, 43	☐	☐	☐	☑	7,001	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	0	73,689

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Washington State Ferries Capital Program (W)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
WSF - New Vessels								**177,945**	**40,075**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**488,498**
000	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)	99	☐	☐	☐	☑	90,545	75	0	0	0	0	0	0	0	0	123,075
000	L2000109	#4 - 144 capacity vessel	99	☐	☐	☑	☐	82,000	40,000	0	0	0	0	0	0	0	0	122,000
000	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)	40	☐	☐	☐	☑	2,500	0	0	0	0	0	0	0	0	0	124,153
000	L2200039	#2 - 144-Capacity Vessel (MV Samish)	40	☐	☐	☐	☑	2,900	0	0	0	0	0	0	0	0	0	119,270
WSF - Terminal Improvements								**43,077**	**104,348**	**1,798**	**2,727**	**2,863**	**10,110**	**26,857**	**31,363**	**0**	**0**	**268,242**
000	998521A	RFP Development and Installation of a One Account-Based Ticketing System	10, 21, 23, 2	☐	☐	☐	☑	325	75	0	0	0	0	0	0	0	0	400
000	998521B	Life Extension of Electronic Fare System (EFS)	10, 21, 23, 2	☐	☐	☐	☑	465	700	0	0	0	0	0	0	0	0	1,165
020	900012L	Port Townsend Tml Improvement	24	☐	☐	☐	☑	40	18	0	0	0	0	0	0	0	0	58
020	900022J	Lopez Tml Improvement	40	☐	☐	☐	☑	187	379	0	0	0	0	0	0	0	0	566
020	900024G	Shaw Tml Improvement	40	☐	☐	☐	☑	35	17	0	0	0	0	0	0	0	0	52
020	900026Q	Orcas Tml Improvement	40	☐	☐	☐	☑	1,206	90	78	592	0	0	0	0	0	0	2,040
020	900028V	Friday Harbor Tml Improvement	40	☐	☐	☐	☑	98	46	0	0	0	0	0	0	0	0	144
020	902017M	Coupeville (Keystone) Tml Improvement	10	☐	☐	☐	☑	67	180	40	0	0	0	0	0	0	0	287
020	902020D	Anacortes Tml Improvement	40	☐	☐	☐	☑	728	2,382	640	0	0	0	0	0	0	0	8,527
104	910413R	Edmonds Tml Improvement	21	☐	☐	☐	☑	717	4,089	244	100	100	0	0	26,000	0	0	31,483

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Washington State Ferries Capital Program (W)
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Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
104	910414S	Kingston Tml Improvement	23	☐	☐	☐	☑	134	0	0	0	0	0	0	0	0	0	134
160	900005N	Fauntleroy Tml Improvement	34	☐	☐	☐	☑	0	0	0	0	84	0	0	0	0	0	84
160	900006T	Vashon Tml Improvement	34	☐	☐	☐	☑	68	0	0	0	0	0	0	0	0	0	101
163	900001H	Point Defiance Tml Improvement	27	☐	☐	☐	☑	267	265	0	0	0	0	0	0	0	0	532
163	900002H	Tahlequah Tml Improvement	34	☐	☐	☐	☑	97	508	349	0	0	0	0	0	0	0	954
304	930410U	Bremerton Tml Improvement	26	☐	☐	☐	☑	63	1,071	0	0	121	0	0	0	0	0	1,255
305	900040O	Eagle Harbor Maint Facility Improvement	23	☐	☐	☐	☑	0	1,241	447	2,035	817	3,064	7,269	0	0	0	14,873
305	930513H	Bainbridge Island Tml Improvement	23	☐	☐	☐	☑	205	0	0	0	0	0	0	0	0	0	205
519	900010M	Seattle Tml Improvement	43	☐	☐	☐	☑	1,762	0	0	0	0	0	0	0	0	0	5,551
525	952515P	Mukilteo Tml Improvement	21	☐	☐	☑	☑	33,679	90,056	0	0	0	0	0	0	0	0	159,061
525	952516S	Clinton Tml Improvement	10	☐	☐	☐	☑	190	174	0	0	1,741	7,046	19,588	5,363	0	0	34,102
525	L2000166	Clinton Tml Road Improvements	10	☐	☐	☑	☐	600	2,400	0	0	0	0	0	0	0	0	3,000
998	998925A	Security System Upgrades Placeholder for W1	10, 21, 23, 2	☐	☐	☐	☑	2,144	657	0	0	0	0	0	0	0	0	3,668
WSF - Terminal Preservation								**66,538**	**134,645**	**106,186**	**155,298**	**139,906**	**153,365**	**120,170**	**94,738**	**98,963**	**0**	**1,088,013**
020	900012K	Port Townsend Tml Preservation	24	☐	☐	☐	☑	0	0	0	0	1,761	3,152	13,570	302	214	0	18,999
020	900022I	Lopez Tml Preservation	40	☐	☐	☐	☑	0	14	388	3,366	5,002	0	0	0	1,501	0	10,271
020	900024F	Shaw Tml Preservation	40	☐	☐	☐	☑	0	0	0	0	2,436	0	0	989	145	0	3,570
020	900026P	Orcas Tml Preservation	40	☐	☐	☐	☑	0	0	275	1,696	1,775	909	3,190	4,504	1,581	0	13,931

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Washington State Ferries Capital Program (W)

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020	900028U	Friday Harbor Tml Preservation	40	☐	☐	☐	☑	0	0	243	1,355	758	1,671	394	1,154	4,348	0	9,923
020	902017K	Coupeville (Keystone) Tml Preservation	10	☐	☐	☐	☑	1,834	0	0	0	5,471	1,112	2,384	6,147	946	0	18,004
020	902020C	Anacortes Tml Preservation	40	☐	☐	☐	☑	4,336	0	249	3,070	18,333	16,103	21,580	5,615	12,978	0	82,628
104	910413Q	Edmonds Tml Preservation	21	☐	☐	☐	☑	0	0	0	0	8,046	10,218	38,948	0	0	0	57,212
104	910414P	Kingston Tml Preservation	23	☐	☐	☐	☑	1,385	1,432	3,536	16,296	11,933	8,095	0	7,551	15,520	0	65,904
160	900005M	Fauntleroy Tml Preservation	34	☐	☐	☐	☑	0	2,923	3,978	3,978	14,061	69,782	1,005	7,823	4,511	0	108,061
160	900006S	Vashon Tml Preservation	34	☐	☐	☐	☑	13,743	130	452	1,932	3,737	6,497	4,373	2,891	1,982	0	38,405
160	916008R	Southworth Tml Preservation	26	☐	☐	☐	☑	877	2,146	148	18,813	2,004	1,153	0	6,442	11,744	0	44,093
163	900001G	Point Defiance Tml Preservation	27	☐	☐	☐	☑	0	0	0	0	1,044	2,390	3,908	3,079	1,348	0	11,769
163	900002G	Tahlequah Tml Preservation	34	☐	☐	☐	☑	0	0	0	0	0	891	2,629	10,839	1,548	0	15,907
304	930410T	Bremerton Tml Preservation	26	☐	☐	☐	☑	0	0	2,194	5,024	29,986	970	0	5,769	1,657	0	45,600
305	900040N	Eagle Harbor Maint Facility Preservation	23	☐	☐	☐	☑	0	85	0	429	15,040	4,585	3,449	2,996	21,602	0	48,186
305	930513G	Bainbridge Island Tml Preservation	23	☐	☐	☐	☑	1,991	14,103	3,300	2,773	7,303	8,234	5,233	2,196	12,721	0	61,179
519	900010L	Seattle Tml Preservation	43	☐	☐	☑	☑	42,372	113,812	91,092	91,410	0	0	0	0	0	0	349,500
519	L1000168	Seattle Tml - Slip 2 and LCCM	43	☐	☐	☐	☑	0	0	0	456	5,461	15,856	15,056	8,210	2,645	0	47,684
525	952516R	Clinton Tml Preservation	10	☐	☐	☐	☑	0	0	0	0	4,294	1,218	1,258	18,098	0	0	24,868
998	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	99	☐	☐	☐	☑	0	0	331	4,700	1,461	529	3,193	133	1,972	0	12,319

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WSF - Vessel Project Support								**3,396**	**3,722**	**3,653**	**3,787**	**3,925**	**4,071**	**4,222**	**4,379**	**0**	**0**	**38,724**
000	L2000006	Vessel Project Support	99	☐	☐	☐	☑	3,396	3,722	3,653	3,787	3,925	4,071	4,222	4,379	0	0	38,724
WSF - Vessel Improvements								**5,505**	**2,891**	**2,379**	**1,264**	**331,735**	**541,286**	**476,360**	**9,692**	**0**	**0**	**1,379,368**
000	944401E	MV Issaquah Improvement	26, 34	☐	☐	☐	☑	223	75	60	70	329	329	329	462	0	0	1,881
000	944402E	MV Kittitas Improvement	10, 21	☐	☐	☐	☑	44	150	60	70	294	211	483	462	0	0	1,858
000	944403E	MV Kitsap Improvement	26, 43	☐	☐	☐	☑	44	150	60	70	329	329	329	462	0	0	1,868
000	944404E	MV Cathlamet Improvement	10, 21	☐	☐	☐	☑	44	150	60	70	329	329	329	462	0	0	1,868
000	944405F	MV Chelan Improvement	40	☐	☐	☐	☑	259	337	60	70	329	329	329	462	0	0	2,250
000	944406E	MV Sealth Improvement	40	☐	☐	☐	☑	44	75	60	70	329	329	329	462	0	0	1,742
000	944410G	MV Evergreen St Improvement	40	☐	☐	☐	☑	1	0	0	0	0	0	0	0	0	0	11
000	944412D	MV Klahowya Improvement	26, 34	☐	☐	☐	☑	8	67	0	0	0	0	0	0	0	0	98
000	944413C	MV Tillikum Improvement	26, 34	☐	☐	☐	☑	44	75	60	70	329	329	329	462	0	0	1,843
000	944431E	MV Hyak Improvement	26, 43	☐	☐	☐	☑	44	151	0	0	0	0	0	0	0	0	203
000	944432H	MV Elwha Improvement	40	☐	☐	☐	☑	142	76	60	71	330	330	330	462	0	0	2,106
000	944433E	MV Kaleetan Improvement	40	☐	☐	☐	☑	404	76	60	71	330	330	330	462	0	0	2,294
000	944434E	MV Yakima Improvement	40	☐	☐	☐	☑	44	151	60	70	366	320	302	462	0	0	1,936
000	944441C	MV Walla Walla Improvement	26, 43	☐	☐	☐	☑	240	76	60	71	330	330	330	462	0	0	2,016
000	944442C	MV Spokane Improvement	21, 23	☐	☐	☐	☑	249	76	60	71	330	330	330	462	0	0	1,973

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000	944451D	MV Hiyu Improvement	27, 34	☐	☐	☐	☑	1	0	0	0	0	0	0	0	0	0	2
000	944476B	MV Chetzemoka Improvement	10, 24	☐	☐	☐	☑	44	76	60	69	329	329	329	460	0	0	2,260
000	944499F	MV Puyallup Improvement	21, 23	☐	☐	☐	☑	44	75	60	71	330	330	330	462	0	0	2,647
000	944499G	MV Tacoma Improvement	23, 43	☐	☐	☐	☑	44	76	60	71	329	329	329	462	0	0	1,789
000	944499H	MV Wenatchee Improvement	26, 43	☐	☐	☐	☑	44	76	60	71	330	330	330	462	0	0	2,500
000	990041W	144 Auto New Vessel #3 Improvement	99	☐	☐	☐	☑	0	0	649	0	254	300	300	460	0	0	1,963
000	990051X	New Replacement Vessel	99	☐	☐	☐	☑	0	0	0	0	325,042	534,585	469,405	0	0	0	1,329,032
000	998951F	Security System Upgrades Placeholder for W2	10, 21, 26, 4	☐	☐	☐	☑	2,938	600	0	0	0	0	0	0	0	0	4,929
000	L1000008	MV Tokitae Improvement	10, 21	☐	☐	☐	☑	44	75	0	0	255	300	300	461	0	0	1,435
000	L1100038	LNG Security Planning and Outreach	23, 26	☐	☐	☐	☑	380	1	0	0	0	0	0	0	0	0	851
003	L1000009	MV Samish Improvement	40	☐	☐	☐	☑	44	75	650	0	254	300	300	461	0	0	2,084
004	944477B	MV Salish Improvement	10, 24	☐	☐	☐	☑	44	76	60	69	329	329	329	460	0	0	2,697
012	944478C	MV Kennewick Improvement	27	☐	☐	☐	☑	44	76	60	69	329	329	329	460	0	0	3,232
WSF - Vessel Preservation								**69,076**	**65,077**	**66,174**	**88,090**	**133,697**	**93,827**	**140,055**	**209,958**	**246,002**	**0**	**1,152,990**
000	944401D	MV Issaquah Preservation	26, 34	☐	☐	☐	☑	2,871	2,648	6,722	1,912	4,866	1,785	6,514	22,495	7,436	0	57,409
000	944402D	MV Kittitas Preservation	10, 21	☐	☐	☐	☑	504	5,684	2,434	5,061	20,081	4,600	1,678	2,249	11,495	0	54,014
000	944403D	MV Kitsap Preservation	26, 43	☐	☐	☐	☑	143	4,459	4,980	2,662	10,698	3,038	3,653	1,128	8,230	0	46,360
000	944404D	MV Cathlamet Preservation	10, 21	☐	☐	☐	☑	815	4,828	1,678	8,743	3,953	2,876	11,474	646	12,904	0	49,852

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000	944405D	MV Chelan Preservation	40	☐	☐	☐	☑	1,918	3,357	2,856	5,141	9,554	18,108	2,250	3,123	15,298	0	66,476
000	944406D	MV Sealth Preservation	40	☐	☐	☐	☑	11,588	1,296	1,669	6,894	6,161	13,866	2,671	5,612	13,776	0	63,737
000	944410F	MV Evergreen St Preservation	40	☐	☐	☐	☑	57	0	0	0	0	0	0	0	0	0	271
000	944412C	MV Klahowya Preservation	26, 34	☐	☐	☐	☑	244	51	0	0	0	0	0	0	0	0	852
000	944413B	MV Tillikum Preservation	26, 34	☐	☐	☐	☑	465	1,413	0	0	0	0	0	0	0	0	2,409
000	944431D	MV Hyak Preservation	26, 43	☐	☐	☐	☑	3,522	1,463	0	0	0	0	0	0	0	0	5,266
000	944432G	MV Elwha Preservation	40	☐	☐	☐	☑	2,450	3,423	1,357	722	0	0	0	0	0	0	10,508
000	944433D	MV Kaleetan Preservation	40	☐	☐	☐	☑	8,184	4,022	1,524	8,743	6,213	4,831	1,277	0	0	0	37,471
000	944434D	MV Yakima Preservation	40	☐	☐	☐	☑	2,498	2,635	4,966	7,669	23,074	5,184	1,331	0	0	0	50,807
000	944441B	MV Walla Walla Preservation	26, 43	☐	☐	☐	☑	2,884	1,760	4,472	10,778	10,531	5,505	2,583	2,855	2,030	0	46,741
000	944442B	MV Spokane Preservation	21, 23	☐	☐	☐	☑	13,709	5,210	4,135	1,785	20,515	6,234	2,929	4,141	0	0	58,880
000	944471A	MV Chetzemoka Preservation	26, 40, 43	☐	☐	☐	☑	86	2,202	1,181	1,792	82	4,882	3,502	31,755	1,444	0	47,059
000	944499C	MV Puyallup Preservation	21, 23	☐	☐	☐	☑	1,530	2,133	5,183	3,410	2,358	361	5,578	50,808	16,790	0	92,340
000	944499D	MV Tacoma Preservation	23, 43	☐	☐	☐	☑	10,883	13,297	4,308	712	66	4,371	67,063	15,195	2,372	0	122,529
000	944499E	MV Wenatchee Preservation	26, 43	☐	☐	☐	☑	4,228	1,492	14,422	2,891	994	3,886	10,242	44,898	37,242	0	122,804
000	990040W	144 Auto New Vessel #3 Preservation	99	☐	☐	☐	☑	0	1	0	1,447	227	9,432	6,899	863	21,435	0	40,304
000	L1000006	MV Tokitae Preservation	10, 21	☐	☐	☐	☑	50	25	125	5,799	1,516	1,520	3,260	13,650	1,828	0	27,773
000	L1000007	MV Samish Preservation	40	☐	☐	☐	☑	50	50	724	4,608	7,784	2,226	1,825	6,614	10,686	0	34,567
002	944477A	MV Salish Preservation	10, 24	☐	☐	☐	☑	216	3,163	501	5,076	2,430	966	4,112	0	40,937	0	58,002

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Washington State Ferries Capital Program (W)

(Dollars In Thousands)

				Funding Source														Total
Rte	Project	Project Title	Leg Dist	TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	(incl Prior)
010	944478B	MV Kennewick Preservation	27	☐	☐	☐	☑	181	465	2,937	2,245	2,594	156	1,214	3,926	42,099	0	56,559

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Rail Program (Y)
(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Rail Program (Y)								**531,524**	**58,943**	**69,735**	**37,820**	**26,322**	**23,853**	**23,853**	**20,886**	**0**	**0**	**1,218,149**
Other								**300**	**3,150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,450**
000	L1000167	Bridge 12 (Salmon Creek) Replacement	18	☐	☐	☐	☑	300	0	0	0	0	0	0	0	0	0	300
000	L1000172	Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs	18	☐	☐	☐	☑	0	150	0	0	0	0	0	0	0	0	150
000	L1000180	West Plains/Spokane International Airport Rail Development	06	☐	☐	☐	☑	884	2,000	0	0	0	0	0	0	0	0	2,000
000	L1000181	PV Hooper Rail Line Improvements - Rail Siding	09	☐	☐	☐	☑	0	1,000	0	0	0	0	0	0	0	0	1,000
Freight Rail - Track Improvements								**4,350**	**24,471**	**32,796**	**19,196**	**6,696**	**6,696**	**6,696**	**6,479**	**0**	**0**	**107,380**
000	L1000146	Grays Harbor Rail Corridor Safety Study	24	☐	☐	☑	☑	0	300	0	0	0	0	0	0	0	0	300
000	L1000147	South Kelso Railroad Crossing	19	☐	☐	☑	☑	0	900	11,600	12,500	0	0	0	0	0	0	25,000
000	L1100080	Port of Moses Lake	13	☐	☐	☑	☑	1,000	5,400	14,500	0	0	0	0	0	0	0	20,900
000	L1100082	West Vancouver Freight Access	49	☐	☐	☑	☑	475	1,425	0	0	0	0	0	0	0	0	1,900

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Rail Program (Y)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
000	L1100083	Port of Warden Rail Infrastructure Expansion	13	☐	☐	☑	☑	250	1,750	0	0	0	0	0	0	0	0	2,000
000	L2000172	West Whitman Railroad Improvement Project	09	☐	☐	☑	☑	280	0	0	0	0	0	0	0	0	0	280
000	L2000173	Connell Rail Interchange	09	☐	☐	☑	☑	2,000	8,000	0	0	0	0	0	0	0	0	10,000
000	L2000191	Palouse River and Coulee City RR - Rehabilitation - New Law	06, 07, 09, 1	☐	☐	☑	☑	345	6,696	6,696	6,696	6,696	6,696	6,696	6,479	0	0	47,000
Freight Rail - Track Preservation								**2,248**	**705**	**365**	**550**	**550**	**550**	**550**	**550**	**0**	**0**	**11,998**
000	F01111B	Palouse River and Coulee City RR - Rehabilitation	06, 07, 09, 1	☐	☑	☐	☑	1,948	705	365	550	550	550	550	550	0	0	11,698
000	L2000112	Palouse Rail Loadout Improvements	16	☐	☐	☑	☑	300	0	0	0	0	0	0	0	0	0	300
Freight Rail - Train Investments								**0**	**467**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,974**
000	701301A	Statewide - Washington Produce Rail Car Pool	99	☐	☐	☐	☑	0	467	0	0	0	0	0	0	0	0	1,974
Freight Rail - Grant Program								**6,205**	**8,563**	**8,507**	**8,507**	**8,509**	**7,040**	**7,040**	**4,290**	**0**	**0**	**59,336**
000	700410B	Palouse Grain Growers - Palouse Rail Loadout Improvements (2015 FRAP)	16	☐	☐	☐	☑	538	0	0	0	0	0	0	0	0	0	538
000	700420A	Washington & Idaho RR - P&L Bridge Repair: MP 36-59 (2016 FRAP)	09	☐	☐	☑	☑	221	0	0	0	0	0	0	0	0	0	221

