Washington State
Department of Transportation

2011 Supplemental Budget for 2009-11

and

2011–13 Enacted Budget

November 2011

Paula J. Hammond, P.E.
Secretary of Transportation

Cover Design
The cover, designed by Diana Lessard, shows a photo taken by Greg Phipps of the lights of a lane control sign used in the Smarter Highways System on I-5 in Seattle.

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Doug Vaughn, Director of Budget and Financial Analysis

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Washington State
Department of Transportation

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Executive Summary

Executive Summary

For the Washington State Department of Transportation (WSDOT), the focus of the enacted 2011-13 Budget and the 2011 Supplemental Budget is on preserving and operating a safe transportation system as efficiently as possible. These budgets continue delivery of projects and program commitments assumed in the 2010 legislative session, including construction projects funded as part of the 2003 and 2005 transportation revenue packages. Of the 421 projects paid for by the 2003 Transportation (Nickel) and 2005 Transportation Partnership Account (TPA) revenue, nearly 300 projects have been completed.

2011-13 Transportation Budget

The 2011-13 Transportation Budget appropriates $7.0 billion to the department for a variety of projects and activities, such as:

- Highway improvements, including Tacoma I-5 HOV, I-90/Snoqualmie Pass, SR 99/Alaskan Way Viaduct Replacement, SR 395 North Spokane Corridor, I-405 Corridor, and SR 520 Bridge Replacement ($4.1 billion).
- Preservation of state highways ($754 million).
- Ferry operations ($464 million).
- Passenger rail and freight mobility projects ($426 million).
- Maintenance and operations of state highways, including snow and ice removal and maintenance of roadways, bridges, tunnels, highway drainage systems, and rest areas. ($378 million).
- Ferry terminal and vessel projects, including executing the contract for the new 144-car vessel, delivery of the MV Kennewick (last of the three new Kwa-di Tabil class ferries), and replacing decking at the Bainbridge Island/Seattle terminal ($283 million).
- Public transportation grants and technical assistance ($111 million).

To keep the ferry system operational, passenger and vehicle fares are increased and transfers from other accounts are continued. In addition, service levels for the Amtrak Cascades inter-city passenger routes are maintained.

Transportation revenues have not kept pace with inflation. Trends in slower economic recovery, higher fuel efficiency, and the use of alternative fuels have exacerbated this issue. Each quarter transportation revenue forecasts are adjusted to reflect these trends, and the result is a long-term funding shortfall for the transportation budget. Gas tax collections show the slowest growth of all transportation revenue sources. Over the past year between the November 2010 and November 2011 forecasts, the ten-year outlook for fuel tax collections has resulted in a downward correction of about $113.5 million (a 0.09 percent decrease) over a ten-year period. Since the November 2010 forecast, the department has received approval to toll SR 520 bridge traffic. As a result, total transportation revenues are projected to be higher at the end of 2011 than in 2010. In addition, between the November 2010 and November 2011 forecasts, the ten-year outlook for all transportation revenues has resulted in higher projections of total revenue by $533 million (a two percent increase) due to new tolling revenue.

Executive Summary (continued)

In light of the state's limited resources, the enacted budget provides funding for unavoidable costs, such as fuel cost increases and implementing stormwater permits, as well as makes administrative and efficiency reductions to operating programs totaling more than $24 million. In addition to operating program reductions, the budget directs the department to reduce its technical and engineering workforce by 400 full-time equivalent (FTE) employees by the end of the 2011-13 biennium, with an eventual reduction of 800 FTEs by the end of the 2013-15 biennium.

Compensation changes were also enacted. The department's operating programs are reduced to reflect a temporary three percent reduction in most employee salaries. While represented ferry employees are exempt from the statewide temporary salary reduction, ferry employees salaries were reduced to reflect the renegotiated collective bargaining agreements entered into between the Governor and the coalition of marine employees unions. The Ferries operating budget is reduced by $20 million to reflect compensation savings for renegotiated contracts. Pension rates for all employees are lower than projected due to pension system changes, while employer costs for health benefits are unchanged from the prior biennium.

To further the efficient management of department resources, the department is directed to prepare a plan to improve the oversight of real estate procurement and management practices across all departmental programs and regions, including the Washington State Ferries program. This plan must be submitted to the Governor and the Joint Transportation Committee by September 1, 2012.

Long-Term Planning

A balanced, efficient, and reliable transportation system is critical to our state's economy, environment, and quality of life. Aging assets, population growth, rising fuel costs, and declining revenues require strategic planning to meet these challenges and remain competitive in a global economy for years to come. As such, Governor Gregoire formed the Connecting Washington Task Force comprised of individuals with a wide range of expertise and perspectives and charged it with developing a ten-year sustainable investment and funding strategy.

Executive Summary (continued)

The 2011-13 Budget produced a net $1.5 billion increase in appropriations and a decrease of 419.7 Full Time Equivalent staff (FTEs) as shown in the following table.