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Rail Program (Y)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
000	710112A	Clark County - Vancouver to Barberton Rail Improvements (2013 FRAP)	17	☐	☐	☐	☑	0	0	0	0	0	0	0	0	0	0	675
000	710310A	Yakima Central - Branchline Safety & Preservation (2015 FRAP)	14	☐	☐	☐	☑	202	0	0	0	0	0	0	0	0	0	202
000	722211A	Port of Columbia - Prescott to Dayton Rail Improvements (2015 FRAP)	16	☐	☐	☐	☑	271	0	0	0	0	0	0	0	0	0	271
000	722220A	Port of Columbia - Blue Mountain Station - Phase I (2016 FRAP)	16	☐	☐	☑	☑	230	0	0	0	0	0	0	0	0	0	230
000	727610A	Port of Whitman Co - Wilma Rail Terminal Improvements (2015 FRAP)	09	☐	☐	☐	☑	500	0	0	0	0	0	0	0	0	0	500
000	740210A	Cascade & Columbia - Wenatchee to Entiat Rehabilitation (2015 FRAP)	12	☐	☐	☐	☑	498	0	0	0	0	0	0	0	0	0	498
000	740310A	Mount Vernon - Terminal Railway - Mt Vernon Yard Expansion (2015 FRAP)	40	☐	☐	☐	☑	392	0	0	0	0	0	0	0	0	0	392
000	741411A	Columbia Basin RR - Schrag Rail & Tie Replacement Phase II (2015 FRAP)	13	☐	☐	☐	☑	206	0	0	0	0	0	0	0	0	0	206

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Rail Program (Y)

(Dollars In Thousands)

				Funding Source														Total
Rte	Project	Project Title	Leg Dist	TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	(incl Prior)
000	742110A	Kettle Falls International Railway - Barstow to Laurier Phase 1 (2016 FRAP)	07	☐	☐	☑	☑	384	0	0	0	0	0	0	0	0	0	384
000	750210A	Snohomish Co - 240th St/SR9 Grade Crossing Improvements (2015 FRAP)	01	☐	☐	☐	☑	129	55	0	0	0	0	0	0	0	0	184
000	755110B	Tidewater Transportation-Pasco Rail-to-Barge Transload Facility (2015 FRAP)	16	☐	☐	☐	☑	346	0	0	0	0	0	0	0	0	0	346
000	758810A	Kennewick Terminal - Industrial Rail Rehabilitation (2015 FRAP)	08	☐	☐	☐	☑	268	0	0	0	0	0	0	0	0	0	268
000	762110A	Watco Inc. - PCC Rail Bridge Repairs (2015 FRAP)	16	☐	☐	☐	☑	367	0	0	0	0	0	0	0	0	0	367
000	764510A	Central WA Railroad - Rail Rehab - Union Gap (2016 FRAP)	14	☐	☐	☑	☑	135	0	0	0	0	0	0	0	0	0	135
000	F01001A	Statewide - Emergent Freight Rail Assistance Projects	99	☐	☐	☑	☑	51	0	7,040	7,040	7,040	7,040	7,040	4,290	0	0	39,541
000	G2000056	Clark County Chelatchie Prairie RR (2017 FRAP)	18	☐	☐	☐	☑	0	400	0	0	0	0	0	0	0	0	400
000	G2000057	Tidewater – Improve and Expand Existing Siding (2017 FRAP)	16	☐	☐	☐	☑	0	1,612	0	0	0	0	0	0	0	0	1,612
000	G2000058	Yakima Central Railway – Install New Siding (2017 FRAP)	14	☐	☐	☐	☑	0	405	0	0	0	0	0	0	0	0	405

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Rail Program (Y)
(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
000	G2000059	Washington and Idaho Railway - Track Rehabilitation (2017 FRAP)	09	☐	☐	☐	☑	0	699	0	0	0	0	0	0	0	0	699
000	G2000060	Port of Pend Orielle - Usk to Newport Track Rehab (2017 FRAP)	07	☐	☐	☐	☑	0	572	0	0	0	0	0	0	0	0	572
000	G2000061	Columbia Basin RR - Othello Line Rehabilitation (2017 FRAP)	09	☐	☐	☐	☑	0	600	0	0	0	0	0	0	0	0	600
000	G2000071	Central Washington Railroad - Track Rehabilitation (2017 FRAP)	15, 16	☐	☐	☐	☑	0	700	0	0	0	0	0	0	0	0	700
000	G2000072	Puget Sound & Pacific Railroad-Grays Harbor At-Grade (2017 FRAP)	19	☐	☐	☐	☑	0	339	0	0	0	0	0	0	0	0	339
000	G2000073	Kennewick Terminal LLC- Track Rehabilitation (2017 FRAP)	08	☐	☐	☐	☑	0	305	0	0	0	0	0	0	0	0	305
000	G2000074	Kettle Falls International Railway, LLC - Rail Line Rehab (2017 FRAP)	07	☐	☐	☐	☑	0	1,000	0	0	0	0	0	0	0	0	1,000
000	G2000075	Eastern Washington Gateway RR - Hopper Railcars Purchase (2017 FRAP)	06	☐	☐	☐	☑	0	409	0	0	0	0	0	0	0	0	409
000	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	06	☐	☐	☐	☑	1,467	1,467	1,467	1,467	1,469	0	0	0	0	0	7,337

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Rail Program (Y)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Freight Rail - Loan Program								**6,580**	**5,000**	**5,000**	**5,000**	**6,000**	**5,000**	**5,000**	**5,000**	**0**	**0**	**43,714**
000	711010N	Tacoma Rail - SR 509 Track Rebuild Project (2014 FRIB)	99	☐	☐	☐	☑	1,032	0	0	0	0	0	0	0	0	0	1,038
000	F01000A	Statewide - Freight Rail Investment Bank	99	☐	☐	☐	☑	5,000	0	5,000	5,000	6,000	5,000	5,000	5,000	0	0	36,776
000	L1100064	Port of Everett (FRIB 2013)	38	☐	☐	☐	☑	548	0	0	0	0	0	0	0	0	0	900
000	G2000064	Port of Everett (2017 FRIB)	38	☐	☐	☐	☑	0	5,000	0	0	0	0	0	0	0	0	5,000
Rail - Grant Program								**0**	**900**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**900**
000	725910A	Ridgefield Rail Overpass	18	☐	☐	☐	☑	0	900	0	0	0	0	0	0	0	0	900
Passenger Rail - Track Improvements								**11,790**	**10,067**	**11,067**	**4,567**	**4,567**	**4,567**	**4,567**	**4,567**	**0**	**0**	**190,450**
000	HSR001	State Corridor Safety and Positive Train Control Compliance	99	☐	☐	☐	☑	0	1,000	500	0	0	0	0	0	0	0	1,500
000	HSR004	Point Defiance Bypass Revenue Service	99	☐	☐	☐	☑	0	3,000	6,000	0	0	0	0	0	0	0	9,000
000	HSR005	Operational Modifications after new Service Launch	99	☐	☐	☐	☑	0	1,000	0	0	0	0	0	0	0	0	1,000
000	HSR006	HSR Program Closeout	99	☐	☐	☐	☑	0	500	0	0	0	0	0	0	0	0	500
000	L1000144	Point Defiance Rail Bypass - Lakewood Safety	28, 29	☐	☐	☑	☑	2,000	0	0	0	0	0	0	0	0	0	2,000
000	L2220057	Cascades Corridor Slide Prevention and Repair	99	☐	☐	☑	☑	1,031	4,567	4,567	4,567	4,567	4,567	4,567	4,567	0	0	33,000
000	P01005A	Vancouver - Rail Bypass and W 39th Street Bridge	18, 49	☐	☑	☐	☑	1,092	0	0	0	0	0	0	0	0	0	117,234

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Rail Program (Y)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
000	P01008C	Tacoma - Bypass of Pt. Defiance	02, 27, 28, 2	☑	☑	☐	☑	613	0	0	0	0	0	0	0	0	0	16,664
000	P01105A	Blaine - Customs Facility Siding	42	☑	☐	☐	☑	7,054	0	0	0	0	0	0	0	0	0	9,552
Passenger Rail - Train Investments								**1,897**	**3,000**	**12,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23,500**
000	HSR002	Locomotive Service Equipment and Overhaul	99	☐	☐	☐	☑	0	0	4,000	0	0	0	0	0	0	0	4,000
000	HSR003	Existing Passenger Rail Equipment Compatibility and Reliability	99	☐	☐	☐	☑	0	2,500	8,000	0	0	0	0	0	0	0	10,500
000	P02001A	Cascades Train Sets - Overhaul	11, 37	☑	☐	☐	☑	1,897	500	0	0	0	0	0	0	0	0	9,000
Passenger Rail - High Speed Rail Grant Investments								**498,154**	**2,620**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**775,447**
000	700000E	ARRA Program Management	99	☐	☐	☐	☑	25,216	2,600	0	0	0	0	0	0	0	0	49,862
000	700000F	Corridor Reliability Supplemental Work (ARRA)	99	☐	☐	☐	☑	11,918	0	0	0	0	0	0	0	0	0	16,604
000	700001C	New Locomotives (8) (ARRA)	99	☐	☐	☐	☑	52,680	0	0	0	0	0	0	0	0	0	59,610
000	751021A	Vancouver - New Middle Lead (ARRA)	18, 49	☐	☐	☐	☑	-33	0	0	0	0	0	0	0	0	0	8,209
000	752000A	Corridor Reliability Upgrades - North__(ARRA)	99	☐	☐	☐	☑	4,794	0	0	0	0	0	0	0	0	0	30,981
000	754041A	Blaine - Swift Customs Facility Siding (ARRA)	42	☐	☐	☐	☑	1,515	0	0	0	0	0	0	0	0	0	7,022
000	798999F	ARRA Unallocated Contingency	27	☐	☐	☐	☑	908	0	0	0	0	0	0	0	0	0	908
000	P01101A	Mt Vernon - Siding Upgrade	10	☐	☑	☐	☑	2,613	0	0	0	0	0	0	0	0	0	9,930
005	730220A	Tacoma- D to M Street Connection	27, 29	☐	☐	☐	☑	0	0	0	0	0	0	0	0	0	0	21,281

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Rail Program (Y)

(Dollars In Thousands)

Rte	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
005	730310A	Tacoma- Point Defiance Bypass (ARRA)	02, 27, 28, 2	☐	☐	☐	☑	168,998	20	0	0	0	0	0	0	0	0	183,881
005	751014A	Advanced Signal System (ARRA)	99	☐	☐	☐	☑	1,533	0	0	0	0	0	0	0	0	0	46,698
005	751020A	Vancouver- Yard Bypass Track (ARRA)	18, 49	☐	☐	☐	☑	12,127	0	0	0	0	0	0	0	0	0	31,018
005	751030A	Kelso Martin's Bluff- New Siding (ARRA)	18, 19, 20	☐	☐	☐	☑	55,203	0	0	0	0	0	0	0	0	0	56,949
005	751031A	Kelso Martin's Bluff- Toteff Siding Extension (ARRA)	18, 19, 20	☐	☐	☐	☑	30,353	0	0	0	0	0	0	0	0	0	48,372
005	751032A	Kelso Martin's Bluff- Kelso to Longview Jct. (ARRA)	18, 19, 20	☐	☐	☐	☑	75,914	0	0	0	0	0	0	0	0	0	81,099
005	751040A	Corridor Reliability Upgrades- South (ARRA)	99	☐	☐	☐	☑	19,645	0	0	0	0	0	0	0	0	0	85,386
005	754021A	Everett- Storage Track (ARRA)	38	☐	☐	☐	☑	0	0	0	0	0	0	0	0	0	0	1,857
005	770220A	Seattle- King Street Station Track Upgrades (ARRA)	37	☐	☐	☐	☑	34,770	0	0	0	0	0	0	0	0	0	35,780

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Local Programs Program (Z)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
Local Programs Program (Z)								**85,393**	**274,901**	**210,607**	**137,267**	**134,694**	**139,309**	**84,902**	**85,802**	**74,930**	**0**	**1,270,114**
Puget Sound Major Corridor Investments								**1,500**	**12,022**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13,522**
0	L2220059	SR 516/Jenkins Creek to 185th Avenue - Widening	47	☐	☐	☑	☐	1,500	12,022	0	0	0	0	0	0	0	0	13,522
I-5, Lewis County Area - Corridor Improvements								**884**	**4,233**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4,533**
0	L2000205	I-5/Mellen Street Connector	20	☐	☐	☑	☐	300	4,233	0	0	0	0	0	0	0	0	4,533
SR 20, Island County - Safety Improvements								**763**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**896**
0	L2200040	Parker Road - SR 20 Realign and Transit Park	10	☐	☐	☐	☑	763	0	0	0	0	0	0	0	0	0	896
SR 502, I-5 to Battle Ground - Corridor Improvements								**1,000**	**3,800**	**2,900**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7,700**
0	L2000065	SR 502 Main Street Project/Widening	17, 18	☐	☐	☑	☐	1,000	3,800	2,900	0	0	0	0	0	0	0	7,700
SR 522, Seattle to Monroe - Corridor Improvements								**938**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,750**
0	L1000055	SR 522 Improvements / 61st Ave NE and NE 181st Street	32	☐	☐	☐	☑	938	0	0	0	0	0	0	0	0	0	1,750
Other								**4,400**	**52,846**	**61,900**	**65,900**	**45,400**	**45,400**	**45,400**	**45,400**	**45,400**	**0**	**412,046**
0	L1000096	Mackaye Harbor Rd Relocation Study	40	☐	☐	☑	☐	350	0	0	0	0	0	0	0	0	0	350

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Local Programs Program (Z)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
0	L1000132	SR 163/N 46th St. to N 54th St.	27	☐	☐	☑	☐	2,400	100	0	0	0	0	0	0	0	0	2,500
0	L1000133	Lyon Creek Culvert	46	☐	☐	☑	☐	875	0	0	0	0	0	0	0	0	0	875
0	L1000166	North Bend Street Overlay	05	☐	☐	☐	☑	0	100	0	0	0	0	0	0	0	0	100
0	L1000165	Traffic Avenue / SR 410 Interchange	31	☐	☐	☐	☑	300	0	0	0	0	0	0	0	0	0	300
0	T10600R	Complete SR 522 Improvements-Kenmore	46	☐	☐	☑	☐	0	0	4,000	8,000	0	0	0	0	0	0	12,000
0	L1000148	SR 523 145th Street	32	☐	☐	☑	☐	0	0	12,500	12,500	0	0	0	0	0	0	25,000
0	G2000001	Lake Forest Park Traffic Study	32	☑	☐	☐	☐	475	0	0	0	0	0	0	0	0	0	475
999	L1000169	National Highway Freight Program	98	☐	☐	☐	☑	0	43,800	45,400	45,400	45,400	45,400	45,400	45,400	45,400	0	361,600
999	L1000177	Edmonds Street Waterfront Connector	21	☐	☐	☐	☑	0	700	0	0	0	0	0	0	0	0	700
999	L1000184	Emergency Road Repair Project - North 8th Street - Lynden	42	☐	☐	☐	☑	0	350	0	0	0	0	0	0	0	0	350
999	L1000186	Triangle Truss Bridge Deck Replacement	03	☐	☐	☐	☑	0	300	0	0	0	0	0	0	0	0	300
999	L2000239	Bus Lane Signage Vashon Ferry Terminal	34	☐	☐	☐	☑	0	75	0	0	0	0	0	0	0	0	75
999	L2000240	4th Ave SW Enhancement Project	34	☐	☐	☐	☑	0	620	0	0	0	0	0	0	0	0	620
999	L1000175	West Main Street Realignment Project - Phase II	19	☐	☐	☐	☑	0	3,000	0	0	0	0	0	0	0	0	3,000
999	L1000185	SR 9/4th Street NE Access Improvements	44	☐	☐	☐	☑	0	420	0	0	0	0	0	0	0	0	420
999	L1000178	Montesano Compact Roundabout	19	☐	☐	☐	☑	0	550	0	0	0	0	0	0	0	0	550
999	L1000183	SR 202 Corridor Study	45, 48	☐	☐	☐	☑	0	200	0	0	0	0	0	0	0	0	200

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Local Programs Program (Z)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
999	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway	44	☐	☐	☐	☑	0	800	0	0	0	0	0	0	0	0	800
999	L1000182	SR 900-12th Ave NW Enhanced Turning Capacity	05	☐	☐	☐	☑	0	1,500	0	0	0	0	0	0	0	0	1,500
999	L2000238	SR 900 Pedestrian Safety	37	☐	☐	☐	☑	0	331	0	0	0	0	0	0	0	0	331
Studies & System Analysis								**841**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,000**
0	L1000056	SR 432 Rail Realignment and Highway Improvements	18	☐	☐	☐	☑	841	0	0	0	0	0	0	0	0	0	2,000
FMSIB Projects								**0**	**3,265**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8,623**
0	01F035A	S 228th Street Extension & Grade Separation	31, 33, 42	☐	☐	☐	☑	0	3,265	0	0	0	0	0	0	0	0	8,623
Safety - Interchange, Intersection & Spot Improvements								**2,094**	**12,770**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14,864**
0	N52400R	SR 524: 48th Ave W - 37th Ave W Widening	32	☐	☐	☑	☐	2,094	12,770	0	0	0	0	0	0	0	0	14,864
Safety - Pedestrian & Bicycle Improvements								**0**	**0**	**0**	**0**	**1,110**	**6,498**	**0**	**0**	**0**	**0**	**7,608**
0	L1000089	Mottman Rd Pedestrian & Street Improvements	22	☐	☐	☑	☐	0	0	0	0	1,110	6,498	0	0	0	0	7,608
Safety - Roadside Improvements								**838**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,800**
0	L2000017	SR 516/Wax Rd to 185th Ave SE - Improvements	47	☐	☐	☐	☑	838	0	0	0	0	0	0	0	0	0	2,800
Road Preservation - Asphalt								**1,077**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3,777**

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Local Programs Program (Z)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
0	1LP611A	SR 908 - Pavement Rehabilitation	48	☐	☐	☐	☑	1,077	0	0	0	0	0	0	0	0	0	3,777
Bridge Preservation - Replacement								**2,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,000**
0	L1000092	SR 99/Burlington N Overpass Replacement	40	☐	☐	☑	☐	2,000	0	0	0	0	0	0	0	0	0	2,000
Environmental - Fish Barrier Removal & Chronic Deficiencies								**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**500**
0	L2000080	SR-203/Coe-Clemons Culvert Replacement	45	☐	☐	☑	☐	500	0	0	0	0	0	0	0	0	0	500
Local Programs - Improvement Projects								**18,122**	**107,209**	**92,741**	**26,684**	**39,382**	**41,264**	**0**	**0**	**0**	**0**	**330,982**
0	L1000094	Issaquah-Fall City Road	05, 41	☐	☐	☑	☐	0	3,500	1,500	0	0	0	0	0	0	0	5,000
0	L1100049	Scott Avenue Reconnection Project	18	☐	☐	☐	☑	953	0	0	0	0	0	0	0	0	0	2,000
0	L2000064	Ridgefield Rail Overpass	18	☐	☐	☑	☐	300	7,468	0	0	0	0	0	0	0	0	7,768
0	L2000066	Lewis Street Bridge	16	☐	☐	☑	☑	0	2,000	24,000	0	0	0	0	0	0	0	26,000
0	L2000067	East-West Corridor Overpass and Bridge	15	☐	☐	☑	☐	0	0	0	5,799	26,989	17,256	0	0	0	0	50,044
0	L2000104	Covington Connector	47	☐	☐	☑	☐	0	8,000	16,000	0	0	0	0	0	0	0	24,000
0	L2000120	Orchard Street Connector	42	☐	☐	☑	☐	0	3,500	6,500	0	0	0	0	0	0	0	10,000
0	L2000132	Duportail Bridge	08	☐	☐	☑	☑	0	38,000	0	0	0	0	0	0	0	0	38,000
0	L2000133	228th & Union Pacific Grade Separation (City of Kent)	33	☐	☐	☑	☐	6,200	8,800	0	0	0	0	0	0	0	0	15,000
0	L2000134	41st Street Rucker Avenue Freight Corridor Phase 2	38	☐	☐	☑	☐	0	0	0	2,492	10,000	24,008	0	0	0	0	36,500
0	L2000135	Edmonds Waterfront At-Grade Waterfront Crossing	21	☐	☐	☐	☑	500	0	0	0	0	0	0	0	0	0	500
0	L2000136	Harbour Reach Extension	21	☐	☐	☑	☐	0	10,100	5,000	0	0	0	0	0	0	0	15,100

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Local Programs Program (Z)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
0	L2000137	Sammamish Bridge Corridor	46	☐	☐	☑	☐	0	4,000	4,000	0	0	0	0	0	0	0	8,000
0	L2000164	Brady Road	18	☐	☐	☑	☐	0	0	6,000	0	0	0	0	0	0	0	6,000
0	L2000171	35th Street Mill Creek	44	☐	☐	☑	☑	0	4,750	0	0	0	0	0	0	0	0	4,750
0	L2000181	South Lander Street	11	☐	☐	☑	☐	2,000	5,000	0	0	0	0	0	0	0	0	7,000
0	L2000182	Street Improvments near School for the Blind	17	☐	☐	☑	☐	50	0	0	0	0	0	0	0	0	0	50
0	L2000200	28th/24th Street Sea-Tac	33	☐	☐	☑	☐	2,000	0	0	0	0	0	0	0	0	0	2,000
0	L2000218	Jovita Seismic Wall	31	☐	☐	☑	☐	1,000	0	0	0	0	0	0	0	0	0	1,000
0	L2000228	Thornton Road Overpass	42	☐	☐	☑	☐	2,000	1,000	11,167	5,000	0	0	0	0	0	0	19,167
0	L2200089	City of Bellingham - Slater Road Bridge	42	☐	☐	☐	☑	0	350	0	0	0	0	0	0	0	0	350
0	NRUCKER	41st St Rucker/Ave Freight Corridor in Everett	38	☐	☐	☑	☐	1,500	0	0	0	0	0	0	0	0	0	1,500
0	RVRSIDE	Riverside Ave Extension Project.	03, 06	☐	☐	☐	☑	326	0	0	0	0	0	0	0	0	0	2,400
0	L1000087	I-5/Port of Tacoma Road Interchange	25	☐	☐	☑	☐	0	3,000	17,300	2,000	0	0	0	0	0	0	22,300
0	NEDMOND	SR 99 Revitalization in Edmonds	21	☐	☐	☑	☐	0	1,000	0	9,000	0	0	0	0	0	0	10,000
0	0LP500Z	State Infrastructure Bank	99	☐	☐	☐	☑	1,293	511	1,274	2,393	2,393	0	0	0	0	0	10,323
999	L2000241	South 116th Street Peter Western Bridge Repairs	33	☐	☐	☐	☑	0	500	0	0	0	0	0	0	0	0	500
999	L2000242	Centennial Trail Connector -Phase 3	38	☐	☐	☐	☑	0	500	0	0	0	0	0	0	0	0	500
999	L2000243	SW 27th/Strander Blvd Connection Phase 3	11	☐	☐	☐	☑	0	500	0	0	0	0	0	0	0	0	500
999	L2000247	Goodwin Bridge/ West Cashmere.	12	☐	☐	☐	☑	0	2,000	0	0	0	0	0	0	0	0	2,000
999	L2000250	E Nob Hill Blvd	15	☐	☐	☐	☑	0	190	0	0	0	0	0	0	0	0	190

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(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
999	L2000251	Tremont Street Widening/Port Orchard	26	☐	☐	☐	☑	0	2,000	0	0	0	0	0	0	0	0	2,000
999	L2000245	Lake Forest Park SR 104/Lyon Creek Culvert	46	☐	☐	☐	☑	0	540	0	0	0	0	0	0	0	0	540
Local Programs - Other Grants								**40,677**	**55,425**	**37,530**	**37,530**	**37,530**	**37,530**	**29,530**	**29,530**	**29,530**	**0**	**359,417**
0	L2000188	Pedestrian and Bicycle Safety Grant Program	99	☐	☐	☑	☑	16,657	25,955	18,380	18,380	18,380	18,380	10,380	10,380	10,380	0	147,272
0	L2000189	Safe Routes to Schools Grant Program	99	☐	☐	☑	☑	24,020	28,833	19,150	19,150	19,150	19,150	19,150	19,150	19,150	0	211,508
999	L2000248	Bingen Walnut Creek Railroad Crossing	14	☐	☐	☐	☑	0	430	0	0	0	0	0	0	0	0	430
999	L2000249	Butler Road Railroad Crossing	14	☐	☐	☐	☑	0	207	0	0	0	0	0	0	0	0	207
Local Programs - Pedestrian Safety								**1,000**	**4,590**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5,590**
0	L1000081	Community Facilities District Improvements (Redmond)	48	☐	☐	☑	☐	1,000	4,000	0	0	0	0	0	0	0	0	5,000
999	L2000237	Renton Avenue Pedestrian Safety	37	☐	☐	☐	☑	0	590	0	0	0	0	0	0	0	0	590
Connecting Washington - Pedestrian & Bike Projects								**9,343**	**18,741**	**15,536**	**7,153**	**11,272**	**8,617**	**9,972**	**10,872**	**0**	**0**	**91,506**
999	G2000004	Gravelly Lake Non-Motorized Trail	28	☐	☐	☐	☑	250	2,390	0	0	0	0	0	0	0	0	2,640
999	G2000005	U District Gateway Bridge	03	☐	☐	☐	☑	300	8,500	0	0	0	0	0	0	0	0	8,800
999	G2000006	Wilburton Reconnection Project	41	☐	☐	☐	☑	0	2,983	4,517	0	0	0	0	0	0	0	7,500
999	G2000007	Yakima Greenway Bike Trail	14	☐	☐	☐	☑	2,000	0	0	0	0	0	0	0	0	0	2,000

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Local Programs Program (Z)
(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
999	G2000008	54th Street Project	28	☐	☐	☐	☑	745	0	0	0	0	0	0	0	0	0	745
999	G2000009	Cirque Drive - Sunset to 83rd	28	☐	☐	☐	☑	380	0	0	0	0	0	0	0	0	0	380
999	G2000010	Cowiche Canyon Trail	14	☐	☐	☐	☑	200	0	1,800	0	0	0	0	0	0	0	2,000
999	G2000011	Mountains to Sound Greenway	41, 48	☐	☐	☐	☑	0	0	0	5,153	8,847	0	0	0	0	0	14,000
999	G2000012	Schuster Parkway Trail	27	☐	☐	☐	☑	0	0	0	2,000	2,000	0	0	0	0	0	4,000
999	G2000013	SR 520 Trail Grade Separation at 40th Street	48	☐	☐	☐	☑	2,108	2,373	6,219	0	0	0	0	0	0	0	10,700
999	G2000014	Steel Lake Park to Downtown Trail	30	☐	☐	☐	☑	300	0	0	0	0	0	0	0	0	0	300
999	G2000015	Bay Street Pedestrian Project	28	☐	☐	☐	☑	260	240	3,000	0	0	0	0	0	0	0	3,500
999	G2000016	Burke-Gilman Trail Transit Access, Safety & Efficiency Improvements	46	☐	☐	☐	☑	0	0	0	0	0	1,700	6,600	7,700	0	0	16,000
999	G2000017	Milton Trail Head/Interurban Trail	30	☐	☐	☐	☑	0	405	0	0	0	0	0	0	0	0	405
999	G2000018	City of Pacific - Interurban Trail	30	☐	☐	☐	☑	0	1,850	0	0	0	0	0	0	0	0	1,850
999	G2000019	Deschutes Valley Trail Connection	22	☐	☐	☐	☑	0	0	0	0	0	5,800	0	0	0	0	5,800
999	G2000020	Guemes Channel Trail	40	☐	☐	☐	☑	0	0	0	0	0	0	328	3,172	0	0	3,500
999	G2000021	Lake City Business District Sidewalks	28	☐	☐	☐	☑	0	0	0	0	0	270	1,730	0	0	0	2,000
999	G2000023	Seattle Waterfront Loop Feasibility Study	36	☐	☐	☐	☑	0	0	0	0	425	75	0	0	0	0	500
999	G2000024	SR 520 Regional Bike Path and Trail	48	☐	☐	☐	☑	2,800	0	0	0	0	0	0	0	0	0	2,800
999	G2000025	Trestle - Park & Ride - Trail	40	☐	☐	☐	☑	0	0	0	0	0	250	0	0	0	0	250

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Local Programs Program (Z)

(Dollars In Thousands)

Prty	Project	Project Title	Leg Dist	Funding Source TPA	Nic	CW	Oth	2015-17	2017-19	2019-21	2021-23	2023-25	2025-27	2027-29	2029-31	2031-33	Future	Total (incl Prior)
999	G2000026	Washington Park to Ferry Terminal - Trail	40	☐	☐	☐	☑	0	0	0	0	0	150	600	0	0	0	750
999	G2000048	NE 52nd Street Blvd - Cross Kirkland Corridor	48	☐	☐	☐	☑	0	0	0	0	0	372	714	0	0	0	1,086
		Total All Projects						**3,932,242**	**3,914,978**	**3,805,046**	**3,412,610**	**3,681,178**	**3,444,930**	**2,821,813**	**2,061,880**	**1,659,485**	**596,170**	**41,342,181**

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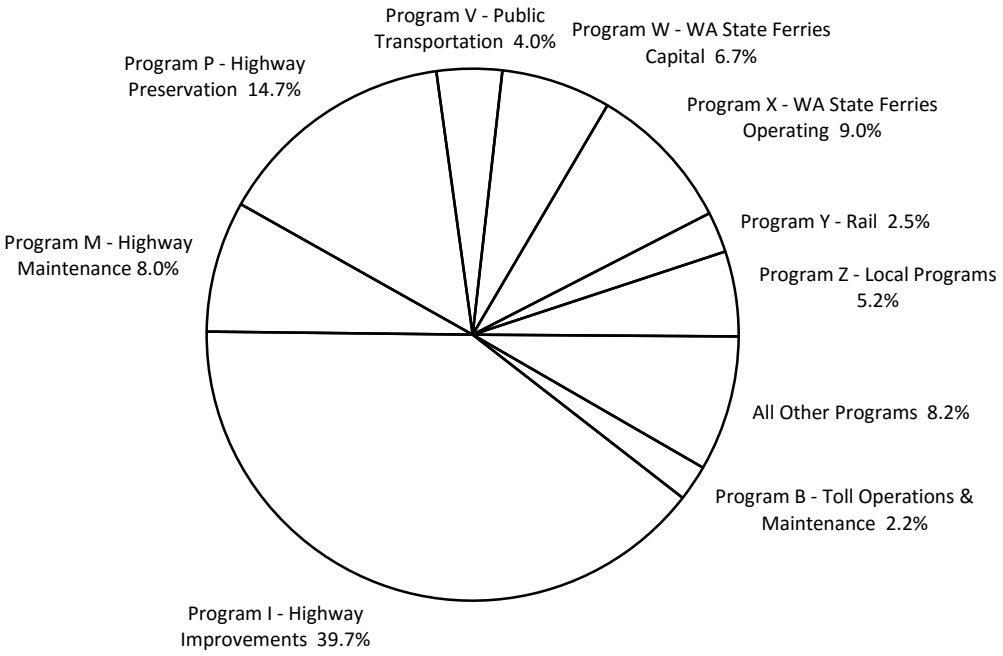
Chapter 313, Laws of 2017, Partial Veto

Total Appropriated Funds

Dollars in Thousands

DEPARTMENT OF TRANSPORTATION

Total Operating and Capital



Program	
Program B - Toll Operations & Maint-Operating	122,379
Program I - Highway Improvements	2,225,895
Program M - Highway Maintenance	447,461
Program P - Highway Preservation	822,450
Program V - Public Transportation	222,908
Program W - Washington State Ferries - Capital	374,176
Program X - Washington State Ferries - Operating	505,171
Program Y - Rail	139,135
Program Z - Local Programs	290,024
All Other Programs	461,572
Total	**5,611,171**

2017-19 Transportation Budget

Chapter 313, Laws of 2017, Partial Veto

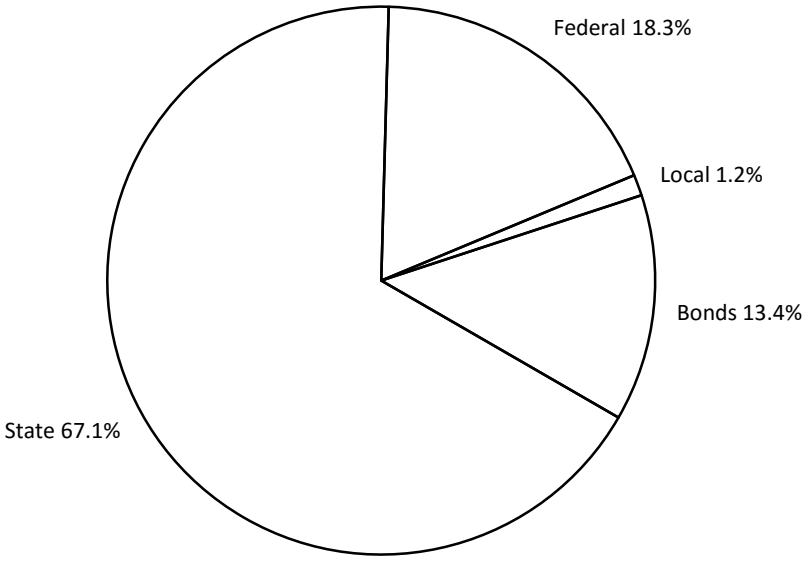
Total Appropriated Funds

Dollars in Thousands

DEPARTMENT OF TRANSPORTATION

Components by Fund Type

Total Operating and Capital



Fund Type	
State	3,765,197
Federal	1,025,832
Local	69,451
Bonds	750,691
Total	**5,611,171**

Department of Transportation
Pgm B - Toll Op & Maint-Op
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**90,920**
2017 Supplemental	-10
Total 2015-17 Biennium	**90,910**
2017-19 Maintenance Level	**92,502**
Policy Other Changes:	
1. CSC Vendor Increase	558
2. Operation & Maintenance Reserve Adj	891
3. Quality Assurance & Risk Mitigation	488
4. New CSC System & Operator	27,940
Policy -- Other Total	**29,877**
Total 2017-19 Biennium	**122,379**

Comments:

The Toll Operations and Maintenance Program administers statewide tolling operations, which currently include the Tacoma Narrows Bridge (TNB), the State Route (SR) 167 Express Toll Lanes (ETLs), the Interstate 405 ETLs, and the SR 520 Floating Bridge.

1. **CSC Vendor Increase**

   Additional funding is provided for expected costs related to market rate adjustments and contract incentives for the current customer service center (CSC) vendor in FY 2018. This is expected to cover part or all of the timing gap until the new CSC system is onboarded. (High-Occupancy Toll Lanes Operations Account-State; State Route Number 520 Corridor Account-State; Tacoma Narrows Toll Bridge Account-State) (One-Time)

2. **Operation & Maintenance Reserve Adj**

   Appropriation authority is provided to reserve funds for the SR 520 floating bridge necessary to meet legal obligations of bond covenants. (State Route Number 520 Corridor Account-State) (One-Time)

3. **Quality Assurance & Risk Mitigation**

   Funding is provided for two new FTEs to conduct additional quality assurance and data analysis for the Toll Operations and Maintenance Program, based on recommendations from the State Auditor's 2016 audit of the state's toll collection system. This is expected to reduce the reliance on consultants for these activities. (High-Occupancy Toll Lanes Operations Account-State; State Route Number 520 Corridor Account-State; Tacoma Narrows Toll Bridge Account-State; other accounts) (Ongoing)

4. **New CSC System & Operator**

   Funding is provided for procurement of a new tolling back office system and customer service center (CSC) operator. A $6,506,000 loan is provided from the Motor Vehicle Account to the Alaskan Way Viaduct replacement project account for its share of the new CSC System and Operator, which is expected to be repaid once the facility is operational and generates sufficient revenue. (High-Occupancy Toll Lanes Operations Account-State; State Route Number 520 Corridor Account-State; Tacoma Narrows Toll Bridge Account-State; other accounts) (One-Time)

Department of Transportation
Pgm B - Toll Op & Maint-Op
Total Appropriated Funds
Dollars In Thousands

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm C - Information Technology
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**75,357**
2017 Supplemental	-10
Total 2015-17 Biennium	**75,347**
2017-19 Maintenance Level	**77,553**
Policy Other Changes:	
1. Ferries IT Support	194
2. Labor System Replacement	9,588
3. Ferries Network Systems Support	2,296
Policy -- Other Total	**12,078**
Total 2017-19 Biennium	**89,631**

Comments:

The Information Technology (IT) Program is responsible for developing and maintaining information systems that support the operations and program delivery of the Washington State Department of Transportation (WSDOT). This program operates, preserves, and maintains WSDOT IT infrastructure by performing the following functions: equipment acquisition and installation, mainframe and server operations, technical support and Internet operations oversight, network management, personal computer support, business application development, and data/telecommunication management.

1. **Ferries IT Support**

   Funding is provided for additional IT support staff for the Ferries Division. Three positions will support the electronic fare system and the vehicle reservation system. One Help Desk position will provide support for ferry computer user accounts and critical high-priority incidents. (Motor Vehicle Account-State) (Ongoing)

2. **Labor System Replacement**

   Funding is provided for implementation of the EmpCenter time and attendance system throughout the Department. This system replaces the Department's existing labor distribution system and marine labor system. (Motor Vehicle Account-State) (One-Time)

3. **Ferries Network Systems Support**

   Funding is provided for support and maintenance of the Ferries Division's Marine Access and Security Control system, bridge navigation system, vessel connectivity system, and Payment Card Industry Data Security System. (Motor Vehicle Account-State) (Ongoing)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm D - Facilities-Op
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**27,643**
2017 Supplemental	-17
Total 2015-17 Biennium	**27,626**
2017-19 Maintenance Level	**28,106**
Policy Other Changes:	
1. Local Government Assessments	74
Policy -- Other Total	**74**
Total 2017-19 Biennium	**28,180**

Comments:

The Facilities Operating Program operates, maintains, and oversees capital improvements and preservation of approximately 950 Washington State Department of Transportation (WSDOT)-owned buildings and structures at approximately 300 separate sites across the state. Sites include region headquarters, maintenance shops, project engineer offices, laboratories, materials storage sites, communication sites, pits, quarries, and stock pile storage areas.

1. **Local Government Assessments**

   Funding is provided for property assessments of WSDOT facilities by local governments for emergency medical services, weed control, irrigation, diking, drainage, landscaping, roads, fire districts, and other city and county support. (Motor Vehicle Account-State) (Ongoing)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm D - Facilities-Cap
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**22,319**
2017 Supplemental	-9,041
Total 2015-17 Biennium	**13,278**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Capital Projects	29,087
2. Capital Reappropriation	1,257
Policy -- Other Total	**30,344**
Total 2017-19 Biennium	**30,344**

Comments:

The Facilities Capital Program includes replacement, preservation, and improvements to the Washington State Department of Transportation (WSDOT) buildings and related sites. Its focus is providing a safe and efficient work environment by preserving WSDOT assets. This program includes preservation projects such as roof replacements, site environmental cleanups, and other code-compliance activities for facilities.

1. **Capital Projects**

   Funding is provided for projects that maintain WSDOT's capital facilities and to continue construction on two new administration facilities for WSDOT in Lacey and Wenatchee. (Motor Vehicle Account-State; Connecting Washington Account-State) (One-Time)

2. **Capital Reappropriation**

   Expenditure authority is reappropriated from the 2015-17 biennium to the 2017-19 biennium to accommodate changes in the project timelines for the Olympic Region Maintenance and Administration Facility capital project and the Euclid Avenue Administration Facility capital project. (Connecting Washington Account-State) (One-Time)

Department of Transportation
Pgm F - Aviation
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**12,788**
2017 Supplemental	-2,496
Total 2015-17 Biennium	**10,292**
2017-19 Maintenance Level	**10,459**
Policy Other Changes:	
1. Other Fund Adjustments	-1,389
2. Additional Federal Authority	250
3. Reappropriate Federal Authority	2,500
Policy -- Other Total	**1,361**
Total 2017-19 Biennium	**11,820**

Comments:

The Aviation Program's primary function is the preservation of public airports at the local level and maintaining the 16 state-owned airports. The program's key activities include: managing the Washington State Department of Transportation's (WSDOT's) Airport Aid Grant Program; conducting aviation planning; coordinating air search and rescue operations; and overseeing aircraft registration. State and federal grants and technical assistance are provided to municipalities for capital projects at public-use airports. Projects include runway paving, resurfacing, and crack sealing.