2011-13 Budget Compared to 2009-11
in Millions of Dollars

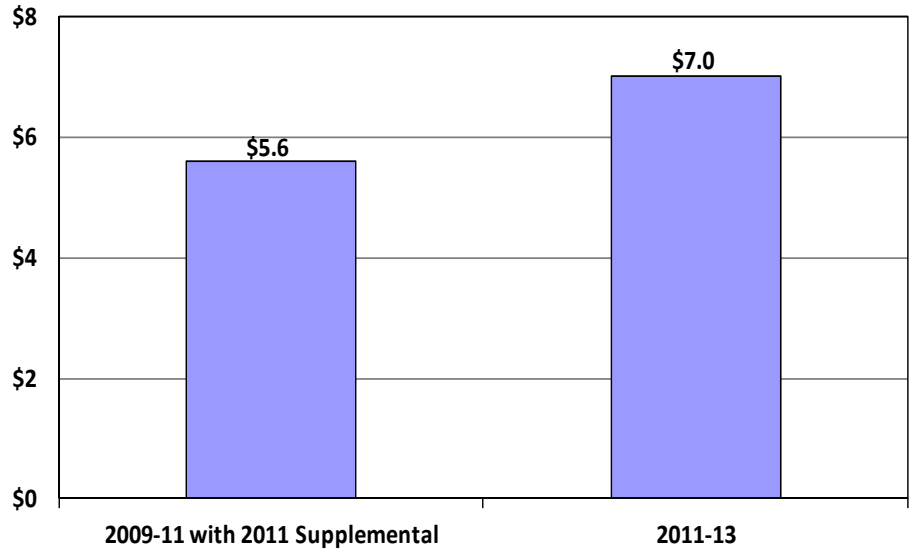
		2009-11		2011-13				Change		
Pgm Code	Program Title	2011 Supplemental with Omnibus Budget Items	FTEs	Enacted ESHB 1175	Salary and Pension Allocations from Omnibus Operating Budget	Total	FTEs	$	%	FTEs
	Operating Budget									
B	Toll Operations & Maintenance	33.103	21.0	57.191	(0.119)	57.072	39.2	23.969	72.4%	18.2
C	Office of Information Technology	73.232	234.3	72.390	(1.810)	70.580	226.8	(2.652)	-3.6%	(7.5)
D	Facilities--Operating	24.723	81.6	25.851	(0.431)	25.420	81.1	0.697	2.8%	(0.5)
F	Aviation	7.921	10.6	8.216	(0.070)	8.146	10.6	0.225	2.8%	-
H	Pgm. Delivery, Management, & Support	48.631	238.7	48.168	(1.725)	46.443	240.6	(2.188)	-4.5%	1.9
K	Public/Private Partnerships	0.735	2.0	0.732	(0.021)	0.711	2.0	(0.024)	-3.3%	-
M	Highway Maintenance and Operations	366.421	1,474.1	386.827	(8.392)	378.435	1,512.0	12.014	3.3%	37.9
Q	Traffic Operations--Operating	52.199	250.1	52.343	(1.569)	50.774	236.1	(1.425)	-2.7%	(14.0)
S	Transportation Management & Support	29.431	184.4	29.433	(1.122)	28.311	178.4	(1.120)	-3.8%	(6.0)
T	Transp. Planning, Data, & Research	52.059	190.6	49.600	(1.374)	48.226	188.2	(3.833)	-7.4%	(2.4)
U	Charges from Other Agencies	88.292	-	88.929	-	88.929		0.637	0.7%	-
V	Public Transportation	125.506	30.5	111.709	(0.243)	111.466	22.7	(14.040)	-11.2%	(7.8)
X	Ferries--Operating	448.562	1,655.4	467.773	(4.167)	463.606	1,668.2	15.044	3.4%	12.8
Y	Rail--Operating	37.381	10.1	29.988	(0.076)	29.912	10.1	(7.469)	-20.0%	-
Z	Local Programs--Operating	11.206	43.7	11.420	(0.358)	11.062	43.7	(0.144)	-1.3%	-
	Total Operating	**1,399.402**	**4,427.1**	**1,440.570**	**(21.477)**	**1,419.093**	**4,459.7**	**19.691**	1.4%	**32.6**
	Non-appropriated Funds									
E	Transportation Equipment Fund	126.041	209.3	136.852	(0.365)	136.487	209.3	10.446	8.3%	-
S	Transportation Management & Support	0.175	-	0.175		0.175		-	-	-
	Operating with Non-appropriated	**1,525.618**	**4,636.4**	**1,577.597**	**(21.842)**	**1,555.755**	**4,669.0**	**30.137**	**2.0%**	**32.6**
	Capital Budget									
D	Facilities--Capital	4.623	7.0	5.433		5.433	7.3	0.810	17.5%	0.3
I	Highway Improvements	2,859.462	1,604.5	4,034.328		4,034.328	1,605.0	1,174.866	41.1%	0.5
P	Highway Preservation *	720.742	1,152.8	753.714		753.714	720.0	32.972	4.6%	(432.8)
Q	Traffic Operations--Capital	18.433	20.6	12.039		12.039	10.3	(6.394)	-34.7%	(10.3)
W	Ferries--Capital	308.227	162.6	283.341		283.341	149.1	(24.886)	-8.1%	(13.5)
Y	Rail--Capital	143.218	18.5	426.444		426.444	23.0	283.226	197.8%	4.5
Z	Local Programs--Capital	95.264	-	94.169		94.169	-	(1.095)	-1.1%	-
	Subtotal Capital	**4,149.969**	**2,966.0**	**5,609.468**	**-**	**5,609.468**	**2,514.7**	**1,459.499**	**35.2%**	**(451.3)**
	Items from Omnibus Capital Budget									
I	Highway Improvement	5.400	-	-		-		(5.400)	-100.0%	-
T	Public Transportation	0.650	1.0	-		-		(0.650)	-100.0%	(1.0)
	Total Capital	**4,156.019**	**2,967.0**	**5,609.468**	**-**	**5,609.468**	**2,514.7**	**1,453.449**	**-164.8%**	**(452.3)**
	Total									
	Total Appropriated Funds	**5,555.421**	**7,394.1**	**7,050.038**	**(21.477)**	**7,028.561**	**6,974.4**	**1,473.140**	**-163.4%**	**(419.7)**
	Total with Non-appropriated	**5,681.637**	**7,603.4**	**7,187.065**	**(21.842)**	**7,165.223**	**7,183.7**	**1,483.586**	**-162.9%**	**(419.7)**

* The FTE total for Highway Preservation in the 2011-13 Biennial Budget does not include 270 FTEs that the department has allotted for cost recovery centers.

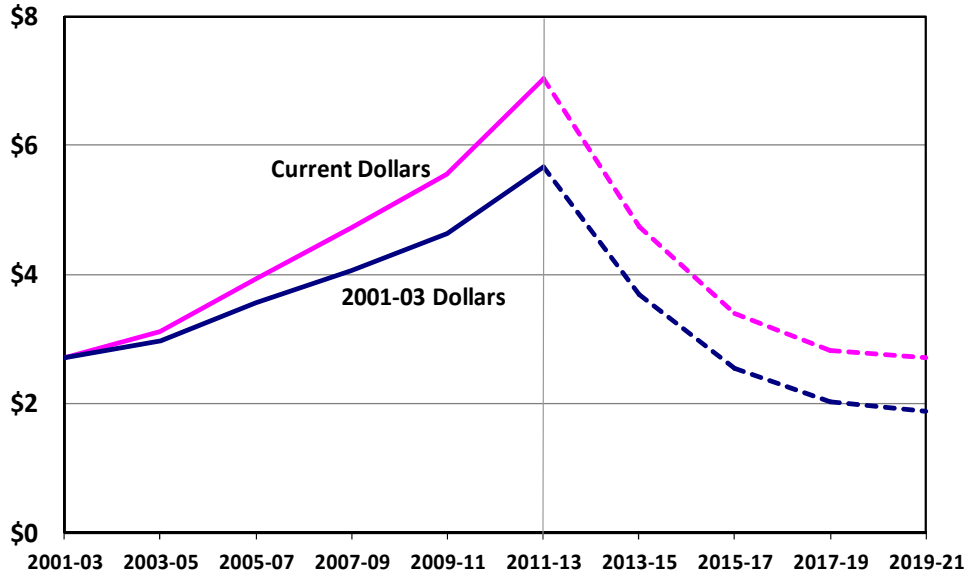
Executive Summary (continued)

The first chart compares the total 2009-11 and 2011-13 biennium appropriations. The second chart provides actual expenditures through the 2009-11 biennium, as well as projected expenditures beginning with the 2011-13 biennium.