1. **Other Fund Adjustments**

   State expenditure authority is reduced to reflect available revenues and fund balance. Local expenditure authority is increased to permit local contributions from counties, cities, and other local entities to provide a match to the Aviation Division's Disadvantaged Business Enterprise Disparity Study that is primarily funded through federal grants. (Aeronautics Account-State; Aeronautics Account-Local) (Custom)

2. **Additional Federal Authority**

   Expenditure authority of federal funds is increased for anticipated federal grants to fund projects, including the following: the Statewide Pavement Condition Index Study, the Statewide Economic Impact Study, and the Statewide Disadvantage Business Enterprise Disparity Study. (Aeronautics Account-Federal) (Ongoing)

3. **Reappropriate Federal Authority**

   Expenditure authority is increased to reflect a reappropriation of grant funds from the 2015-17 biennium to the 2017-19 biennium. Funding is for the Methow Valley Airport Runway Project. The project was delayed during the design phase, and construction is currently expected to begin in July 2017. (Aeronautics Account-Federal) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm H - Pgm Delivery Mgmt & Suppt
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**54,661**
2017 Supplemental	-19
Total 2015-17 Biennium	**54,642**
2017-19 Maintenance Level	**53,768**
Policy Other Changes:	
1. Surplus Property Disposal	300
2. Practical Solutions Training	718
3. Design-Build Project Delivery	478
Policy -- Other Total	**1,496**
Total 2017-19 Biennium	**55,264**

Comments:

The Program Delivery Management and Support Program provides construction management and support to the Washington State Department of Transportation (WSDOT) headquarters and its six regions. Regional activities include executive management, human resources, finance, and administrative support. Program activities at headquarters include executive management and support for construction, design, real estate services, bridge and structures, environmental services, and program development. The Program also administers statewide safety efforts.

1. **Surplus Property Disposal**

   Funding is provided for completion of the backlog of appraisals for Department-owned surplus properties approved for disposal. (Motor Vehicle Account-State) (One-Time)

2. **Practical Solutions Training**

   Funding is provided to continue and complete agency-wide practical solutions training undertaken in the previous biennium. (Motor Vehicle Account-State) (One-Time)

3. **Design-Build Project Delivery**

   Funding is provided for improving and increasing the level of design-build project delivery as recommended in the 2016 Joint Transportation Committee Review of WSDOT's Implementation of Design-Build Project Delivery report. (Motor Vehicle Account-State) (Custom)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm I - Improvements
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**2,450,660**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Capital Projects	1,940,761
2. SR 99 Construction Mitigation	12,500
3. Capital Reappropriation	172,784
4. I-405 NB Hard Shoulder Running	2,000
5. AWV Project Cost Increase	60,000
6. I-405/SR 522 Planning Study	1,500
7. SR 167/SR 509 Advance ROW Purchase	36,000
Policy -- Other Total	**2,225,545**
Total 2017-19 Biennium	**2,225,545**
Approps in Other Legislation Changes:	
8. SSB 5806-Columbia River I-5 Bridge	350
Total Approps in Other Legislation	**350**
Grand Total	**2,225,895**

Comments:

The Highway Improvements Program implements capital projects that increase highway capacity, reduce congestion, increase mobility, and prevent collisions.

1. **Capital Projects**

   Amounts are provided to implement capital projects that increase highway capacity, reduce congestion, increase mobility, and prevent collisions. (Transportation Partnership Account-State; Transportation Partnership Account-Bonds; Motor Vehicle Account-State; other accounts) (One-Time)

2. **SR 99 Construction Mitigation**

   Funding is provided for the Department to continue to meet the terms of its transit mitigation agreement with King County Metro during the construction of the SR 99/Alaskan Way Viaduct Replacement project. (Multimodal Transportation Account-State) (One-Time)

3. **Capital Reappropriation**

   Expenditure authority is adjusted to complete unfinished work from the previous biennium. (Transportation Partnership Account-State; Motor Vehicle Account-State; Motor Vehicle Account-Federal; other accounts) (One-Time)

4. **I-405 NB Hard Shoulder Running**

   Funding is provided to complete the hard shoulder running project on northbound (NB) I-405 in the vicinity of SR 527 that was begun in the 2015-17 biennium. (I-405 Express Toll Lanes Operations Account-State) (One-Time)

Department of Transportation
Pgm I - Improvements
Total Appropriated Funds
Dollars In Thousands

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5. AWV Project Cost Increase

Due to a 2-year project delay related to the tunnel boring machine stoppage, additional funding is provided for adminstrative project management costs for the SR 99/Alaskan Way Viaduct (AWV) Replacement project. (Transportation Partnership Account-State) (One-Time)

6. I-405/SR 522 Planning Study

Funding is provided for a planning study on the future widening of I-405 between SR 522 and I-5. (Transportation Partnership Account-State) (One-Time)

7. SR 167/SR 509 Advance ROW Purchase

Planned spending is advanced from the 2023-25 biennium for the Department to purchase right-of-way (ROW) needed to complete the SR 167/SR 509 Puget Sound Gateway Project. (Connecting Washington Account-State) (One-Time)

8. SSB 5806-Columbia River I-5 Bridge

Funding is provided to WSDOT in SSB 5806 (Chapter 288, Laws of 2017) to conduct a planning inventory in order to document existing data related to the construction of a new Interstate 5 bridge over the Columbia river. (Motor Vehicle Account-State) (One-Time)

Department of Transportation
Pgm K - Public/Private Part-Op
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**1,600**
2017 Supplemental	-996
Total 2015-17 Biennium	**604**
2017-19 Maintenance Level	**622**
Policy Other Changes:	
1. Anacortes Ferry Terminal P3	35
2. EV Infrastructure Bank	1,000
3. Colman Dock Entrance Building P3	500
Policy -- Other Total	**1,535**
Total 2017-19 Biennium	**2,157**

Comments:

The Public/Private Partnership Program provides funding to foster partnerships with private firms to develop and operate needed transportation facilities throughout the state. The Program funds administration and program support for economic partnership activities by the Washington State Department of Transportation (WSDOT) and provides a point of contact for businesses and private individuals to gain information about WSDOT programs.

1. **Anacortes Ferry Terminal P3**

   Funding is provided to solicit letters of interest in a public-private partnership (P3) to rebuild the Anacortes ferry terminal by combining the ferry terminal functions and structure with one or more commercial ventures. (Multimodal Transportation Account-State) (One-Time)

2. **EV Infrastructure Bank**

   Funding is reappropriated for an electric vehicle (EV) charging infrastructure grant program to support the deployment of publicly accessible EV charging stations in Washington. (Electric Vehicle Charging Infrastructure Account-State) (One-Time)

3. **Colman Dock Entrance Building P3**

   Funding is provided to study public-private partnership alternatives for financing and construction of an entry building located at Colman Dock. (Multimodal Transportation Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm M - Highway Maintenance
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**431,107**
2017 Supplemental	15,331
Total 2015-17 Biennium	**446,438**
2017-19 Maintenance Level	**445,968**
Policy Other Changes:	
1. Rotary Auger Pilot	35
2. Right-of-Way Clean-Up	250
3. Maintenance Reduction	-4,000
4. Oregon Bridge Agreements	592
5. Damages by Known Third Parties	4,616
Policy -- Other Total	**1,493**
Total 2017-19 Biennium	**447,461**

Comments:

The Highway Maintenance Program at the Washington State Department of Transportation (WSDOT) administers routine functions related to maintaining the state highway system. The primary function and objective of this program is to maintain the highway infrastructure in good, working order and to keep people and goods moving through inclement weather and following natural disasters.

1. **Rotary Auger Pilot**

   Funding is provided for the Department to issue a request for proposals for a pilot project to evaluate the use of rotary auger ditch cleaning and reshaping service technology in maintaining roadside ditches for state highways. (Motor Vehicle Account-State) (One-Time)

2. **Right-of-Way Clean-Up**

   Funding is provided to implement safety improvements and debris clean-up on Department-owned right-of-way in Seattle. (Motor Vehicle Account-State) (One-Time)

3. **Maintenance Reduction**

   Amounts provided for maintenance activities in the 2017-19 biennium are reduced to offset the financial impact to the Motor Vehicle Account for increased snow and ice removal costs in the 2015-17 biennium. (Motor Vehicle Account-State) (One-Time)

4. **Oregon Bridge Agreements**

   Funding is provided to reimburse the Oregon Department of Transportation (ODOT) for WSDOT's share of increased maintenance costs on six highway bridges over the Columbia River that are maintained by ODOT. (Motor Vehicle Account-State) (One-Time)

5. **Damages by Known Third Parties**

   Funding is provided to repair damages to highways caused by known third parties. Expenditures are offset by revenues anticipated to be collected from these parties. (Motor Vehicle Account-State) (Ongoing)

Department of Transportation
Pgm M - Highway Maintenance
Total Appropriated Funds
Dollars In Thousands

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm P - Preservation
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**678,552**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Capital Projects	713,899
2. Structurally Deficient Bridges	23,283
3. Capital Reappropriation	75,068
4. Legal Settlement Fees	3,000
5. Land Mobile Radio System	7,200
Policy -- Other Total	**822,450**
Total 2017-19 Biennium	**822,450**

Comments:

The Highway Preservation Program preserves the structural integrity of the state highway system. Projects include preservation and rehabilitation of existing roadway pavement, bridges, and other structures and facilities.

1. **Capital Projects**

   Amounts are provided to preserve the structural integrity of the state highway system. Projects include preservation or rehabilitation of existing roadway pavement, bridges, and other structures and facilities. (Recreational Vehicle Account-State; Transportation Partnership Account-State; Motor Vehicle Account-State; other accounts) (One-Time)

2. **Structurally Deficient Bridges**

   Funding is provided to address structurally deficient bridges, including bridge deck repair, concrete bridge deck overlays, and bridge replacement. (Motor Vehicle Account-State; Motor Vehicle Account-Federal) (One-Time)

3. **Capital Reappropriation**

   Expenditure authority is adjusted to complete unfinished work from the previous biennium. (Recreational Vehicle Account-State; Transportation Partnership Account-State; Motor Vehicle Account-State; other accounts) (One-Time)

4. **Legal Settlement Fees**

   Funding is provided for extraordinary costs associated with litigation awards, settlements, and dispute mitigation activities not eligible for funding from the self-insurance fund. (Motor Vehicle Account-State) (One-Time)

5. **Land Mobile Radio System**

   Funding is provided to replace and upgrade the Department's wireless radio system components across the state due to rapidly aging infrastructure. Components that will be replaced include radio tower antennas, in-vehicle radios, portable radios, and mountaintop radio repeaters that provide better signal transmission. (Connecting Washington Account-State) (One-Time)

Department of Transportation
Pgm Q - Traffic Operations - Op
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**59,952**
2017 Supplemental	-118
Total 2015-17 Biennium	**59,834**
2017-19 Maintenance Level	**64,828**
Policy Other Changes:	
1. Historic Route 10 Signs for I-90	50
Policy -- Other Total	**50**
Total 2017-19 Biennium	**64,878**

Comments:

The Traffic Operations Program uses traffic control devices and regulatory traffic measures to maximize highway capacity and safety. This program also provides incident response and low-cost enhancements to the state highway system.

1. **Historic Route 10 Signs for I-90**

   Funding is provided for the Department to install historic route 10 signs along I-90 from the Columbia River to the Idaho State border. (Motor Vehicle Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm Q - Traffic Operations - Cap
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**14,957**
2017 Supplemental	-1,257
Total 2015-17 Biennium	**13,700**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Capital Projects	7,750
2. Capital Reappropriation	2,769
Policy -- Other Total	**10,519**
Total 2017-19 Biennium	**10,519**

Comments:

The Traffic Operations Capital Program constructs projects that increase availability of information for travelers and that apply advanced technology to the transportation system—examples include installation of traffic cameras, variable message signs, highway advisory radios, ramp meters, traffic data collectors, and traffic management centers.

1. **Capital Projects**

   Amounts are provided to construct projects that increase the availability of information for travelers and apply advanced technology to the transportation system. (Motor Vehicle Account-State; Motor Vehicle Account-Federal; Motor Vehicle Account-Local) (One-Time)

2. **Capital Reappropriation**

   Expenditure authority is adjusted to complete unfinished work from the previous biennium. (Motor Vehicle Account-State; Motor Vehicle Account-Federal; Motor Vehicle Account-Local) (One-Time)

Department of Transportation
Pgm S - Transportation Management
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**31,961**
2017 Supplemental	115
Total 2015-17 Biennium	**32,076**
2017-19 Maintenance Level	**32,936**
Policy Other Changes:	
1. Additional Federal Authority	876
2. Workforce & Leadership Development	300
3. Human Resources Support for WSF	1,466
Policy -- Other Total	**2,642**
Total 2017-19 Biennium	**35,578**

Comments:

The Transportation Management and Support Program provides agency-wide executive management and support.

1. **Additional Federal Authority**

   Additional federal expenditure authority is provided for Strategic Highway Research Program 2 (SHRP-2) grants to complete two studies initially undertaken in the previous biennium. The first study's focus is the impact of roadway lighting on nighttime crash performance and driver behavior. The second study's focus is the influence of roadway design features on episodic speeding in Washington State. (Motor Vehicle Account-Federal) (One-Time)

2. **Workforce & Leadership Development**

   Funding is provided for a new human resources manager and costs related to leadership training and succession planning at the Washington State Department of Transportation. (Motor Vehicle Account-State) (One-Time)

3. **Human Resources Support for WSF**

   Funding is transferred to the Transportation Management and Support Program (Program S) from the Ferries Capital and Operating Programs (Programs W and X) to consolidate Washington State Ferries (WSF) human resources staff into one program. (Motor Vehicle Account-State) (Ongoing)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm T - Transpo Plan, Data & Resch
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**52,630**
2017 Supplemental	1,865
Total 2015-17 Biennium	**54,495**
2017-19 Maintenance Level	**51,471**
Policy Other Changes:	
1. Additional Federal Authority	7,000
2. JINDEX	51
3. Road Usage Charge Federal Authority	3,297
4. US 2 Trestle Study	100
Policy -- Other Total	**10,448**
Total 2017-19 Biennium	**61,919**

Comments:

The Transportation Planning, Data, and Research Program provides management, coordination and support for multimodal transportation planning, data, and research.

1. **Additional Federal Authority**

   Federal expenditure authority is provided for the spending of federal grants that will be used for regional practical solutions planning, developing a practical solutions framework, and community engagement activities. (Motor Vehicle Account-Federal) (One-Time)

2. **JINDEX**

   Funding is provided for transportation budget support of the Justice Information Data Exchange (JINDEX) system, generally in accordance with the proportional use of the system by each agency. JINDEX allows the Administrative Office of the Courts, the Washington State Patrol, the Department of Licensing, and the Department of Transportation to actively share information regarding vehicles and drivers. (Multimodal Transportation Account-State) (Ongoing)

3. **Road Usage Charge Federal Authority**

   Additional federal expenditure authority is provided for a federal grant award for design and preparation work for a road usage charge pilot project. (Motor Vehicle Account-Federal) (One-Time)

4. **US 2 Trestle Study**

   Funding is provided to study the cost and recommend financing options for replacing the westbound US 2 Trestle. (Motor Vehicle Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm U - Charges from Other Agys
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**78,281**
2017 Supplemental	2,468
Total 2015-17 Biennium	**80,749**
2017-19 Maintenance Level	**71,282**
Total 2017-19 Biennium	**71,282**

Comments:

The Charges from Other Agencies Program pays for statewide and specialized services that are allocated across all agencies. Charges from other agencies include charges related to the activities or services of the State Auditor, Archives and Records Management, the Department of Enterprise Services, Risk Management, and the Attorney General's Office.

Department of Transportation
Pgm V - Public Transportation
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**172,686**
2017 Supplemental	-19,242
Total 2015-17 Biennium	**153,444**
2017-19 Maintenance Level	**202,092**
Policy Other Changes:	
1. CWA Transit Projects Adjustment	-325
2. Reappropriate Mobility Grants	16,241
3. Transit Projects Reappropriation	1,325
4. Express Service Tacoma	2,700
5. Intercity Transit DASH Program	375
6. Summer ORCA Cards Pilot Project	250
7. CTR Efficiency Grants	250
Policy -- Other Total	**20,816**
Total 2017-19 Biennium	**222,908**

Comments:

The Public Transportation Program supports public transportation and trip reduction efforts throughout the state.

1. **CWA Transit Projects Adjustment**

   Funding is reduced to reflect the updated, expected implementation of the King County Metro Bike Share project. (Multimodal Transportation Account-State) (One-Time)

2. **Reappropriate Mobility Grants**

   Due to project delays, spending authority for expenditures planned for the 2015-17 biennium is reappropriated in the 2017-19 biennium. (Regional Mobility Grant Program Account-State) (One-Time)

3. **Transit Projects Reappropriation**

   Due to project delays, spending authority for expenditures planned for the 2015-17 biennium is reappropriated in the 2017-19 biennium. (Multimodal Transportation Account-State) (One-Time)

4. **Express Service Tacoma**

   Funding is provided to begin State Route 7 express bus service in the 2017-19 biennium. Additional amounts for continued development of State Route 7 express service from Tacoma to Parkland/Spanaway are expected in the ensuing biennia. (Multimodal Transportation Account-State) (One-Time)

5. **Intercity Transit DASH Program**

   A state contribution is provided to Intercity Transit to support the costs of the DASH shuttle service. (Multimodal Transportation Account-State) (One-Time)

Department of Transportation
Pgm V - Public Transportation
Total Appropriated Funds
Dollars In Thousands

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6. **Summer ORCA Cards Pilot Project**

   Funding is provided for a pilot project to provide high school students eligible for free and reduced price lunches and with a job or other responsibilities, in the Highline and Lake Washington school districts, with ORCA cards during the summer. (Multimodal Transportation Account-State) (One-Time)

7. **CTR Efficiency Grants**

   Funding is provided for a voluntary pilot program to expand public-private partnership incentives in the commute trip reduction program to achieve measurable reductions in off-peak, weekend, and non-work trips. (Multimodal Transportation Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm W - WA State Ferries-Cap
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**406,035**
2017 Supplemental	-14,144
Total 2015-17 Biennium	**391,891**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Capital Projects	374,759
2. Ticketing and Reservation System	75
3. Capital Reappropriation	-2,223
4. WSF Dispatch System Replacement	1,779
5. Human Resources Support for WSF	-214
Policy -- Other Total	**374,176**
Total 2017-19 Biennium	**374,176**

Comments:

The Washington State Ferries (WSF) Capital Program preserves and constructs terminals and acquires vessels. The ferry system links eight Washington counties and one Canadian province through 22 vessels and 20 terminals.

1. **Capital Projects**

   Funding is provided for capital projects that preserve and improve existing ferry terminals and vessels. Expenditure authority is adjusted to reflect technical corrections, and updates to the timing and cost of projects currently authorized by the Legislature. (Puget Sound Capital Construction Account-State; Puget Sound Capital Construction Account-Federal; Puget Sound Capital Construction Account-Local; other accounts) (One-Time)

2. **Ticketing and Reservation System**

   Funding is provided to purchase replacement equipment for the current ticketing system to extend its useful life and to participate in the implementation of the next generation One Regional Card for All (ORCA) ticketing system. (Puget Sound Capital Construction Account-State) (One-Time)

3. **Capital Reappropriation**

   Expenditure authority is adjusted to complete unfinished work from the previous biennium. (Puget Sound Capital Construction Account-State; Puget Sound Capital Construction Account-Federal) (One-Time)

4. **WSF Dispatch System Replacement**

   Funding is provided to purchase and implement a new employee dispatch system for WSF. (Puget Sound Capital Construction Account-State) (One-Time)

5. **Human Resources Support for WSF**

   Funding is transferred from WSF to the Transportation Management and Support Program (Program S) to consolidate human resources staff in one program. (Puget Sound Capital Construction Account-State) (Ongoing)

Department of Transportation
Pgm X - WA State Ferries-Op
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**484,348**
2017 Supplemental	-86
Total 2015-17 Biennium	**484,262**
2017-19 Maintenance Level	**475,518**
Policy Other Changes:	
1. Eagle Harbor Apprentices	271
2. Emergency Repair Operating Costs	500
3. Ferry Vessel Maintenance	8,743
4. Human Resources Support for WSF	-1,252
5. WSF Deck & Engine Employee Mileage	426
6. Standby Vessel Operations	1,182
7. Fourth 144-Car Vessel Operations	1,563
Policy -- Other Total	**11,433**
Policy Comp Changes:	
8. Inlandboatmen's Union Agreement	7,771
9. MEBA Agreement	4,954
10. MM&P Agreement	3,322
11. Metal Trades Award/Agreement	720
12. PNWRC Award/Agreement	213
13. OPEIU Local 8 Award/Agreement	837
14. FASPAA Agreement	363
15. SEIU Local 6 Agreement	40
Policy -- Comp Total	**18,220**
Total 2017-19 Biennium	**505,171**

Comments:

The Washington State Ferries (WSF) Operating Program operates and maintains ferry vessels and terminals. The ferry system links eight Washington counties and one Canadian province through 22 vessels and 20 terminals. WSF also operates a maintenance facility at Eagle Harbor.