Total Budget-Appropriated Funds
2009-11 vs. 2011-13
in Billions of Dollars



Expenditure Trends-All Programs
Appropriated Funds
in Billions of Dollars



Operating Programs

Operating Programs Budget Overview

2011 Supplemental Budget

The 2011 Supplemental Operating Budget results in a net decrease of $17.4 million in appropriated funds and an increase of 8.0 FTEs. The following table details these changes by program.

2009-11 Operating Budget
2011 Supplemental Compared to 2010 Supplemental
in Millions of Dollars

		2010		2011					Change		
Pgm Code	Program Title	2010 Supplemental and Omnibus Budget Items	FTEs	Enacted 2011 Supplemental ESHB 1175	2010 Health Benefit Allocation	2010 Omnibus Budget Items	2011 Supplemental with Omnibus Budget Items	FTEs	$	%	FTEs
B	Toll Operations & Maintenance	60.117	21.0	33.086	0.017		33.103	21.0	(27.014)	-44.9%	-
C	Office of Information Technology	74.836	234.3	73.000	0.232		73.232	234.3	(1.604)	-2.1%	-
D	Facilities--Operating	25.376	81.6	24.639	0.084		24.723	81.6	(0.653)	-2.6%	-
F	Aviation	8.120	10.6	7.911	0.010		7.921	10.6	(0.199)	-2.5%	-
H	Pgm. Delivery, Management, & Support	50.318	238.7	45.969	0.237	2.425	48.631	238.7	(1.687)	-3.4%	-
K	Public/Private Partnerships	0.875	2.0	0.733	0.002		0.735	2.0	(0.140)	-16.0%	-
M	Highway Maintenance and Operations	362.088	1,474.1	364.775	1.646		366.421	1,474.1	4.333	1.2%	-
Q	Traffic Operations--Operating	53.563	250.1	51.941	0.258		52.199	250.1	(1.364)	-2.5%	-
S	Transportation Management & Support	29.931	184.4	29.233	0.198		29.431	184.4	(0.500)	-1.7%	-
T	Transp. Planning, Data, & Research	52.630	190.6	51.862	0.197		52.059	190.6	(0.571)	-1.1%	-
U	Charges from Other Agencies	88.292	-	88.292	-		88.292	-	-	0.0%	-
V	Public Transportation	134.568	30.5	125.477	0.029		125.506	30.5	(9.062)	-6.7%	-
X	Ferries--Operating	427.523	1,647.4	446.961	1.601		448.562	1,655.4	21.039	4.9%	8.0
Y	Rail--Operating	37.381	10.1	37.371	0.010		37.381	10.1	-	0.0%	-
Z	Local Programs--Operating	11.209	43.7	11.163	0.043		11.206	43.7	(0.003)	0.0%	-
	Subtotal	**1,416.827**	**4,419.1**	**1,392.413**	**4.564**	**2.425**	**1,399.402**	**4,427.1**	**(17.425)**	**-1.2%**	**8.0**
	Non-appropriated Funds										
E	Transportation Equipment Fund	124.788	209.3	125.836	0.205		126.041	209.3	1.253	1.0%	-
S	Transportation Management & Support	0.175	-	0.175			0.175	-	-	0.0%	-
	Total with Non-appropriated	**1,541.790**	**4,628.4**	**1,518.424**	**4.769**	**2.425**	**1,525.618**	**4,636.4**	**(16.172)**	**-1.0%**	**8.0**

Operating Programs Budget Overview (continued)

2011-13 Biennium Budget

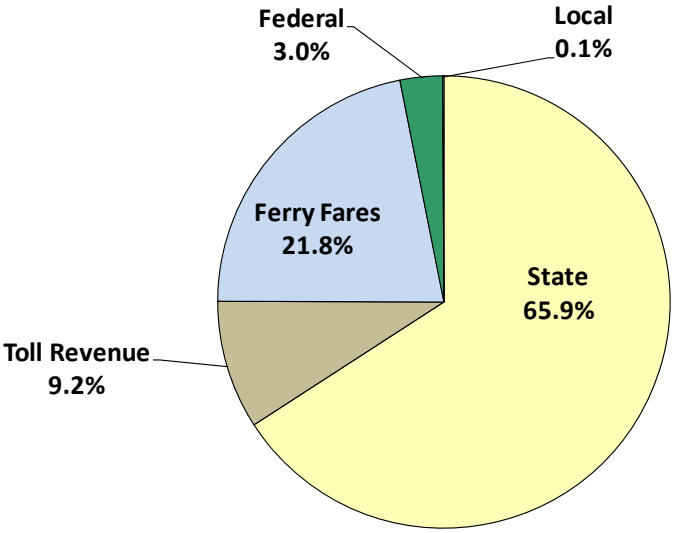
The 2011-13 Operating Budget increased appropriations and staffing for the Washington State Department of Transportation (WSDOT) by $19.7 million and 32.6 FTEs. The following table displays those increases.

2011-13 Operating Budget
Compared to
2009-11 with 2011 Supplemental
in Millions of Dollars

		2009-11		2011-13				Change		
Pgm Code	Program Title	2011 Supplemental with Omnibus Budget Items	FTEs	Enacted ESHB 1175	Sum of Salary and Pension Allocations From Omnibus Operating Budget	Total with Allocations	FTE	$	%	FTEs
B	Toll Operations & Maintenance	33.103	21.0	57.191	(0.119)	57.072	39.2	23.969	72.4%	18.2
C	Office of Information Technology	73.232	234.3	72.390	(1.810)	70.580	226.8	(2.652)	-3.6%	(7.5)
D	Facilities--Operating	24.723	81.6	25.851	(0.431)	25.420	81.1	0.697	2.8%	(0.5)
F	Aviation	7.921	10.6	8.216	(0.070)	8.146	10.6	0.225	2.8%	-
H	Pgm. Delivery, Management, & Support	48.631	238.7	48.168	(1.725)	46.443	240.6	(2.188)	-4.5%	1.9
K	Public/Private Partnerships	0.735	2.0	0.732	(0.021)	0.711	2.0	(0.024)	-3.3%	-
M	Highway Maintenance and Operations	366.421	1,474.1	386.827	(8.392)	378.435	1,512.0	12.014	3.3%	37.9
Q	Traffic Operations--Operating	52.199	250.1	52.343	(1.569)	50.774	236.1	(1.425)	-2.7%	(14.0)
S	Transportation Management & Support	29.431	184.4	29.433	(1.122)	28.311	178.4	(1.120)	-3.8%	(6.0)
T	Transp. Planning, Data, & Research	52.059	190.6	49.600	(1.374)	48.226	188.2	(3.833)	-7.4%	(2.4)
U	Charges from Other Agencies	88.292	-	88.929	-	88.929		0.637	0.7%	-
V	Public Transportation	125.506	30.5	111.709	(0.243)	111.466	22.7	(14.040)	-11.2%	(7.8)
X	Ferries--Operating	448.562	1,655.4	467.773	(4.167)	463.606	1,668.2	15.044	3.4%	12.8
Y	Rail--Operating	37.381	10.1	29.988	(0.076)	29.912	10.1	(7.469)	-20.0%	-
Z	Local Programs--Operating	11.206	43.7	11.420	(0.358)	11.062	43.7	(0.144)	-1.3%	-
	Total Operating	**1,399.402**	**4,427.1**	**1,440.570**	**(21.477)**	**1,419.093**	**4,459.7**	**19.691**	**1.4%**	**32.6**
	Non-appropriated Funds									
E	Transportation Equipment Fund	126.041	209.3	136.852	(0.365)	136.487	209.3	10.446	8.3%	-
S	Transportation Management & Support	0.175	-	0.175		0.175		-		-
	Total with Non-appropriated	**1,525.618**	**4,636.4**	**1,577.597**	**(21.842)**	**1,555.755**	**4,669.0**	**30.137**	**2.0%**	**32.6**

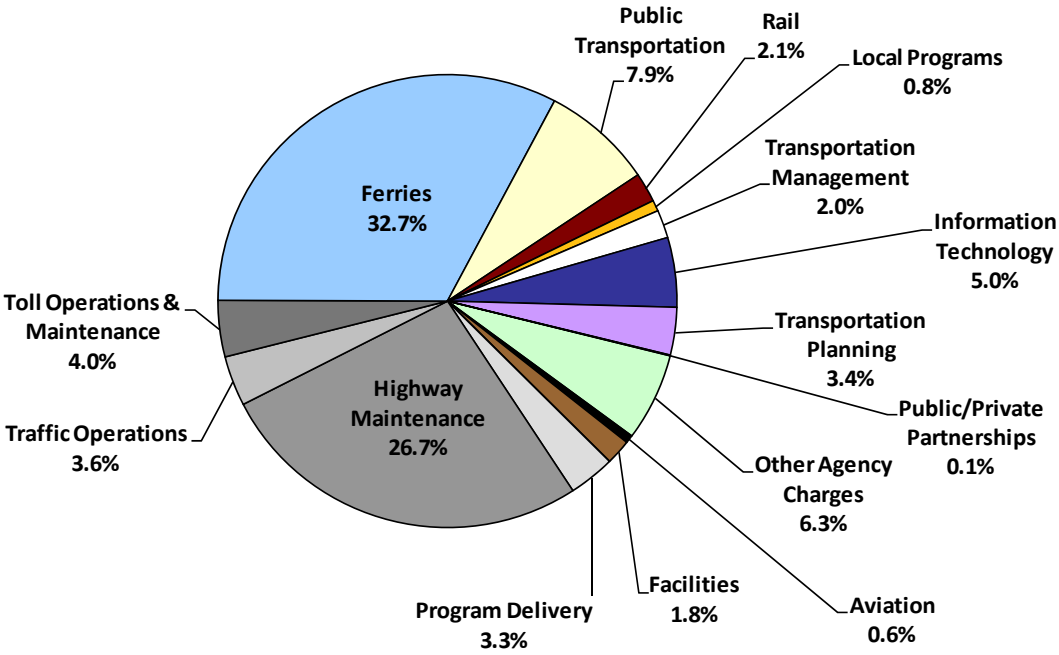
Operating Programs Budget Overview (continued)

2011-13 Operating Budget - Sources



2011-13 Operating Budget - Uses

(Percentages do not equal to 100% due to rounding)



Program B, Toll Operations and Maintenance

Program Description

The Toll Operations and Maintenance program is responsible for current and future statewide toll collection operations, including toll account management, customer service, and toll payment enforcement. The Toll Operations and Maintenance program (1) manages the quality and efficiency of toll operations and maintenance for state transportation facilities financed through direct user fees or tolls; (2) coordinates statewide tolling operations, which currently include the Tacoma Narrows Bridge (TNB), State Route (SR) 167 High Occupancy Toll (HOT) Lanes, and SR 520 bridge; (3) forecasts and analyzes traffic patterns, revenue, operations, and maintenance costs; (4) makes recommendations on toll schedule adjustments to the toll setting authority; and (5) administers the facility maintenance and preservation of the TNB.

2011 Supplemental Budget

When the 2011 Supplemental Budget was enacted, the start date for tolling on SR 520 was projected to be the spring/summer of 2011. Because of the revised start date, tolling operations funding was reduced by $27.3 million. In the event that tolling on SR 520 is delayed into the 2011-13 biennium and expenditures exceed available revenue, Motor Vehicle Account-State (MVA-State) funds were provided to cover 2009-11 biennium costs. Repayment from the SR 520 Corridor Account for any amount expended from the MVA-State appropriation is assumed in the 2011-13 biennium.

In addition, the 2011 Supplemental Budget includes reductions for variances from the spending plan and an increase for Transportation Equipment Fund (TEF) equipment rental rates due to fuel cost increases based on the March 2011 Fuel Price Forecast and changes in the mix of equipment.

The following table shows the detail for the 2011 Supplemental Budget for Program B.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**60.100**	**21.0**
Health Benefit Allocation*	0.017	
2010 Supplemental Budget with Health Benefit Allocation	**60.117**	**21.0**
Adjustments		
Reductions for Unused Allotments	(0.065)	
Reduction for SR 167 High Occupancy Toll Lanes	(0.125)	
Adjust TEF Rental Rates	0.005	
520 Tolling Operations	(27.264)	
SR 520 Civil Penalties Account	(2.000)	
520 SR 520 Reserve	2.435	
Sum of Adjustments	(27.014)	-
Total with 2010 Health Benefit Allocation*	**33.103**	**21.0**
Percent Change	-44.9%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

Program B, Toll Operations and Maintenance (continued)

2011-13 Biennium Budget

The 2011-13 budget for the Toll Operations and Maintenance program is built from a zero base budget with funding added for each component of the program: the TNB; SR 520; SR 167 HOT lanes; toll operations program support; toll facility vendor contracts; and the civil penalty process. Significant increases above 2009-11 budgeted levels reflect the addition of SR 520 toll facility operations in the 2011-13 biennium. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