1. **Eagle Harbor Apprentices**

   Funding is provided for two apprentice positions at the Eagle Harbor maintenance facility. (Puget Sound Ferry Operations Account-State) (Ongoing)

2. **Emergency Repair Operating Costs**

   Funding is provided for the operating costs for moving vessels when a vessel breaks down. (Puget Sound Ferry Operations Account-State) (Ongoing)

Department of Transportation
Pgm X - WA State Ferries-Op
Total Appropriated Funds
Dollars In Thousands

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3. Ferry Vessel Maintenance

Funding is provided for non-routine maintenance on ferry vessels that does not fit within an ongoing baseline level of maintenance. (Puget Sound Ferry Operations Account-Federal) (One-Time)

4. Human Resources Support for WSF

Funding is transferred from WSF to the Transportation Management and Support Program (Program S) to consolidate human resources staff in one program. (Puget Sound Ferry Operations Account-State) (Ongoing)

5. WSF Deck & Engine Employee Mileage

Funding is provided for increased mileage and a higher mileage reimbursement rate for deck and engine room employees, as required by collective bargaining agreements. (Puget Sound Ferry Operations Account-State) (Ongoing)

6. Standby Vessel Operations

Additional funding is provided to retain an Evergreen State class vessel as the ferry system standby vessel which is a larger vessel than previously used in this capacity. (Puget Sound Ferry Operations Account-State) (Ongoing)

7. Fourth 144-Car Vessel Operations

Funding is provided for one year of operating costs for the MV Suquamish (144-car capacity) which will be delivered in July of 2018, with service scheduled to begin in October of 2018. (Puget Sound Ferry Operations Account-State) (Custom)

8. Inlandboatmen's Union Agreement

Funding is provided for an agreement with Inlandboatmen's Union of the Pacific, which includes a general wage increase of 4 percent, effective July 1, 2017; a general wage increase of 1 percent, effective July 1, 2018; targeted increases; and changes to leave accruals. (Puget Sound Ferry Operations Account-State) (Ongoing)

9. MEBA Agreement

Funding is provided for an arbitration award and agreements with Marine Engineers Beneficial Association (MEBA), which include a general wage increase of 3 percent, effective July 1, 2017; a general wage increase of 2 percent, effective July 1, 2018; targeted increases; changes to relief, assignment, call back and premium pay; increases in Maintenance and Cure payments; and contributions to the MEBA Training School. (Puget Sound Ferry Operations Account-State) (Ongoing)

10. MM&P Agreement

Funding is provided for an arbitration award and agreements with International Organization of Masters, Mates, and Pilots (MM&P), which include a general wage increase of 3 percent for Mates and Watch Supervisors, effective July 1, 2017; general wage increases of 2 percent for Mates and 1 percent for Watch Supervisors, effective July 1, 2018; general wage increases of 5.5 percent, effective July 1, 2017; and 2.5 percent, effective July 1, 2018, for Masters. Also included are targeted increases and adjustments to holiday and assignment pay. (Puget Sound Ferry Operations Account-State) (Ongoing)

11. Metal Trades Award/Agreement

Funding is provided for an arbitration award and agreement with Puget Sound Metal Trades Council, which includes general wage increases of 3 percent, effective July 1, 2017 and 3 percent, effective July 1, 2018, as well as targeted increases and overtime pay. (Puget Sound Ferry Operations Account-State) (Ongoing)

Department of Transportation
Pgm X - WA State Ferries-Op
Total Appropriated Funds
Dollars In Thousands

12. PNWRC Award/Agreement

Funding is provided for an arbitration award and agreement with Pacific Northwest Regional Council of Carpenters (PNWRCC), which includes general wage increases of 4 percent, effective July 1, 2017, and 3 percent, effective July 1, 2018, along with targeted increases as well as increase in safety shoe reimbursement. (Puget Sound Ferry Operations Account-State) (Ongoing)

13. OPEIU Local 8 Award/Agreement

Funding is provided for an arbitration award and agreement with Office and Professional Employees International Union (OPEIU) Local 8, which includes general wage increases of 6.5 percent, effective July 1, 2017; and 6.5 percent, effective July 1, 2018, as well as changes in the salary structure. (Puget Sound Ferry Operations Account-State) (Ongoing)

14. FASPAA Agreement

Funding is provided for an agreement with Ferry Agents, Supervisors, and Project Administrators Association (FASPAA), which includes general wage increases of 3 percent, effective July 1, 2017; and 2 percent, effective July 1, 2018; as well as changes to callback, on-call as well as relief assignment pay. (Puget Sound Ferry Operations Account-State) (Ongoing)

15. SEIU Local 6 Agreement

Funding is provided for an agreement with Service Employees International Union (SEIU) Local 6, which includes general wage increases of 6 percent, effective July 1, 2017; and 4 percent, effective July 1, 2018; as well as an increase in shift pay. (Puget Sound Ferry Operations Account-State) (Ongoing)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm Y - Rail - Op
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**59,518**
2017 Supplemental	3
Total 2015-17 Biennium	**59,521**
2017-19 Maintenance Level	**60,387**
Policy Other Changes:	
1. High Speed Rail Study	300
2. New Amtrak Cascades Service	19,505
Policy -- Other Total	**19,805**
Total 2017-19 Biennium	**80,192**

Comments:

The Rail Operating Program manages, coordinates, and supports passenger and freight rail in cooperation with Amtrak and other rail lines. Effective October 1, 2013, Washington State and Oregon are responsible for the full operating cost of the Amtrak Cascades Intercity Passenger Rail Service.

1. **High Speed Rail Study**

   Funding is provided for a study of the costs and benefits of ultra high-speed rail transportation. (Multimodal Transportation Account-State) (One-Time)

2. **New Amtrak Cascades Service**

   Funding is provided for operating costs associated with two new daily round trips between Seattle and Portland. The addition of the two round trips is part of the service outcome agreement with the Federal Railroad Administration and is a condition of accepting approximately $750 million in federal high-speed rail funds provided under the American Recovery and Reinvestment Act of 2009. (Multimodal Transportation Account-State) (Ongoing)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm Y - Rail - Cap
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**538,035**
2017 Supplemental	-6,511
Total 2015-17 Biennium	**531,524**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Capital Projects	55,746
2. Capital Reappropriation	3,197
Policy -- Other Total	**58,943**
Total 2017-19 Biennium	**58,943**

Comments:

The Rail Capital Program maintains the state's interest and investment in statewide rail infrastructure, which includes the Pacific Northwest Rail Corridor in western Washington and the 297-mile state-owned Palouse River and Coulee City Rail system in eastern Washington.

1. **Capital Projects**

   Funding is provided for capital projects that support the state's freight and passenger rail system. Expenditure authority is adjusted to reflect technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Essential Rail Assistance Account-State; Transportation Infrastructure Account-State; Multimodal Transportation Account-State; other accounts) (One-Time)

2. **Capital Reappropriation**

   Expenditure authority is adjusted to complete unfinished work from the 2015-17 biennium. (Multimodal Transportation Account-State) (One-Time)

Department of Transportation
Pgm Z - Local Programs-Op
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**12,022**
2017 Supplemental	-3
Total 2015-17 Biennium	**12,019**
2017-19 Maintenance Level	**12,243**
Policy Other Changes:	
1. County Study Funds	1,100
Policy -- Other Total	**1,100**
Total 2017-19 Biennium	**13,343**

Comments:

The Local Programs Operating Program is responsible for administration of state and federal funds that support city and county transportation systems. Under the Washington State Department of Transportation's stewardship agreement with the Federal Highway Administration, Local Programs serves as the program manager for certain federal aid funds that are used locally to build and improve transportation systems of cities, counties, ports, tribal governments, transit agencies, and metropolitan and regional planning organizations statewide.

1. **County Study Funds**

   Funding is provided from the county study portion of the gas tax distribution for work related to reporting, culverts and road safety data. (Motor Vehicle Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Transportation
Pgm Z - Local Programs-Cap
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**128,008**
2017 Supplemental	-42,615
Total 2015-17 Biennium	**85,393**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Capital Projects	225,021
2. Connecting WA Package	7,750
3. Capital Reappropriation	42,130
4. Woodin Avenue Bridge Conversion	280
5. Barker/Trent Grade Separation	1,500
Policy -- Other Total	**276,681**
Total 2017-19 Biennium	**276,681**

Comments:

The Local Programs capital program administers the state's Pedestrian and Bicycle Safety and Safe Routes to School programs, the local agency federal program that provides funds to cities, counties, ports, tribal governments, transit systems, and metropolitan and regional planning organizations.

1. **Capital Projects**

   Funding is provided for various local priority projects and for the Pedestrian and Bicycle Safety and Safe Routes to Schools grant programs. Expenditure authority is adjusted to reflect technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Highway Infrastructure Account-State; Highway Infrastructure Account-Federal; Motor Vehicle Account-State; other accounts) (One-Time)

2. **Connecting WA Package**

   Additional funding is provided for Safe Routes to Schools and Bicycle and Pedestrian Safety grants as planned in the 2015 Connecting Washington investment package. (Multimodal Transportation Account-State) (One-Time)

3. **Capital Reappropriation**

   Expenditure authority is adjusted to complete unfinished work from the 2015-17 biennium. (Transportation Partnership Account-State; Highway Safety Account-State; Motor Vehicle Account-State; other accounts) (One-Time)

4. **Woodin Avenue Bridge Conversion**

   Funding is provided for the Woodin Avenue Bridge one-way conversion project in Chelan. (Motor Vehicle Account-State) (One-Time)

5. **Barker/Trent Grade Separation**

   Funding is provided for the Barker/Trent grade separation project in Spokane Valley. (Motor Vehicle Account-State) (One-Time)

Washington State Patrol
Capital
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**5,815**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. State Patrol Academy	2,000
2. Emergency Repairs	250
3. Roof Replacements	728
4. Whiskey Ridge Generator Shelter	125
Policy -- Other Total	**3,103**
Total 2017-19 Biennium	**3,103**

Comments:

The Washington State Patrol (WSP) owns and rents a number of facilities statewide. The agency manages a capital program, which includes both small projects and capital improvements.

1. **State Patrol Academy**

   Funding is provided for making updates to the training tank and for replacing the HVAC system and skid pan at the Shelton Academy. (State Patrol Highway Account-State) (One-Time)

2. **Emergency Repairs**

   Funding is increased for emergency repairs on WSP facilities during the 2017-19 biennium. (State Patrol Highway Account-State) (One-Time)

3. **Roof Replacements**

   Funding is provided for roof replacements at the following WSP facilities: Okanogan Detachment, Ellensburg Detachment, Chehalis Detachment, and Hoquiam Detachment. (State Patrol Highway Account-State) (One-Time)

4. **Whiskey Ridge Generator Shelter**

   Funding is provided for the construction of a weatherproof enclosure of the emergency generator at the Whiskey Ridge radio communications site. (State Patrol Highway Account-State) (One-Time)

Washington State Patrol
Operating
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**434,248**
2017 Supplemental	-7,519
Total 2015-17 Biennium	**426,729**
2017-19 Maintenance Level	**449,499**
Policy Other Changes:	
1. JINDEX	181
2. Increased Vehicle Costs	424
3. SB 5274 WSPRS voluntary overtime	600
4. 1063 Moving Costs	1,000
5. 1063 Lease Costs	3,717
6. Additional Cadet Class	1,888
7. E911 Statewide Phone System Upgrade	971
8. LMR Support and Maintenance	1,000
9. License Investigation Unit Program	510
Policy -- Other Total	**10,291**
Policy Comp Changes:	
10. WSP Troopers' CB Agreement	37,845
11. WSP Lieutenants' CB Agreement	3,032
Policy -- Comp Total	**40,877**
Total 2017-19 Biennium	**500,667**

Comments:

The Washington State Patrol (WSP) was established in 1933 and oversees traffic law enforcement, vehicle equipment standards, traffic collision investigations, ferry security, commercial vehicle enforcement, and assistance to motorists. WSP also conducts non-highway related activities related to crime labs, crime scene investigations, centralized criminal records, fire protection, toxicology, and forensic services. The agency is funded by both the transportation and omnibus operating budgets.

1. **JINDEX**

   Funding is provided for transportation budget support of the Justice Information Data Exchange (JINDEX) system, generally in accordance with the proportional use of the system by each agency. JINDEX allows the Administrative Office of the Courts, the Washington State Patrol, the Department of Licensing, and the Department of Transportation to actively share information regarding vehicles and drivers. (State Patrol Highway Account-State) (Ongoing)

2. **Increased Vehicle Costs**

   Funding is provided for increased costs for pursuit vehicles, to maintain the fleet, and to provide cars for new troopers. (State Patrol Highway Account-State) (Ongoing)

Washington State Patrol
Operating
Total Appropriated Funds
Dollars In Thousands

3. **SB 5274 WSPRS voluntary overtime**

   Funding is provided for implementation of Chapter 181, Laws of 2017 (SB 5274), which makes changes to the definition of salary to allow for voluntary overtime to be counted for the purposes of the Washington State Patrol Retirement System. (State Patrol Highway Account-State) (One-Time)

4. **1063 Moving Costs**

   Funding is provided for one-time costs, such as moving, furniture, and fixtures, related to the Washington State Patrol relocating into the 1063 building in FY 2018. The building is at 1063 Capitol Way in Olympia. (State Patrol Highway Account-State) (One-Time)

5. **1063 Lease Costs**

   Funding is provided for increased lease costs at the 1063 building in Olympia. (State Patrol Highway Account-State) (Ongoing)

6. **Additional Cadet Class**

   Funding is provided for the continuation and completion of the 108th Trooper Basic Class initiated in the 2015-17 biennium. (State Patrol Highway Account-State) (One-Time)

7. **E911 Statewide Phone System Upgrade**

   Funding is provided for upgrading 20 emergency communications system stations and associated electrical connections in four secondary Public Safety Answering Point districts of WSP totaling $850,000. Additional funding of $121,000 is provided for ongoing maintenance costs in the districts beginning in FY 2019. (State Patrol Highway Account-State) (Custom)

8. **LMR Support and Maintenance**

   Funding is provided for one senior telecommunications specialist for vendor maintenance support for the new P25 Digital Land Mobile Radio (LMR) system, and $400,000 for an independent assessment of the LMR system. (State Patrol Highway Account-State) (Custom)

9. **License Investigation Unit Program**

   Funding is provided for vehicle registration law enforcement in southwest Washington. (State Patrol Highway Account-State) (One-Time)

10. **WSP Troopers' CB Agreement**

    Funding is provided for an agreement with Washington State Patrol (WSP) Troopers' Association, which includes general wage increases of 16 percent for troopers and 20 percent for sergeants, effective July 1, 2017; 3 percent, effective July 1, 2018; a new 1 percent longevity step at 25 years of service; additional pay for targeted specialties; and changes to vacation leave accruals. (State Patrol Highway Account-State; State Patrol Highway Account-Federal; Highway Safety Account-State) (Ongoing)

11. **WSP Lieutenants' CB Agreement**

    Funding is provided for an agreement with Washington State Patrol (WSP) Lieutenants' Association, which includes general wage increases of 20 percent, effective July 1, 2017; 3 percent, effective July 1, 2018; a new 1 percent longevity step at 25 years of service; and an increase in standby pay for lieutenants. (State Patrol Highway Account-State; State Patrol Highway Account-Federal) (Ongoing)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Licensing
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**319,391**
2017 Supplemental	-1,664
Total 2015-17 Biennium	**317,727**
2017-19 Maintenance Level	**277,674**
Policy Other Changes:	
1. Enhanced Driver License Workload	4,821
2. Other Fund Adjustments	-200
3. Federal Funding Adjustment	2,251
4. JINDEX	160
5. Printing and Postage Savings	-250
6. BTM Project Reappropriation	1,680
7. HB 1400 Aviation Lic Plate	57
8. SHB 1568 Fred Hutch Lic Plate	39
9. E2SHB 1614 Impaired Driving	104
10. ESHB 1481 Driver Edu Uniformity	572
11. ESHB 1808 Foster Youth Support	500
12. EHB 2201 MVET Collection	205
13. ESB 5008 REAL ID Compliance	61
14. SSB 5289 Distracted Driving	19
15. ESSB 5338 Registration Enforcement	112
16. SSB 5343 Tow Truck Notices	30
17. SB 5382 Reduced Cost Identicards	30
18. DRIVES Maintenance	7,750
19. CIS Completion and Maintenance	627
20. Continuation of BTM DRIVES	22,130
21. Facility Six-Year Plan	1,300
22. Lapse - EHB 2201	-205
Policy -- Other Total	**41,793**
Total 2017-19 Biennium	**319,467**

Comments:

The Department of Licensing (DOL) licenses drivers, vehicles, and businesses.

Department of Licensing
Total Appropriated Funds
Dollars In Thousands

1. Enhanced Driver License Workload

Funding is provided to accommodate the increased demand of enhanced drivers' licenses (EDLs). Nearly $4.5 million of the funding is placed is unallotted status for use contingent on a periodic evaluation of demand metrics, including service and wait time, by the Department and the Office of Financial Management. An additional $350,000 is for public outreach activities to underserved and hard-to-reach populations related to EDLs and enhanced identicards. (Highway Safety Account-State) (Ongoing)

2. Other Fund Adjustments

Expenditure authority is reduced to reflect a difference between available revenues and anticipated expenditures in the DOL Services Account, which is used for information and service delivery systems for the Department and for reimbursement of county licensing activities. (DOL Services Account-State) (Ongoing)

3. Federal Funding Adjustment

Federal expenditure authority is increased to reflect an increase in federal grants for implementing new federal commercial driver licensing requirements and conducting fuel tax evasion investigations and compliance efforts. (Highway Safety Account-Federal; Motor Vehicle Account-Federal) (One-Time)

4. JINDEX

Funding is provided for transportation budget support of the Justice Information Data Exchange (JINDEX) system, generally in accordance with the proportional use of the system by each agency. JINDEX allows the Administrative Office of the Courts, the Washington State Patrol, the Department of Licensing, and the Department of Transportation to actively share information regarding vehicles and drivers. (Highway Safety Account-State) (Ongoing)

5. Printing and Postage Savings

Funding is reduced to reflect postage and printing savings from the Department's pilot program to replace first-class mail, letter-form renewal reminders with postcard renewal reminders. (Motor Vehicle Account-State) (Ongoing)

6. BTM Project Reappropriation

Funding for the second phase of the Department's Business and Technology Modernization (BTM) Project is shifted from the 2015-17 biennium to the 2017-19 biennium to accommodate a change in due date of contracted vendor deliverables. The BTM Project replaces and modernizes the Department's current driver licensing system to a single cohesive Driver and Vehicle System (DRIVES). The second phase of the BTM Project includes configuring and implementing the drivers' software support module and creates interoperability with the completed vehicles' software support module. (Highway Safety Account-State) (One-Time)

7. HB 1400 Aviation Lic Plate

Funding is provided for production and distribution of the Washington aviation special license plate in accordance with Chapter 11, Laws of 2017 (HB 1400). (Motor Vehicle Account-State) (Custom)

8. SHB 1568 Fred Hutch Lic Plate

Funding is provided for production and distribution of the Fred Hutchinson special license plate in accordance with Chapter 25, Laws of 2017 (SHB 1568). (Motor Vehicle Account-State) (Custom)

9. E2SHB 1614 Impaired Driving

Funding is provided to make modifications to the Department's information technology system for impaired driving infractions in accordance with Chapter 336, Laws of 2017 (E2SHB 1614). (Ignition Interlock Device Revolving Account-State) (One-Time)

Department of Licensing
Total Appropriated Funds
Dollars In Thousands

10. ESHB 1481 Driver Edu Uniformity

Funding is provided to develop and maintain, with the Office of the Superintendent of Public Instruction, a driver education curriculum for school districts and commercial schools to develop and maintain a certification process for school districts to offer driver education courses; conduct audits of the school districts' driver education courses; and to certify school districts to provide driver training in accordance with Chapter 197, Laws of 2017 (ESHB 1481). (Highway Safety Account-State) (Custom)

11. ESHB 1808 Foster Youth Support

Ongoing funding is provided for an interagency transfer to the Department of Social and Health Services (DSHS) Children's Administration Division to fulfill the provisions of Chapter 206, Laws of 2017 (ESHB 1808). DSHS will provide driver's license support to foster youth as specified in the bill, to the greatest extent possible within amounts provided. Support shall include reimbursement of driver's license issuance costs, fees for driver training education, and motor vehicle liability insurance costs. (Highway Safety Account-State) (Ongoing)

12. EHB 2201 MVET Collection

Funding is provided for information technology modifications to the vehicle registration system in accordance with Engrossed House Bill 2201 motor vehicle excise tax (MVET) collection. (Highway Safety Account-State) (One-Time)

13. ESB 5008 REAL ID Compliance

Funding is provided for implementation of Chapter 310, Laws of 2017 (ESB 5008), which requires standard issue driver's licenses and identicards to be marked in accordance with federal law. (Highway Safety Account-State) (One-Time)

14. SSB 5289 Distracted Driving

Funding is provided for implementation of Chapter 334, Laws of 2017, Partial Veto (SSB 5289), which creates a new traffic infraction related to using a personal electronic device while driving a motor vehicle. (Highway Safety Account-State) (One-Time)

15. ESSB 5338 Registration Enforcement

Funding is provided for implementation of Chapter 218, Laws of 2017 (ESSB 5338), which concerns enforcement of the registration of off-road vehicles and snowmobiles. (Motor Vehicle Account-State) (One-Time)

16. SSB 5343 Tow Truck Notices

Funding is provided for implementation of Chapter 43, Laws of 2017 (SSB 5343), which concerns notices by tow truck operators to vehicle owners. (Highway Safety Account-State) (One-Time)

17. SB 5382 Reduced Cost Identicards

Funding is provided for the implementation of Chapter 122, Laws of 2017 (SB 5382), which allows identicards to be provided at cost to certain individuals under the age of 18 without a permanent residence address. (Highway Safety Account-State) (One-Time)

18. DRIVES Maintenance

Funding is provided for the maintenance and support of the Department's modernized licensing system, DRIVES. The vehicle software support module of DRIVES was completed in December 2016, and the drivers' software support module of DRIVES is scheduled for completion in June 2018. Both DRIVES portions will require vendor maintenance and support in the 2017-19 biennium. (Highway Safety Account-State) (Custom)

Department of Licensing
Total Appropriated Funds
Dollars In Thousands

19. CIS Completion and Maintenance

Funding is provided for completing the Central Issuance System (CIS) project including system stabilization, optimization, data conversion, and decommissioning of the legacy system. (Highway Safety Account-State) (One-Time)

20. Continuation of BTM DRIVES

Funding is provided for the continuation of the second phase of the Department's Business and Technology Modernization BTM Project, DRIVES. The second phase of the BTM Project includes configuring and implementing the drivers' software support module and adds interoperability with the completed vehicles' software support module. It is scheduled to be completed in June 2018. (License Plate Technology Account-State; Highway Safety Account-State) (One-Time)

21. Facility Six-Year Plan

Funding is provided for the reconfiguration and relocation of certain driver licensing offices to meet facility needs identified in the Department's 2017-2023 six-year facilities plan. (Highway Safety Account-State) (One-Time)

22. Lapse - EHB 2201

Funding was provided to implement EHB 2201 (MVET collections). Because EHB 2201 was not enacted, the amounts provided lapse. (Highway Safety Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Joint Transportation Committee
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**2,222**
2017 Supplemental	50
Total 2015-17 Biennium	**2,272**
2017-19 Maintenance Level	**1,329**
Policy Other Changes:	
1. Board of Pilotage Study	200
2. I-405 Toll Data Review	160
3. Air Cargo Study	500
4. Transportation Commission Review	100
Policy -- Other Total	**960**
Total 2017-19 Biennium	**2,289**

Comments:

The Joint Transportation Committee (JTC) was created as a legislative agency in 2005 to inform state and local policy makers regarding transportation policy, programs, and issues.

1. **Board of Pilotage Study**

   Funding is provided for a consultant study to identify and recommend best practices for the management of marine pilotage in the state. (Multimodal Transportation Account-State) (One-Time)

2. **I-405 Toll Data Review**

   Funding is provided to contract with an expert in traffic operations to independently analyze traffic data, assess performance measures, and recommend strategies for improving traffic performance in the I-405 tolled corridor. (Motor Vehicle Account-State) (One-Time)

3. **Air Cargo Study**

   Funding is provided for a consultant study of air cargo congestion at Washington airports. (Multimodal Transportation Account-State) (One-Time)

4. **Transportation Commission Review**

   Funding is provided to conduct a review of the current roles and responsibilities of the Washington State Transportation Commission. (Motor Vehicle Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Legislative Evaluation & Accountability Pgm Cmte

Total Appropriated Funds

Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**582**
2017-19 Maintenance Level	**597**
Total 2017-19 Biennium	**597**

Comments:

The Legislative Evaluation and Accountability Program (LEAP) Committee was created by the Legislature in 1977 to serve as the Legislature's independent source of information technology for developing budgets, communicating budget decisions, tracking budget and revenue activity, consulting with legislative committees, and providing analysis on special issues in support of legislative needs.

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Amounts shown here reflect only the transportation budget. The remainder of LEAP's budget is shown in the Omnibus Appropriations Act section of this document.

Office of Financial Management
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**2,561**
2017 Supplemental	-100
Total 2015-17 Biennium	**2,461**
2017-19 Maintenance Level	**1,396**
Policy Other Changes:	
1. TRAINS One Washington	300
Policy -- Other Total	**300**
Total 2017-19 Biennium	**1,696**

Comments:

The Office of Financial Management (OFM) provides statewide financial and statistical information, fiscal services, and related systems and revenue forecasting, and develops the Governor's budgets and policies.

1. **TRAINS One Washington**

   Funding is provided to the One Washington Program to support activities associated with transitioning the Washington State Department of Transportation's Transportation Reporting and Accounting Information System (TRAINS) to a single statewide accounting platform. (Motor Vehicle Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Amounts shown here reflect only the transportation budget. The remainder of OFM's budget is shown in the Omnibus Appropriations Act section of this document.

Board of Pilotage Commissioners
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**0**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Appropriation Type Shift	1,100
Policy -- Other Total	**1,100**
Total 2017-19 Biennium	**1,100**

Comments:

The Board of Pilotage Commissioners is a regulatory board appointed by the Governor and confirmed by the Senate, consisting of nine part-time Board members and two full-time staff. The Board trains, tests, licenses, and regulates marine pilotage, including setting tariff rates and taking disciplinary action against pilots and vessel owners who violate state pilotage laws.

1. **Appropriation Type Shift**

   Funding for a portion of self-insurance premium costs ($1.1 million) is shifted to the multimodal account. The increase is due to a 2016 legal settlement with a former marine pilot trainee reached by the Board of Pilotage Commissioners (Board) to settle a gender discrimination case decided in 2014 that the Board had appealed. (Pilotage Account-Non-Appr; Multimodal Transportation Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Utilities and Transportation Commission
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**1,604**
2017 Supplemental	-1,100
Total 2015-17 Biennium	**504**
2017-19 Maintenance Level	**504**
Policy Other Changes:	
1. Grade Crossing Improvements	1,100
Policy -- Other Total	**1,100**
Total 2017-19 Biennium	**1,604**

Comments:

The Utilities and Transportation Commission (UTC) administers one program funded by the state's transportation budget. Through the Grade Crossing Protective Account, the UTC provides funds for the installation or upgrade of signals and other warning devices at railroad crossings and for general rail safety projects aimed at reducing risks to public safety, such as pedestrian trespass prevention.

1. **Grade Crossing Improvements**

   Funding is provided to implement recommendations in the 2014 Marine and Rail Oil Transportation Study related to a safety risk assessment of rail crossings along routes used to transport crude oil. Funding is provided to improve safety measures in place at UTC-identified public railroad-highway grade crossings to reduce the potential risk of oil tanker derailments at these locations. (Grade Crossing Protective Account-State) (One-Time)

Amounts shown here reflect only the transportation budget. The remainder of UTC's budget is shown in the Omnibus Appropriations Act section of this document.

Washington Traffic Safety Commission
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**25,795**
2017 Supplemental	383
Total 2015-17 Biennium	**26,178**
2017-19 Maintenance Level	**25,182**
Policy Other Changes:	
1. Federal Funding Adjustment	1,000
2. DUI Reduction Program Grants	1,000
3. Bicyclist Safety Advisory Council	100
Policy -- Other Total	**2,100**
Total 2017-19 Biennium	**27,282**

Comments:

The Washington Traffic Safety Commission administers federal and state funds dedicated to traffic safety programs and coordinates traffic safety programs at the state and local levels.

1. **Federal Funding Adjustment**

   A federal authority adjustment is provided for the portion of federal-aid highway funds that must be used for other specified purposes due to non-compliance with 23 U.S.C 164 (related to the use of ignition interlock devices). Certain funds from the Washington State Department of Transportation's National Highway Performance Program and Surface Transportation Program must be used for highway safety improvements and for driving under the influence enforcement and education. (Highway Safety Account-Federal) (One-Time)

2. **DUI Reduction Program Grants**

   Funding is provided for grants to certain organizations working to reduce driving under the influence of alcohol or drugs. (Highway Safety Account-State) (Ongoing)

3. **Bicyclist Safety Advisory Council**

   Funding is provided for the coordination of the Bicyclist Safety Advisory Council established under Chapter 324, Laws of 2017 (SSB 5402), which will develop recommendations for improving bicyclist safety on state roadways during the biennium. (Highway Safety Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Department of Archaeology & Historic Preservation

Total Appropriated Funds

Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**488**
2017-19 Maintenance Level	**496**
Total 2017-19 Biennium	**496**

Comments:

The Department of Archeology and Historic Preservation provides resources for the cultural oversight of transportation projects.

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

County Road Administration Board

Total Appropriated Funds

Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**104,121**
2017 Supplemental	-11,094
Total 2015-17 Biennium	**93,027**
2017-19 Maintenance Level	**5,028**
Policy Other Changes:	
1. County Ferry Capital Improvement	706
2. Rural Arterial Trust Capital	42,303
3. County Arterial Preservation	30,590
4. Connecting Washington Investments	9,688
5. Capital Reappropriation	11,039
Policy -- Other Total	**94,326**
Policy Comp Changes:	
6. Retirement Buyout Costs	39
Policy -- Comp Total	**39**
Total 2017-19 Biennium	**99,393**

Comments:

"The County Road Administration Board (CRAB) administers grants for transportation projects that best address the program criteria established in accordance with legislative direction. CRAB is composed of nine members: six county commissioners/council members and three county engineers. CRAB establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the state. CRAB became responsible for distributing the counties' portion of the fuel tax in 1985. That same year, CRAB also became the custodian of the county road log, a database with information on over 40,000 miles of roads. The distribution of fuel tax revenues is updated biennially to reflect statewide changes in population, costs, and mileage."

1. **County Ferry Capital Improvement**

   The County Ferry Capital Improvement Program continues debt service payments for replacement of the M/V Steilacoom ferry in Pierce County. (Motor Vehicle Account-State) (One-Time)

2. **Rural Arterial Trust Capital**

   The Rural Arterial Trust Program provides competitive grants to counties for projects on rural roads. (Rural Arterial Trust Account-State) (One-Time)

3. **County Arterial Preservation**

   The County Arterial Preservation Program provides grants to counties for urban and rural arterial road preservation in pro rata amounts based on each county's total arterial lane miles. (County Arterial Preservation Account-State) (One-Time)

4. **Connecting Washington Investments**

   Additional funding is provided to the Rural Arterial Trust Capital Program and County Arterial Preservation Program as planned in the 2015 Connecting Washington investment package. (Rural Arterial Trust Account-State; County Arterial Preservation Account-State) (One-Time)

County Road Administration Board
Total Appropriated Funds
Dollars In Thousands

5. **Capital Reappropriation**

   Unused expenditure authority from the 2015-17 biennium is reappropriated to the 2017-19 biennium to complete unfinished work. (Rural Arterial Trust Account-State) (One-Time)

6. **Retirement Buyout Costs**

   Funding is provided for staff retirement buyout costs. (Motor Vehicle Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Transportation Improvement Board
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**271,665**
2017 Supplemental	-33,278
Total 2015-17 Biennium	**238,387**
2017-19 Maintenance Level	**4,089**
Policy Other Changes:	
1. SCPP and CHAP Programs	4,030
2. UAP, SP, SCAP, and APP Programs	199,113
3. Connecting Washington Investments	24,357
4. Capital Reappropriation	33,250
Policy -- Other Total	**260,750**
Total 2017-19 Biennium	**264,839**

Comments:

The Transportation Improvement Board (TIB) administers grants for transportation projects that best address the program criteria established by TIB in accordance with legislative direction. TIB is composed of 21 members: six city members, six county members, two Washington State Department of Transportation (WSDOT) officials, two transit representatives, a private sector representative, a member representing the ports, a gubernatorial appointee, a member representing non-motorized transportation, and a member representing special needs transportation. Board members are appointed by the Secretary of WSDOT.

1. **SCPP and CHAP Programs**

   Funding is provided for the Small City Preservation Program (SCPP) and City Hardship Assistance Program (CHAP). SCPP provides funding to cities with populations of fewer than 5,000 people for chip seal, overlay of existing pavement, and maintenance of existing sidewalks. CHAP provides resurfacing assistance to offset costs of a state route jurisdictional transfer. (Small City Pavement & Sidewalk Account-State) (One-Time)

2. **UAP, SP, SCAP, and APP Programs**

   Funding is provided for the Urban Arterial Program (UAP), Sidewalk Program (SP), Small City Arterial Program (SCAP), and Arterial Preservation Program (APP). UAP funds projects related to safety, growth, mobility and physical condition in counties with urban unincorporated areas and cities with a population of 5,000 or greater. SP funds improvements to pedestrian safety, access, connectivity, and addresses system continuity. SCAP provides funding to preserve and improve TIB classified arterials consistent with local needs in cities with a population less than 5,000. APP provides funding for overlay of federally classified arterial streets in cities with a population greater than 5,000 and assessed valuation less than $2 billion. (Transportation Improvement Account-State) (One-Time)

3. **Connecting Washington Investments**

   Additional funding is provided as planned in the 2015 Connecting Washington investment package. (Transportation Improvement Account-State; Multimodal Transportation Account-State) (One-Time)

Transportation Improvement Board
Total Appropriated Funds
Dollars In Thousands

4. Capital Reappropriation

Unused expenditure authority from the 2015-17 biennium is reappropriated to the 2017-19 biennium to complete unfinished work. (Small City Pavement & Sidewalk Account-State; Transportation Improvement Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Transportation Commission
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**3,129**
2017 Supplemental	-1
Total 2015-17 Biennium	**3,128**
2017-19 Maintenance Level	**2,186**
Policy Other Changes:	
1. WA Transportation Plan Update	350
Policy -- Other Total	**350**
Total 2017-19 Biennium	**2,536**

Comments:

The Washington State Transportation Commission (WSTC) provides a public forum for transportation policy development. The WSTC conducts a statewide outreach program to gather input on state transportation policy, promote transportation education, and gain an understanding of local and regional transportation needs and challenges. It reviews and evaluates how all elements of the transportation system work across the state and issues the state's 20-year transportation plan, which is required to be updated every four years. As the state tolling authority, the WSTC sets tolls for state highways and bridges, and fares for Washington State Ferries. The WSTC also provides oversight of the Washington State Department of Transportation's (WSDOT's) Transportation Innovative Partnership Program; conducts a biennial ferry rider market survey; names state transportation facilities; and administers the route jurisdiction transfer program through which cities, couties, and WSDOT may request routes be added or deleted from the state highway system.

1. **WA Transportation Plan Update**

   Funding is provided to update the statewide 20-year transportation plan that is updated every four years. (Multimodal Transportation Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Freight Mobility Strategic Investment Board

Total Appropriated Funds

Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**33,518**
2017 Supplemental	-23,098
Total 2015-17 Biennium	**10,420**
2017-19 Maintenance Level	**758**
Policy Other Changes:	
1. Capital Projects	33,753
2. Connecting Washington Investments	17,022
3. Road-Rail Conflict Database	60
Policy -- Other Total	**50,835**
Total 2017-19 Biennium	**51,593**

Comments:

The Freight Mobility Strategic Investment Board is responsible for selecting, prioritizing, and creating funding partnerships for freight transportation projects and for minimizing the impact of freight movement on local communities.

1. **Capital Projects**

   Funding is provided for freight mobility projects as selected by the Freight Mobility Strategic Investment Board. (Freight Mobility Investment Account-State; Highway Safety Account-State; Motor Vehicle Account-Federal; other accounts) (One-Time)

2. **Connecting Washington Investments**

   Additional funding is provided as planned in the 2015 Connecting Washington investment package. (Freight Mobility Investment Account-State; Freight Mobility Multimodal Account-State) (One-Time)

3. **Road-Rail Conflict Database**

   Funding is provided from a portion of the statewide fuel tax distributed to cities to maintain and update the road-rail conflict database produced as a result of the Joint Transportation Committee's "Study of Road-Rail Conflicts in Cities (2016)." (Motor Vehicle Account-State) (One-Time)

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

State Parks and Recreation Commission
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**986**
2017-19 Maintenance Level	**986**
Total 2017-19 Biennium	**986**

Comments:

The State Parks and Recreation Commission receives transportation funding for clearing ditches and filling potholes in the park system, maintaining ocean beach approach roads, and snow plowing on Mt. Spokane.

Amounts shown here reflect only the transportation budget. The remainder of the State Parks and Recreation Commission's budget is shown in the Omnibus Appropriations Act section of this document.

Department of Fish and Wildlife
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**300**
2017-19 Maintenance Level	**0**
Policy Other Changes:	
1. Fish Passage City Study Funds	250
Policy -- Other Total	**250**
Total 2017-19 Biennium	**250**

Comments:

The Department of Fish and Wildlife provides protection, preservation, management, and restoration of natural environments and the ecological communities that inhabit them, including the management of human use of these environments for public benefit and to further sustainable social and economic needs.

1. **Fish Passage City Study Funds**

   Funding is provided for the Department to work with the Association of Washington Cities to identify and prioritize city-owned fish passage barriers that require correction, particularly focusing on barriers within the same stream system as state-owned barriers that are under construction or in the process of being replaced. (Motor Vehicle Account-State) (One-Time)

Amounts shown here reflect only the transportation budget. The remainder of the Department of Fish and Wildlife's budget is shown in the Omnibus Appropriations Act section of this document.

Department of Agriculture
Total Appropriated Funds
Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**1,240**
2017 Supplemental	-1
Total 2015-17 Biennium	**1,239**
2017-19 Maintenance Level	**1,254**
Total 2017-19 Biennium	**1,254**

Comments:

The Department of Agriculture's Motor Fuel Quality Program regulates the use and accuracy of all commercial motor fuel weighing, measuring, and counting devices, such as gas pumps, in the state. The program also monitors motor fuel quality by analyzing fuel samples for octane rating and other product quality factors.

Chapter 313, Laws of 2017, Partial Veto (ESB 5096 - Transportation Budget) was amended in Chapter 1, Laws of 2017, 3rd sp.s., Partial Veto (SSB 5883 – Omnibus Operating Budget). The funding for some public employee insurance benefits and compensation increases paid from transportation accounts is contained in Sections 725-733, 735, and 736 of SSB 5883.

Amounts shown here reflect only the transportation budget. The remainder of the Department of Agriculture's budget is shown in the Omnibus Appropriations Act section of this document.