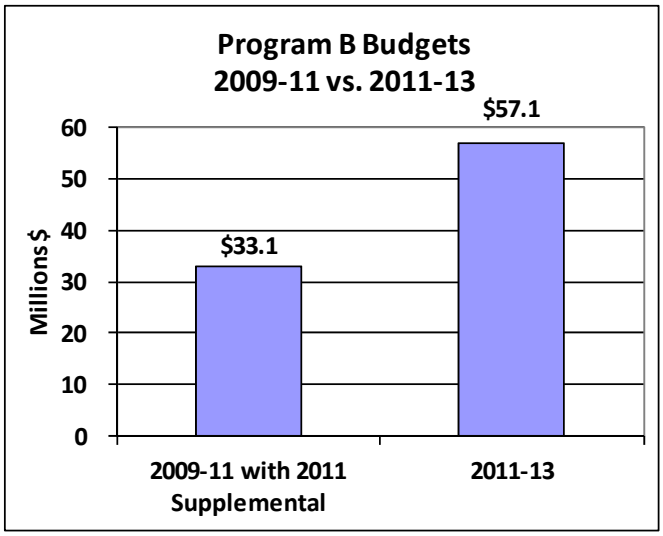
Funding was provided for vendor contracts, including Electronic Transaction Consultants Corporation (ETCC), which provides a statewide tolling customer service back office. The ETCC contracts include multiple customer services centers, phone support, toll processing, and other tolling account set-up and ongoing activities. Cost allocation between tolled facilities (TNB, SR 520 Bridge, and SR 167 HOT Lanes) will be based on the number of transactions associated with each facility and will vary based on actual facility use. These costs will be re-evaluated during the 2011-13 biennium. Funding for HOT lane contracts assume the pilot project runs through the 2011-13 biennium. The TNB vendor savings of $4.5 million is a result of efficiencies achieved by the new contract, which replaces the old vendor contract for the bridge.

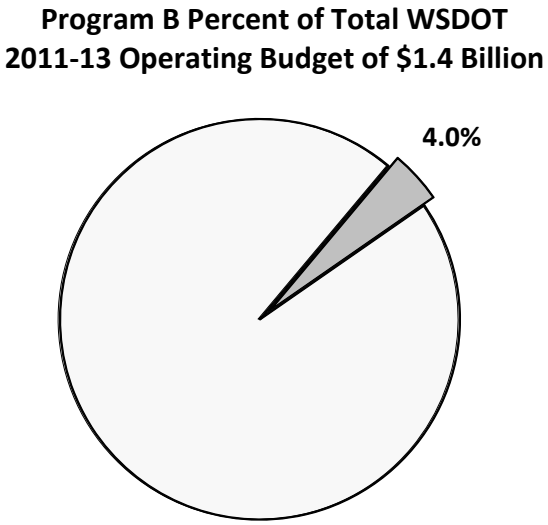
The next table provides the detail for the 2011-13 Budget for Program B.

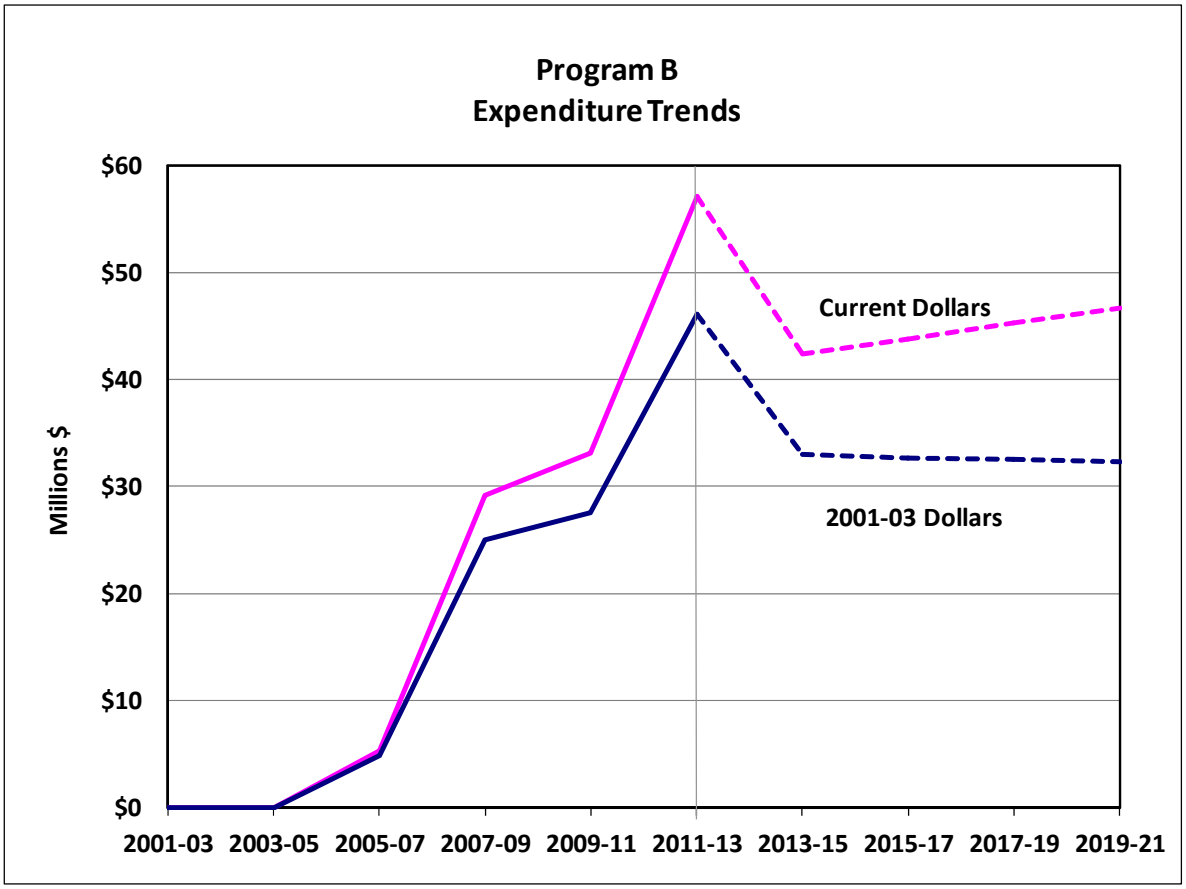
2011-13 Budget Detail	**Millions $**	**FTE**
Carry Forward Level	**29.874**	**16.2**
Adjustments		
Pension Rate Change	0.088	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	0.003	
Zero Base tolling program	(29.960)	(16.2)
Civil Penalty Process Contracts	3.726	
Civil Penalty Process (Non-vendor)	2.354	10.5
Reduce Toll Ops Consultant Support	(0.030)	
SR 520 Toll Operations (Non-Vendor)	17.786	17.4
Tacoma Narrows (Non-Vendor)	10.877	9.0
SR 167 High Occupancy Toll Pilot (Non-Vendor)	0.978	0.3
Tolling Operations Program Support	0.580	2.0
Toll Facility Vendor Contracts	25.409	
Tacoma Narrows Bridge Vendor Savings	(4.494)	
Sum of Adjustments	27.317	23.0
Subtotal	**57.191**	**39.2**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.076)	
Pension--Suspend Plan 1 COLA	(0.043)	
Sum of Allocations	(0.119)	-
Total Budget	**57.072**	**39.2**
Percent Change from 2011 Supplemental Budget	72.4%	86.7%