Bond Retirement and Interest

Total Appropriated Funds

Dollars In Thousands

	Total Approp
2015-17 Estimated Expenditures	**1,541,136**
2017 Supplemental	-20,922
Total 2015-17 Biennium	**1,520,214**
2017-19 Maintenance Level	**1,602,799**
Policy Other Changes:	
1. Underwriter's Discount	4,364
2. Planned Debt Service	15,775
3. Bond Sales Costs	873
Policy -- Other Total	**21,012**
Total 2017-19 Biennium	**1,623,811**

Comments:

Washington State sells bonds through the Washington State Treasurer's Office for the financing of large transportation projects. The bonds are twenty-five year bonds with selling costs and underwriter discounts payable at the time of sale.

1. **Underwriter's Discount**

   Funding is provided for underwriting costs associated with the planned issuance of transportation bonds in the 2017-19 biennium. (Transportation Partnership Account-State; Connecting Washington Account-State; Transportation 2003 Account (Nickel Account)-State) (One-Time)

2. **Planned Debt Service**

   Funding is provided for debt service incurred from the planned issuance of transportation bonds in the 2017-19 biennium. (Highway Bond Retirement Account-State) (Ongoing)

3. **Bond Sales Costs**

   Funding is provided for costs associated with the planned issuance of transportation bonds in the 2017-19 biennium. (Transportation Partnership Account-State; Connecting Washington Account-State; Transportation 2003 Account (Nickel Account)-State) (One-Time)

2017 SUPPLEMENTAL TRANSPORTATION BUDGET OVERVIEW

The 2017 Supplemental Transportation Budget includes $8.1 billion in appropriation authority, a decrease of $493 million from the 2016 enacted supplemental budget. The decrease reflects adjustments to accommodate project delays and unexpected needs and opportunities. Some of the significant changes are:

- $294 million reappropriated to 2017-19 for delayed capital project activity;
- An advancement of $9.5 million to accommodate a faster delivery schedule for hard shoulder running on I-405 northbound between SR 527 and I-5;
- An advancement of $21 million of funds for the I-90 project from Hyak to Easton to reflect accelerated project delivery;
- A reduction in spending authority for the Washington State Patrol of $8.4 million, in part due to unfilled trooper positions;
- A delay in scheduled improvements at the Mukilteo ferry terminal of $16.3 million;
- Extraordinary costs, relating to greater-than-usual snow and ice removal, of $9 million; and
- An earlier-than-expected completion of the updated Department of Licensing vehicle licensing system, combined with the opportunity to advance the driver licensing portion of the project for a net savings of $700,000.

2015-17 Transportation Budget -- 2017 Supplemental

Chapter 313, Laws of 2017, Partial Veto

Total Appropriated Funds

Dollars In Thousands

	Operating	Capital	Total
Department of Transportation			
Pgm D - Facilities-Cap			
1. Capital Project Adjustments	0	-9,041	-9,041
Pgm F - Aviation			
2. Federal Funding Adjustment	-2,500	0	-2,500
Pgm I - Improvements			
3. SR 520 Full Bond Authority	0	-233,080	-233,080
4. Capital Project Adjustments	0	-137,141	-137,141
5. I-405 NB Hard Shoulder Running	0	9,500	9,500
6. I-405/SR 522 Planning Study	0	3,500	3,500
Total	**0**	**-357,221**	**-357,221**
Pgm K - Public/Private Part-Op			
7. EV Infrastructure Bank	-1,000	0	-1,000
Pgm M - Highway Maintenance			
8. Additional Federal Authority	5,000	0	5,000
9. Hood Canal Bridge	461	0	461
10. Unreimbursed Disasters	930	0	930
11. Extraordinary Snow & Ice Removal	9,000	0	9,000
Total	**15,391**	**0**	**15,391**
Pgm P - Preservation			
12. Capital Project Adjustments	0	35,039	35,039
13. Land Mobile Radio System	0	4,800	4,800
Total	**0**	**39,839**	**39,839**
Pgm Q - Traffic Operations - Cap			
14. Capital Project Adjustments	0	-1,257	-1,257
Pgm S - Transportation Management			
15. On-the-Job Training Grants	118	0	118
Pgm T - Transpo Plan, Data & Resch			
16. Federal Funding Adjustment	1,325	0	1,325
17. Road Usage Charge Federal Authority	550	0	550
Total	**1,875**	**0**	**1,875**

2015-17 Transportation Budget -- 2017 Supplemental
Chapter 313, Laws of 2017, Partial Veto
Total Appropriated Funds
Dollars In Thousands

	Operating	Capital	Total
Pgm U - Charges from Other Agys			
18. Skagit River Bridge Collapse	1,063	0	1,063
Pgm V - Public Transportation			
19. Capital Project Adjustments	-19,241	0	-19,241
Pgm W - WA State Ferries-Cap			
20. Capital Project Adjustments	0	-14,144	-14,144
Pgm X - WA State Ferries-Op			
21. Extraordinary Boat Moves	792	0	792
22. Sprinkler System Testing	371	0	371
Total	**1,163**	**0**	**1,163**
Pgm Y - Rail - Cap			
23. Capital Project Adjustments	0	-6,511	-6,511
Pgm Z - Local Programs-Cap			
24. Capital Project Adjustments	0	-42,615	-42,615
Total Department of Transportation	**-3,131**	**-390,950**	**-394,081**
Washington State Patrol			
Operating			
25. JINDEX	150	0	150
26. SPHA Fund Adjustment	-8,400	0	-8,400
27. License Investigation Unit Program	115	0	115
Total	**-8,135**	**0**	**-8,135**
Department of Licensing			
28. BTM Project Savings	-704	0	-704
29. BTM Project Reappropriation	-1,680	0	-1,680
Total	**-2,384**	**0**	**-2,384**
Utilities and Transportation Comm			
30. Grade Crossing Improvements	-1,100	0	-1,100
WA Traffic Safety Commission			
31. Federal Authority Adjustment	400	0	400

2015-17 Transportation Budget -- 2017 Supplemental
Chapter 313, Laws of 2017, Partial Veto
Total Appropriated Funds
Dollars In Thousands

	Operating	Capital	Total
County Road Administration Board			
32. Capital Project Adjustments	0	-11,039	-11,039
Transportation Improvement Board			
33. Capital Project Adjustments	0	-33,250	-33,250
Freight Mobility Strategic Invest			
34. Capital Project Adjustments	0	-23,089	-23,089
Grand Total	**-14,350**	**-458,328**	**-472,678**

Comments:

Department of Transportation

Pgm D - Facilities-Cap

1. Capital Project Adjustments

Adjustments are made to the appropriation authority for the Department's capital programs. The Department's 2017 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Transportation Partnership Account-State; Motor Vehicle Account-State; Connecting Washington Account-State) (One-Time)

Pgm F - Aviation

2. Federal Funding Adjustment

Expenditure authority is reduced to reflect a reappropriation of grant funds from the 2015-17 biennium to the 2017-19 biennium. Funding is for the Methow Valley Airport Runway Project. The project was delayed during the design phase, and construction is currently expected to begin in July 2017. (Aeronautics Account-Federal) (One-Time)

Pgm I - Improvements

3. SR 520 Full Bond Authority

A reduction is made to correct appropriation levels related to bonds authorized during the 2015-17 biennium for the SR 520 floating bridge replacement project. (State Route Number 520 Corridor Account-State; State Route Number 520 Corridor Account-Bonds) (One-Time)

4. Capital Project Adjustments

Adjustments are made to the appropriation authority for the Department's capital programs. The Department's 2017 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Transportation Partnership Account-State; Motor Vehicle Account-State; Motor Vehicle Account-Federal; other accounts) (One-Time)

5. I-405 NB Hard Shoulder Running

Funding is provided for hard shoulder running on northbound (NB) I-405 in the vicinity of SR 527. This item reflects an accelerated delivery schedule and a lower cost, relative to initial assumptions in earlier capital plans. (I-405 Express Toll Lanes Operations Account-State) (One-Time)

6. **I-405/SR 522 Planning Study**

   Funding is provided for a planning study on the future widening of I-405 between SR 522 and I-5. (Transportation Partnership Account-State) (One-Time)

Pgm K - Public/Private Part-Op

7. **EV Infrastructure Bank**

   Funding provided for an electric vehicle (EV) charging infrastructure grant program to support the deployment of publicly accessible EV charging stations in Washington is reduced, since all grants will be awarded in the 2017-19 biennium. (Electric Vehicle Charging Infrastructure Account-State) (One-Time)

Pgm M - Highway Maintenance

8. **Additional Federal Authority**

   Federal expenditure authority is provided to support anticipated federal grants for disaster and emergency relief. (Motor Vehicle Account-Federal) (One-Time)

9. **Hood Canal Bridge**

   Funding is provided for repairs of and extraordinary costs for the Hood Canal Bridge, including to repair damage due to an electrical fire and for emergency recovery efforts. (Motor Vehicle Account-State) (One-Time)

10. **Unreimbursed Disasters**

    Funding is provided for maintenance work related to emergency relief and damage from disasters that is not eligible for federal emergency reimbursement. (Motor Vehicle Account-State) (One-Time)

11. **Extraordinary Snow & Ice Removal**

    Funding is provided for extraordinary snow and ice removal and for any road repair costs associated with higher than average snow and ice during the 2016-17 winter. (Motor Vehicle Account-State) (One-Time)

Pgm P - Preservation

12. **Capital Project Adjustments**

    Adjustments are made to the appropriation authority for the Department's capital programs. The Department's 2017 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Recreational Vehicle Account-State; Transportation Partnership Account-State; Motor Vehicle Account-State; other accounts) (One-Time)

13. **Land Mobile Radio System**

    Funding is provided to replace and upgrade the Department's wireless radio system components across the state due to rapidly aging infrastructure. Components that will be replaced include radio tower antennas, in-vehicle radios, portable radios, and mountaintop radio repeaters that provide better signal transmission. (Connecting Washington Account-State) (One-Time)

Pgm Q - Traffic Operations - Cap

14. Capital Project Adjustments

Adjustments are made to the appropriation authority for the Department's capital programs. The Department's 2017 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Motor Vehicle Account-State; Motor Vehicle Account-Federal; Motor Vehicle Account-Local) (One-Time)

Pgm S - Transportation Management

15. On-the-Job Training Grants

Additional federal expenditure authority is provided for on-the-job training grants, which are formula grants provided by the federal government. (Motor Vehicle Account-Federal) (One-Time)

Pgm T - Transpo Plan, Data & Resch

16. Federal Funding Adjustment

Expenditure authority is increased for anticipated federal grants from various federal programs. The grants will support research on roadside safety research, LEAN methodology strategies for the implementation of practical solutions, and the development of data retrieval for large volumes of utility data. (Motor Vehicle Account-Federal) (One-Time)

17. Road Usage Charge Federal Authority

Additional federal expenditure authority is provided for a federal grant award for final design and preparation work for a road usage charge pilot project. (Motor Vehicle Account-Federal) (One-Time)

Pgm U - Charges from Other Agys

18. Skagit River Bridge Collapse

Funding is provided for legal costs related to cost recovery efforts associated with the Skagit River Bridge collapse in 2013. (Motor Vehicle Account-State) (One-Time)

Pgm V - Public Transportation

19. Capital Project Adjustments

Capital project spending authority is adjusted for reappropriations, project savings, projects that have been advanced, and projects that have been delayed. (Regional Mobility Grant Program Account-State; Multimodal Transportation Account-State) (One-Time)

Pgm W - WA State Ferries-Cap

20. Capital Project Adjustments

Adjustments are made to the appropriation authority for the Department's capital programs. The Department's 2017 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Puget Sound Capital Construction Account-State; Puget Sound Capital Construction Account-Federal; Connecting Washington Account-State) (One-Time)

Pgm X - WA State Ferries-Op

21. Extraordinary Boat Moves

Funding is provided for operating costs associated with the redeployment of replacement ferry vessels from regular runs during emergency vessel repairs. (Puget Sound Ferry Operations Account-State) (One-Time)

22. Sprinkler System Testing

Funding is provided for U.S. Coast Guard-mandated increased sprinkler system testing on ferry vessels. (Puget Sound Ferry Operations Account-State) (One-Time)

Pgm Y - Rail - Cap

23. Capital Project Adjustments

Adjustments are made to the appropriation authority for the Department's capital programs. The Department's 2017 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Multimodal Transportation Account-State; Multimodal Transportation Account-Federal; Multimodal Transportation Account-Fed ARRA) (One-Time)

Pgm Z - Local Programs-Cap

24. Capital Project Adjustments

Adjustments are made to the appropriation authority for the Department's capital programs. The Department's 2017 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature. (Transportation Partnership Account-State; Highway Safety Account-State; Motor Vehicle Account-State; other accounts) (One-Time)

Washington State Patrol

Operating

25. JINDEX

Funding is provided for transportation budget support of the Justice Information Data Exchange (JINDEX) system, generally in accordance with the proportional use of the system by each agency. JINDEX allows the Administrative Office of the Courts, the Washington State Patrol, the Department of Licensing, and the Department of Transportation to actively share information regarding vehicles and drivers. (State Patrol Highway Account-State) (One-Time)

26. SPHA Fund Adjustment

Funding is reduced to reflect projected savings across WSP programs. (State Patrol Highway Account-State) (One-Time)

27. License Investigation Unit Program

Funding is provided for vehicle registration law enforcement in southwest Washington. (State Patrol Highway Account-State) (One-Time)

Department of Licensing

28. BTM Project Savings

Funding is reduced to reflect contingency fund savings from the completed first phase, implementing the vehicles' software support module, of the Business and Technology Modernization (BTM) project. (Highway Safety Account-State) (One-Time)

29. BTM Project Reappropriation

Funding is reappropriated for the second phase of the BTM project, implementing the drivers' software support module, from the 2015-17 biennium to the 2017-19 biennium for a change in due date of contracted vendor deliverables. (Highway Safety Account-State) (One-Time)

Utilities and Transportation Comm

30. Grade Crossing Improvements

A portion of the amounts previously provided in 2015-17 to address recommendations in the 2014 Marine and Rail Oil Transportation Study are reduced, so that they may be reappropriated in 2017-19 to address delayed work. (Grade Crossing Protective Account-State) (One-Time)

WA Traffic Safety Commission

31. Federal Authority Adjustment

A federal authority adjustment is provided for the portion of federal-aid highway funds that must be used for other specified purposes due to non-compliance with 23 U.S.C 164 (related to the use of ignition interlock devices). Certain funds from the Washington State Department of Transportation's National Highway Performance Program and Surface Transportation Program must be used for highway safety improvements and for driving under the influence enforcement and education. (Highway Safety Account-Federal) (One-Time)

County Road Administration Board

32. Capital Project Adjustments

Capital project spending authority is adjusted for reappropriations, project savings, projects that have been advanced and projects that have been delayed. (Rural Arterial Trust Account-State) (One-Time)

Transportation Improvement Board

33. Capital Project Adjustments

Capital project spending authority is adjusted for reappropriations, project savings, projects that have been advanced and projects that have been delayed. (Small City Pavement & Sidewalk Account-State; Transportation Improvement Account-State) (One-Time)

Freight Mobility Strategic Invest

34. Capital Project Adjustments

Expenditure authority is adjusted to reflect amounts reappropriated to the 2017-19 biennium to complete unfinished work. (Freight Mobility Investment Account-State; Highway Safety Account-State; Motor Vehicle Account-Federal; other accounts) (One-Time)

Capital Budget Overview

2017-19 Reappropriations / 2017 Supplemental

During odd-numbered years, the Legislature typically adopts a biennial capital budget. The Legislature did not pass a 2017-19 omnibus capital budget nor legislation authorizing bonds during the 2017 session.

The Legislature passed Chapter 4, Laws of 2017, 3rd sp. sess. (ESSB 5965), which included reappropriations for previously authorized, but not completed projects. Given the nature of capital budget projects, most projects take more than a biennium to complete and as a result, have funds reappropriated. Reappropriations for 2017-19 total $2.5 billion and include:

- $1.2 billion for natural resources projects;
- $584 million for public schools and other education;
- $447 million for general government projects;
- $167 million for higher education projects; and
- $117 million for human services projects.

ESSB 5965 also included changes to appropriations in the 2015-17 biennium as part of the 2017 Supplemental budget. These changes include a net savings of $5.8 million for new appropriations and $8.9 million in savings from reappropriations.

2017 Supplemental Capital Budget
Project Descriptions
Dollars In Thousands

Office of the Secretary of State

Library-Archives Building (30000033) ***C 4, L17, E3, Sec 6001***

Description: Funding is reduced to reflect savings from unused funds for the Secretary of State's Office to develop a predesign for a Library-Archives Building.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	400
2017 Supplemental Change		
State Building Construction Account - State	0	-100
Total	**0**	**300**

Office of Financial Management

Emergency Repairs (90000301) ***C 4, L17, E3, Sec 6014***

Description: Funding is reduced to reflect unspent funds for emergency repairs from the 2015-17 biennium. Funds for the emergency repairs are not reappropriated and instead are lapsed at the end of a biennium.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	7,000
2017 Supplemental Change		
State Building Construction Account - State	0	-338
Total	**0**	**6,662**

Department of Social and Health Services

Behavioral Health: Compliance with Systems Improvement Agreement (30003849) ***C 4, L17, E3, Sec 6008***

Description: Funding is provided for the Systems Improvement Agreement (SIA) entered into with the Centers for Medicare and Medicaid Services to correct deficiencies that place Western State Hospital at risk of losing federal funding.

	Reappropriation	Appropriation
2017 Supplemental Change		
State Building Construction Account - State	0	6,000

2017 Supplemental Capital Budget
Project Descriptions
Dollars In Thousands

Department of Social and Health Services

Western State Hospital - New Civil Ward (92000022) ***C 4, L17, E3, Sec 6007***

Description: The 2016 Legislature appropriated $450,000 to renovate one civil commitment ward at Western State Hospital. The appropriation is not needed to open a ward and funding is eliminated.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	450
2017 Supplemental Change		
State Building Construction Account - State	0	-450
Total	**0**	**0**

Department of Corrections

MCCCW: Critical DNR Replacement Space (30001170) ***C 4, L17, E3, Sec 6010***

Description: Funding is provided to design, site, and construct a 960 square foot stick-built building located outside the secure perimeter of the facility that will house the facility mail room, radio room, armory, and four staff offices.

	Reappropriation	Appropriation
2017 Supplemental Change		
State Building Construction Account - State	0	375

Department of Ecology

Low Interest Loans for Drought Wells (92000148) ***C 4, L17, E3, Sec 6009***

Description: Funding is eliminated for the low-interest loan program for drought wells.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	4,000
2017 Supplemental Change		
State Building Construction Account - State	0	-4,000
Total	**0**	**0**

State Conservation Commission

Conservation Commission Ranch & Farmland Preservation Projects (92000004) ***C 4, L17, E3, Sec 6006***

Description: Funding is adjusted for the Ranch and Farmland Preservation project to reflect updated costs and project status.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	9,192
2017 Supplemental Change		
State Building Construction Account - State	0	-1,670
Total	**0**	**7,522**

2017 Supplemental Capital Budget
Project Descriptions
Dollars In Thousands

State Conservation Commission

Dairy Nutrient Demonstrations Low Interest Loans (92000009) ***C 4, L17, E3, Sec 6005***

Description: Funding is eliminated for the dairy nutrient demonstration loan program.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Taxable Building Construction Acct - State	0	5,000
2017 Supplemental Change		
State Taxable Building Construction Acct - State	0	-5,000
Total	**0**	**0**

Department of Fish and Wildlife

Eells Spring Hatchery Renovation (30000214) ***C 4, L17, E3, Sec 6011***

Description: Funding is reduced for the pre-design plan for renovation at Eells Springs Hatchery.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	500
2017 Supplemental Change		
State Building Construction Account - State	0	-407
Total	**0**	**93**

Department of Fish and Wildlife

Minter Hatchery Intakes (30000277) ***C 4, L17, E3, Sec 6012***

Description: Funding is reduced for the pre-design for Minter Hatchery intakes. This project is to repair the gravity and pumped intakes for the Minter Creek Hatchery to make them compliant with current federal and state fish screening and fish passage criteria.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	250
2017 Supplemental Change		
State Building Construction Account - State	0	-145
Total	**0**	**105**

Department of Fish and Wildlife

Naselle Hatchery Renovation (30000671) ***C 4, L17, E3, Sec 6013***

Description: Funding is reduced for the pre-design for Naselle Hatchery to maintain hatchery production into the Naselle River and the Willapa Bay Basin.

	Reappropriation	Appropriation
2015-17 Appropriation		
State Building Construction Account - State	0	275
2017 Supplemental Change		
State Building Construction Account - State	0	-143
Total	**0**	**132**

Appendices

- **Appendix A –** Glossary
- **Appendix B –** Transportation Equipment Fund
- **Appendix C –** Miscellaneous Transportation Programs Account
- **Appendix D –** WSDOT Organization Chart

Appendix A – Glossary

Appendix A – Glossary

Appropriation
A legislative authorization to make expenditures and incur obligations for specific purposes from designated resources available or estimated to be available during a specified period. Only the Legislature can make appropriations in Washington State.

Biennium
A 24-month period extending from July 1 of an odd-numbered year to June 30 of the next odd-numbered year to which the appropriation legislation applies. For example, the 2017-19 biennium extends from July 1, 2017, to June 30, 2019.

Bond
A debt instrument issued through a formal legal procedure and secured either by the pledge of specific properties or revenues or by the general credit of the state.

Budget
A plan of financial operations embodying an estimate of proposed expenditures for a given period and the proposed means of financing them.

Carry Forward Level
Current biennium appropriations, plus biennialization of legislatively directed workload and service changes, and deletion of costs that the Legislature considered non-recurring.

Connecting Washington Account
An account established in the 2015 Legislative Session that may be used only for projects or improvements identified as Connecting Washington projects or improvements in a transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements. May not be expended on the State Route (SR) 99 Alaskan Way viaduct replacement project.

Current Law Budget (CLB)
As required by state law, the department's proposal, which can be funded within existing and/or reasonably assumed resources.

Decision Package
A document used to express a specific action or policy proposed for implementation in the ensuing biennium that changes the carry forward level.

Fiscal Year
A 12-month period extending from July 1 in one calendar year to June 30 of the next calendar year. For example, fiscal year 2016 is the 12-month period from July 1, 2015 to June 30, 2016.

Glossary (continued)

FTEs
The term “full time equivalent” (FTE) is a budgeting term used to measure one full year of paid employment, or the equivalent of 2,088 hours (the number of average available work hours in a year). In the department, the average *available work hours* are further adjusted to an estimate of the *hours of work* by subtracting from the 2,088 the number of holiday hours and the three-year historical average of vacation and sick leave taken. For fiscal year 2016, one FTE equates to approximately 1,757.62 hours of work. The factors for this conversion are calculated on a monthly basis for regular full-time and temporary employees, and for overtime.

Fund
A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities or balances, and changes. Funds are segregated for the purpose of isolating specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.

Gas Tax
Also known as the motor fuel tax. Includes taxes on motor vehicle fuel and special fuel. This tax is levied against each gallon of motor fuel.

Highway System Plan
The component of Washington’s Transportation Plan that addresses the state’s highway system. Included is a comprehensive assessment of the current deficiencies and the conceptual solutions for the state’s highway system for the next 20 years.

Maintenance Level
Reflects the cost of mandatory caseload, inflation, and other legally unavoidable costs not contemplated in the current budget.

Motor Vehicle Fund
The fund containing receipts from motor fuel taxes; motor vehicle registration licenses, permits, and fees; and other transportation user fees. May be used only for highway purposes as provided in the 18th Amendment of the State Constitution.

Multimodal Transportation Account
An account established in the 2000 Legislative Session to ensure that viable multimodal transportation projects and programs are available throughout the state. The account was created to address the complexities associated with current funding mechanisms and seeks to create a process that would allow for all transportation programs and projects to compete for limited resources.

Subprogram
Identifies major functions or activities within a program.

Appendix B – Transportation Equipment Fund

Appendix B – Transportation Equipment Fund

Business Mission

The mission of the Transportation Equipment Fund (TEF) is to provide customers with reliable, well maintained vehicles, equipment, and radio communications that meet the needs of the users so that they may accomplish their services to the public in a safe, efficient, timely, and cost effective manner.

Business Description

RCW 47.08.120 gives the Washington State Department of Transportation (WSDOT) the authority to operate the Transportation Equipment Fund to provide equipment and related services to department programs. TEF functions as a non-appropriated, proprietary internal service program that charges rent to department programs for the use of equipment. The program was designed to be self-sustaining so the cost to replace equipment is recovered from equipment rental rates; although that is not how the program is currently operating. Equipment rent charged to programs is less than what is needed to sustain the program. The program provides a wide variety of rental equipment. Currently, there are more than 14,000 items in inventory. Major components are motor vehicles, highway maintenance equipment, and a variety of other specialized equipment. In addition to furnishing equipment, the program operates 32 vehicle service and repair facilities throughout the state.

TEF owns and operates 126 vehicle fuel stations throughout the state that provide service to WSDOT and other government agencies. TEF fueling stations issue approximately 7 million gallons each year.

The program also provides and maintains the department's statewide wireless communications equipment.

TEF Organization

The Transportation Equipment Fund has 211.3 Full Time Equivalents (FTEs). These positions provide maintenance and repair of TEF vehicles, equipment, and the necessary support and administrative staff to deliver program objectives. Employees include managers and supervisors; equipment technicians; accounting and administrative support; repair parts operations staff; and wireless equipment technicians.

Management and supervisors include the Program Manager and one assistant which are responsible for headquarter operations, regional guidance and assistance. The six region superintendents are responsible for regional operations which includes maintaining, repairing, and replacing program equipment.

Equipment technicians are responsible for the maintenance and repair of vehicles and equipment, preparing new equipment for assignment to customers and preparing replaced equipment for disposal.

Accounting and administrative support staff process invoices; perform labor and payroll processes; leave-tracking and reporting; balance fuel and repair parts inventory payables accounts; investigate and balance receivables; and maintain the vast majority of accountability and billing information into the program's fleet management system.

Repair parts operations staff maintain inventory and repair parts necessary to maintain and repair equipment.

Wireless Equipment Technicians set up, maintain, and repair the individual mobile and portable wireless communications devices used by WSDOT and maintain, repair, and replace the wireless infrastructure equipment statewide.

Revenue Plan

TEF's revenue plan is designed to provide adequate funding for the planned expenses for operating and administrative costs. Equipment rental charges paid by WSDOT programs are the major revenue source, accounting for about 82 percent of total revenue. Other revenue is derived from the sale of fuel to other local and state agencies, interest income, sales of aged vehicles and equipment, and operating transfers into the fund.

Operational Production Plan Facilities

The business plan includes minor expenditures for TEF's use of buildings and other facilities because most facilities are provided by the department's Capital Facilities program without charge. However, TEF is responsible for maintaining vehicle fueling facilities.

Key Equipment and Technology Requirements

Each type of equipment has a replacement schedule based on age, use, and lowest lifecycle cost. TEF periodically reviews these schedules to identify necessary revisions to replacement criteria. Due to the funding challenges of WSDOT, the program has had to delay equipment replacements beyond the optimal life cycle replacement schedule. Retention of equipment beyond its optimal least-cost life has led to equipment breakdowns and increased downtime for maintenance and repairs of equipment, which reduces the level of service that the department is able to achieve in operating and maintaining state highways. The 2017-19 unfunded amount to replace equipment that is past due is $92 million.

Labor Requirements

As the backlog of equipment replacement grows, the need for additional staff also grows to provide maintenance and repair of the old equipment that is retained past its normal useful life.

Key Supply Requirements

Anticipated expenditures for supplies and materials are based on the average historical level necessary to fuel, service, and repair equipment in the inventory. These items include fuel, lubricants, repair parts, and general operating supplies.

Fuel costs are extremely difficult to predict or control. WSDOT fuel consumption is determined by equipment utilization, which is greatly affected by statewide climatic conditions. Additionally, fuel prices are volatile, since they are sharply influenced by worldwide political events. Technological advancements in the automotive industry are making engines progressively more fuel-efficient. Consequently, as TEF replaces its aged units, more efficient vehicles should favorably impact fuel consumption and expenditures.

Repair costs continue to escalate because of an aging fleet.

General operating supplies include such items as office materials, shop floor, parts cleaning compounds, restroom supplies, and other such items. This expense has been relatively consistent with the number of employees and it is anticipated to remain constant during the plan period.

Quality Control Requirements

The program has a compliance inspection team to ascertain that new equipment meets the requirements of established purchasing specifications. The Environmental Protection Agency (EPA) and the Department of Ecology (DOE) periodically inspect the underground fuel storage sites to ensure WSDOT meets federal and state regulatory requirements. State and internal auditors ensure that appropriate system security measures are in place, that there is a proper division of duties, and that the equipment rental rates are fair and equitable. The program also has several internal performance measures to evaluate its service delivery.

Outline of Daily Operations

Daily operations include the following:

- Purchase new units to replace aged/wrecked vehicles and equipment;
- Perform asset management responsibilities;
- Maintain the Fleet and Equipment Management System database;
- Maintain the Fuel Management System database;
- Service and repair TEF inventoried items, including wireless communications equipment;
- Fuel vehicles and equipment;
- Maintain the department's vehicle fueling infrastructure;
- Dispose of aged/wrecked vehicles and equipment; and
- Monitor, analyze, and report program performance.

Significant Changes, Challenges, or Opportunities

The Code of Federal Regulations, Title 2, Part 200 – Subpart E, restricts the TEF's ability to collect rent revenue sufficient to fund equipment replacement. Federal agencies will not participate in funding capital equipment acquisitions, but will participate in funding the cost of depreciation related to past capital acquisitions.

TEF was designed to function as a self-sustaining fund that recovers capital and operating costs through the equipment rent charged to department programs. In this era of constrained budgets, the rent charged to department programs has been suppressed from what is needed to keep the TEF program self-sustaining, allowing funds that would have been used for equipment rent and subsequent equipment replacement to be used by department programs for other purposes. Because TEF has not been replacing equipment on schedule, the fleet now has a substantial amount of older equipment with little or no depreciation left. As depreciation expense is declining, so too is TEF's ability to replace equipment through equipment rental rates.

In order for the program to generate equilibrium in equipment replacement and become self-sustaining, a shift is necessary. An investment of capital towards the backlog of equipment replacement and the corresponding increases to program appropriations that pay for equipment rental rates will stabilize the ongoing equipment replacement costs.

Appendix B – Transportation Equipment Fund (continued)

TEF 2017-19 Financial Plan

Dollars in Millions

	Millions $
Beginning Cash Balance	**$14.623**
Revenue	
Services Provided to Other Entities	.848
Fleet Ride Income	.053
Tort Claims for Third Party Damages	.710
Fuel sales - Gasoline	17.183
Fuel sales - Diesel	1.533
Non-depreciable Capital Equipment Sales - Cash Proceeds	.067
Depreciable Capital Equipment Sales - Cash Proceeds	9.336
Other Revenue, (indirect overhead, miscellaneous, etc.)	.410
Interest Income	.223
Equipment Rent	117.931
Total Cash Revenues	**148.294**
Expenses	
Labor - Subprogram E1	37.546
Labor - Subprogram S2	.175
Fleet - Gasoline	6.891
Cost of Goods Sold - Gasoline	16.586
Fleet - Diesel	13.810
Cost of Goods Sold - Diesel	1.486
Parts - Maintenance and Repairs	13.525
Commercial Services	3.388
Fees to Other State Agencies	.826
Services Received from Other WSDOT Programs	.135
Other Expenditures, (supplies, travel, training, etc.)	3.305
Non-depreciable Capital Equipment Acquisitions	.053
Depreciable Capital Equipment Acquisitions - Funded	50.604
Total Cash Expenses	**148.330**
Prior Biennium Carryforward-Unfinished Depreciable Capital Acquisitions	13.086
Prior Biennium Carryforward-Unfinished Non-Depreciable Capital Acquisitions	.015
Net Increase/(Decrease) in Receivables, Inventories, and Payables	1.210
Ending Cash Balance	**$2.696**

Appendix C – Miscellaneous Transportation Programs Account

Appendix C – Miscellaneous Transportation Programs Account

The Miscellaneous Transportation Programs Account (Fund 784) was established by the Legislature in 1997 (RCW 47.04.220) to track department administered federal funds that are passed through to local governments and to monitor expenditures and reimbursements for services the department provides to other public and private entities. This account is non-appropriated, which means that the Legislature does not establish a biennial budget amount in law. This account is also non-budgeted, which means that the department does not submit an allotment, (a spending plan for each month in the biennium), for approval to the Office of Financial Management (OFM).

Although reimbursable services processed through the Miscellaneous Transportation Programs Account are not subject to legislative appropriations and OFM allotment control, programs within the department must create a spending plan by month for these funds. These appropriations are subject to internal department expenditure controls. Moreover, all documentation, accounting, and reporting requirements for appropriated funds are applied to this account. In addition, the department submits annual reports to the legislative transportation committees and OFM regarding the expenditures processed through this account.

Programs that use the Miscellaneous Transportation Programs Account include:

Program C—Office of Information Technology
Program C's reimbursable services relate to interagency agreements with state agencies and municipalities. Subprogram C3–Infrastructure Services includes reimbursable work performed on behalf of other state agencies and municipalities for network and fiber optic installation and co-location. Subprogram C5–Enterprise Applications performs reimbursable work on the Collision Location Accident System (CLAS) for Washington State Patrol (WSP).

Program I—Improvements
The department provides project design services and construction project administration to the Central Puget Sound Regional Transit Authority (Sound Transit) for its regional express bus program. Projects involving the department include direct access ramps to state highways for Sound Transit buses, carpools and related high occupancy vehicle (HOV), and supporting facilities such as park and ride lots.

Program M—Highway Maintenance
Program M's reimbursable services consist of maintenance work performed for cities and counties, as well as work performed for the federal government on roads that are not part of the state system.

Program P—Preservation – Subprogram P9 – Sales and Services to Others
The Preservation Program accounts for several types of reimbursable services that are provided to other governmental agencies and private parties. These services include the department's Materials Laboratory and Geographic Information Services cost recovery centers, highway access permit reviews, and real estate reviews and appraisals.

Program Q—Traffic Operations
Traffic Operations manages the Motorist Information Sign Program in which businesses may advertise on highway information signs. Businesses are charged a fee to recover costs.

Program S—Transportation Management and Support
Subprogram S1 Executive Management and Support utilizes Fund 784 for the collection of conference registration fees and local sponsorship funding for the biennial tribal conference organized by the Governmental Relations Office. The expenditures for conferences are allotted once they are scheduled.

Miscellaneous Transportation Programs Account (continued)

Program T—Transportation Planning, Data, and Research
Subprogram T3 Research and Library Services uses Fund 784 for costs associated with research projects with the Oregon and Wisconsin Departments of Transportation for Roadside Safety and Manual for Assessing Safety Hardware (MASH) Implementation.

Subprogram T6 Pass-Through Funds administers the distribution of federal funds to the state's eleven Metropolitan Planning Organizations to support transportation planning activities.

Program V—Public Transportation
Public Transportation administers grants from the Federal Transit Administration (FTA) for use by public and private transit agencies. FTA grant programs include:

1) Section 5310 Program, which provides grants to nonprofit agencies serving the elderly and individuals with disabilities;
2) Section 5311 Program that funds projects to improve public transportation in non-urban areas;
3) Section 5309 Program, which provides grants for bus purchases and other transit equipment;
4) Section 5316 Job Access and Reverse Commute Program that funds transportation services needed by low-income people to access jobs and related support services; and
5) Section 5317 Program, which provides transportation to persons with disabilities beyond requirements of the Americans with Disabilities Act. The division is also responsible for the selection, administration, and reporting of FTA funds provided by ARRA.

Program Z—Local Programs–Operating
Subprogram Z1 Local Programs Management and Support Costs provides training to local governments that are reimbursed though the Miscellaneous Transportation Account.

Program Z—Local Programs–Capital
Subprogram Z2 Off-State System administers the federal funds earmarked for city and county highway projects. Off state system projects also include projects in which cities and counties fully reimburse the department for services.
Subprogram Z9 Local Agency Investments on the State System utilizes fund 784 for projects on the state system that are paid for from local or federal funding sources.

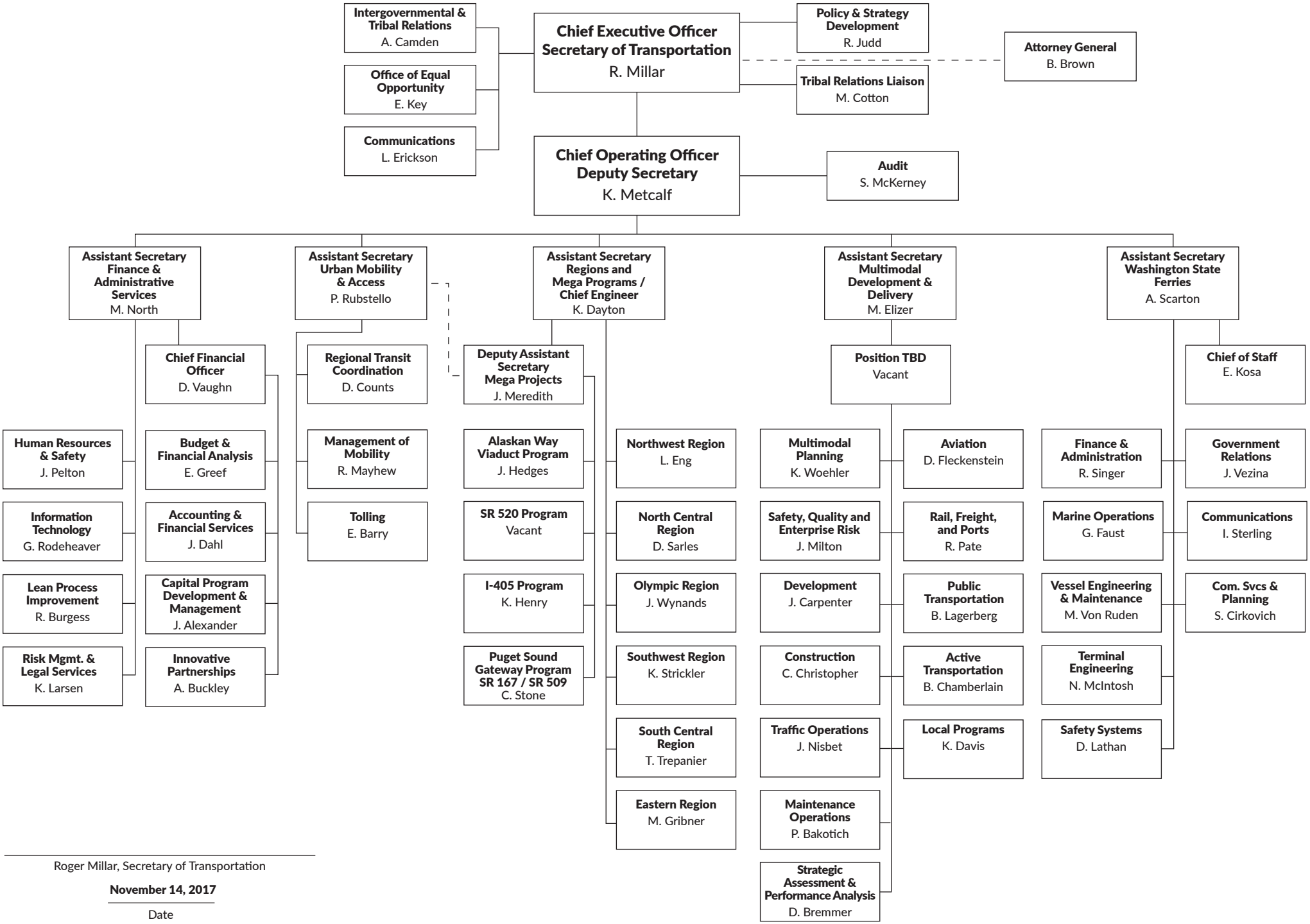
Miscellaneous Transportation Programs Account
2017-19 Allotments as of December 2017
Dollars in Millions

Program	Dollars	FTE
C – Information Technology	$.003	
I – Highway Improvements	22.6	46.9
M – Highway Maintenance	3.5	11.0
P – Highway Preservation	11.1	27.7
Q – Traffic Operations	3.6	13.7
S – Transportation Management	.1	
T – Transportation Planning, Data, & Research	20.1	
V – Public Transportation	50.5	18.0
Z – Local Programs	399.7	33.6
Total	**$511.2**	**150.9**

Appendix D – WSDOT Organization Chart

Washington State Department of Transportation

Citizens of the State of Washington
Governor Jay Inslee



Roger Millar, Secretary of Transportation

November 14, 2017

Date