Program B, Toll Operations and Maintenance (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program C, Information Technology

Program Description

The Office of Information Technology (OIT) provides information technology (IT) services to department staff and programs, coordinates the acquisition and operation of central data processing equipment, microprocessor hardware, software and related support equipment used by staff; and provides technical IT support. OIT is also responsible for developing and maintaining information systems supporting department business operations and program delivery.

2011 Supplemental Budget

Funding is reduced for (1) variances from the spending plan; (2) TEF equipment rental due changes in the mix of equipment; and (3) the Project Management System that was completed on time and under budget.

The table below shows the detail for the 2011 Supplemental Budget for Program C.

2011 Supplelmental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**74.604**	**234.3**
Health Benefit Allocation*	0.232	
2010 Supplemental Budget with Health Benefit Allocation	**74.836**	**234.3**
Adjustments		
Reductions for Unused Allotments	(1.100)	
Adjust TEF Rental Rates	(0.004)	
Project Management System	(0.500)	
Sum of Adjustments	(1.604)	-
Total with 2010 Health Benefit Allocation*	**73.232**	**234.3**
Percent Change	-2.1%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

Funding is increased for software licenses and maintenance agreements, continued implementation of the statewide stormwater management responsibilities, budget systems support, and lease payments for Certificate of Participation (COP) for the creation of a new timekeeping system. Funding is reduced for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment, as well as for overall IT support. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

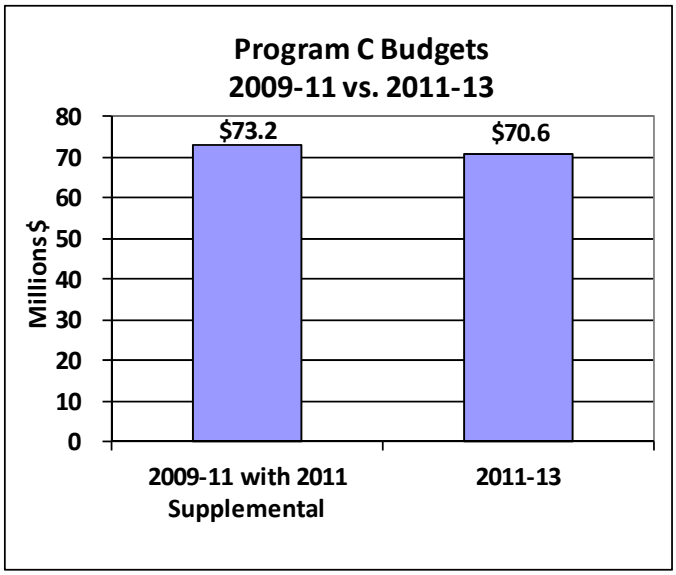
Program C, Information Technology (continued)

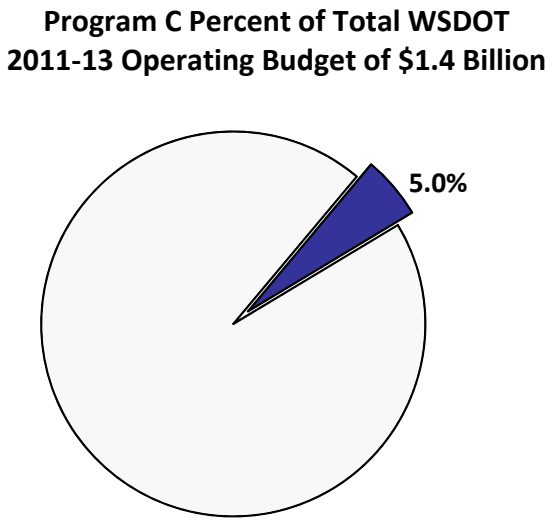
Program C 2011-13 budget detail:

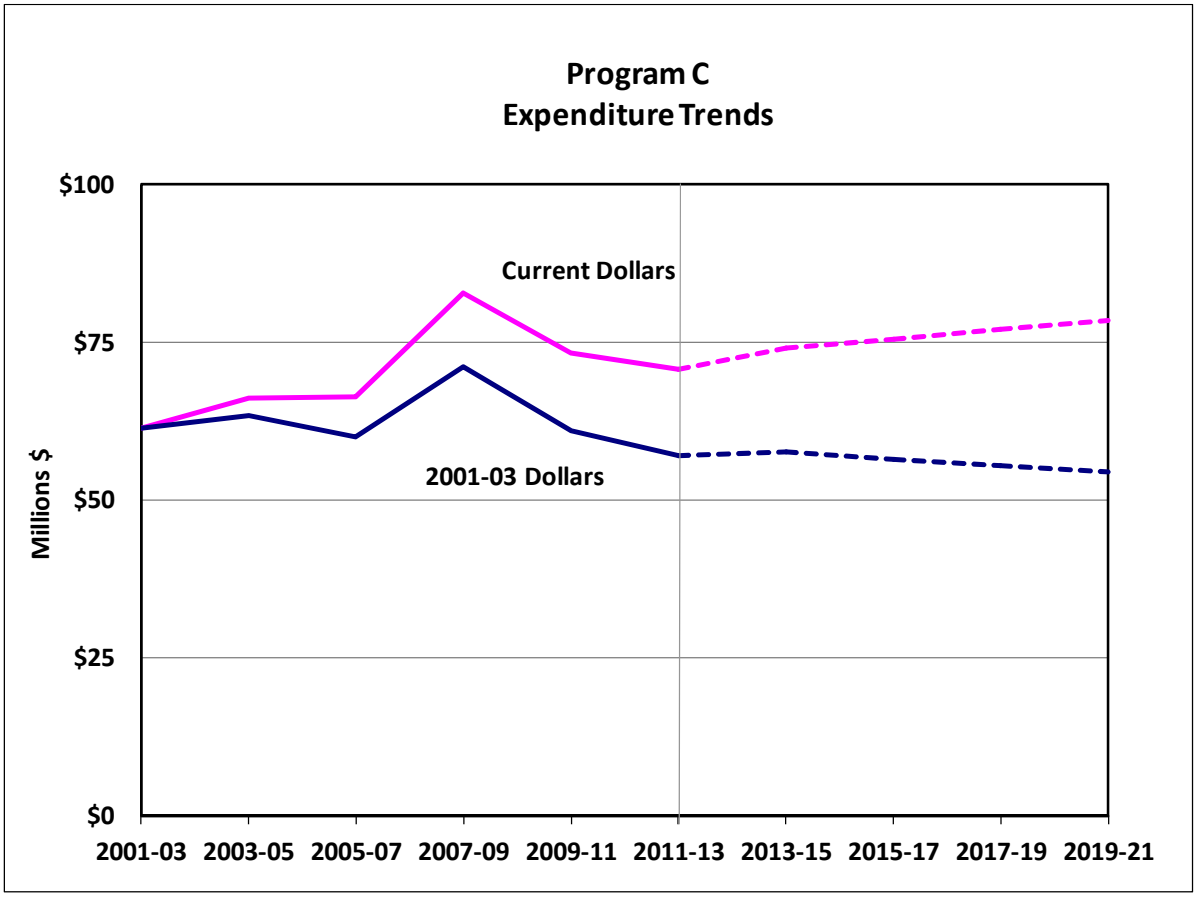
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**71.569**	**234.3**
Adjustments		
Pension Rate Change	1.305	
Software License & Maint Agreements	0.643	
Adjust TEF Rental Rates	(0.006)	
Continue Stormwater Permit Compliance	0.210	0.5
Budget Systems Support	0.502	
Reduce Info Technology Support	(3.500)	(8.0)
COP Debt Service - Timekeeping System	1.667	
Sum of Adjustments	0.821	(7.5)
Subtotal	**72.390**	**226.8**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(1.162)	
Pension--Suspend Plan 1 COLA	(0.652)	
Pension--Average Final Compensation Adj.	0.007	
Pension--Retire/Rehire	(0.003)	
Sum of Allocations	(1.810)	-
Total Budget	**70.580**	**226.8**
Percent Change from 2011 Supplemental Budget	-3.6%	-3.2%

Program C, Information Technology (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program D, Facilities—Operating

Program Description

The Facilities—Operating program operates and maintains 946 department-owned buildings and structures at 296 separate locations around the state. Facilities and structures include region headquarters facilities, maintenance shops, project engineering offices, laboratories, materials storage and communication sites, pits, quarries, and stockpile storage areas.

2011 Supplemental Budget

Funding is reduced to reflect variances from the spending plan and for TEF equipment rental due to changes in fuel costs and the mix of equipment.

This table shows the program's 2011 Supplemental Budget detail.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**25.292**	**81.6**
Health Benefit Allocation*	0.084	
2010 Supplemental Budget with Health Benefit Allocation	**25.376**	**81.6**
Adjustments		
Reductions for Unused Allotments	(0.650)	
Adjust TEF Rental Rates	(0.003)	
Sum of Adjustments	(0.653)	-
Total with 2010 Health Benefit Allocation*	**24.723**	**81.6**
Percent Change	-2.6%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

Funding is increased for the following:

- Utility rate increases.
- Local government assessments for stormwater treatment, fire protection, and weed control.
- TEF equipment rental rates due to fuel cost increases based on the March 2011 Fuel Price Forecast and changes in the mix of equipment.
- Wireless radio facility leases.
- Implementation of statewide stormwater management activities.

Funding is reduced for preventative maintenance of facilities. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

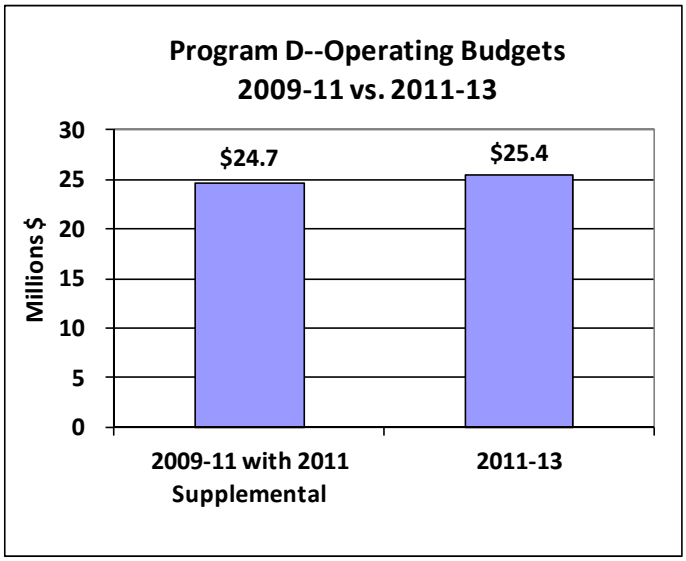
Program D, Facilities—Operating (continued)

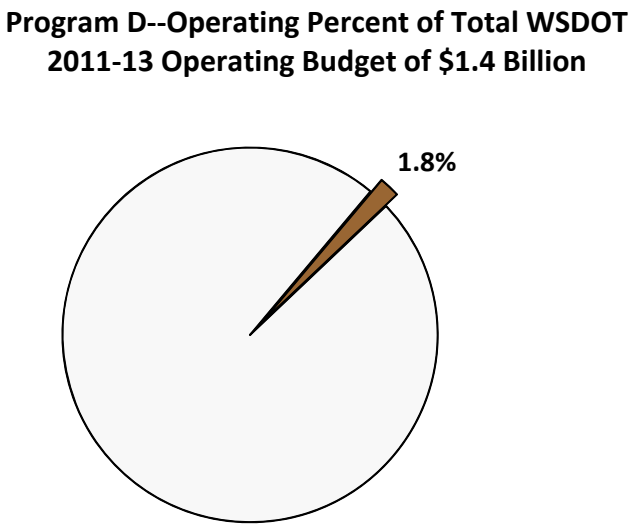
The next table provides the detail for the 2011-13 Budget for Program D.

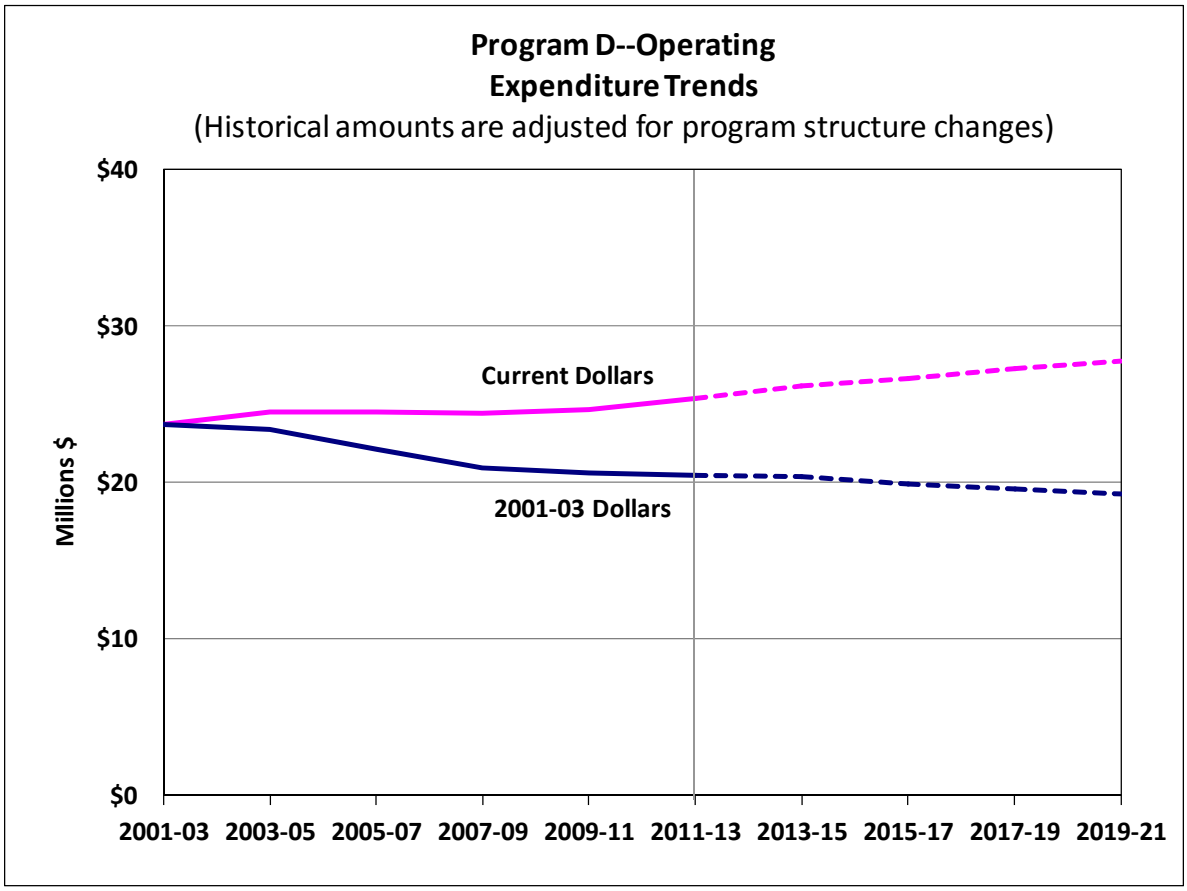
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**25.597**	**81.6**
Adjustments		
Utility Rate Adjustment	0.038	
Pension Rate Change	0.319	
Local Gov Assesmnts/Wireless Leases	0.122	
Adjust TEF Rental Rates	0.090	
Wireless Leases	0.097	
Continue Stormwater Permit Compliance	0.850	4.5
Reduce Preventive Maint--Facilities	(1.263)	(5.0)
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	0.001	
Sum of Adjustments	0.254	(0.5)
Subtotal	**25.851**	**81.1**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.274)	
Pension--Suspend Plan 1 COLA	(0.159)	
Pension--Average Final Compensation Adj.	0.002	
Sum of Allocations	(0.431)	-
Total Budget	**25.420**	**81.1**
Percent Change from 2011 Supplemental Budget	2.8%	-0.6%

Program D, Facilities—Operating (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program E, Transportation Equipment Fund

Program Description

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

TEF is a non-appropriated 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 (Program M) is the biggest customer, providing 71 percent of TEF's revenues. Although TEF is a non-appropriated account, the department is required to include a proposed budget request for this program in its biennial budget requests and submit an allotment (spending plan) to the Office of Financial Management (OFM).

2011 Supplemental Budget

Projected increases in the price of fuel based on the March 2011 Fuel Price Forecast and changes in the mix of equipment used by programs results in a higher expenditure authority for TEF equipment rental activity.

This table shows the program's 2011 Supplemental Budget detail.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**124.583**	**209.3**
Health Benefit Allocation	0.205	
2010 Supplemental Budget with Health Benefit Allocation	**124.788**	**209.3**
Adjustments		
Adjust TEF Rental Rates	1.253	
Sum of Adjustments	1.253	-
Total with 2010 Health Benefit Allocation	**126.041**	**209.3**
Percent Change	1.0%	0.0%

Program E, Transportation Equipment Fund (continued)

2011-13 Biennium Budget

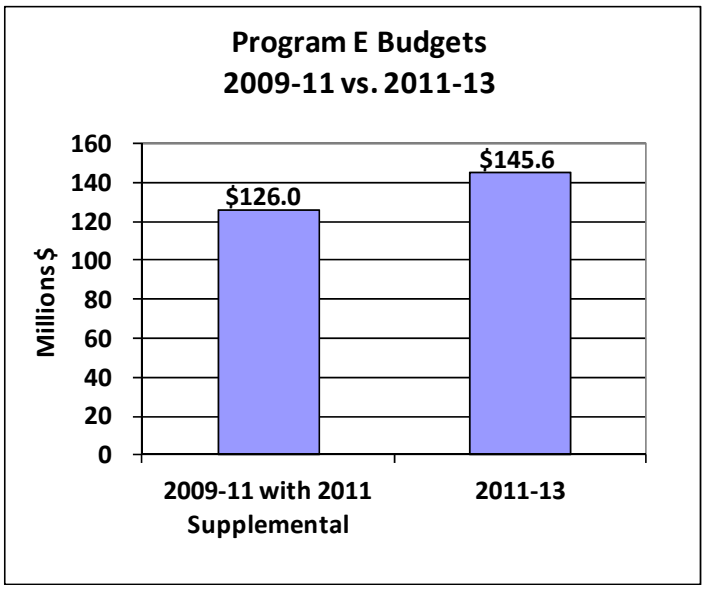
Expenditure authority is increased for TEF equipment rental rates due to fuel cost increases based on the March 2011 Fuel Price Forecast and changes in the mix of equipment used by programs; continued implementation of the statewide stormwater management responsibilities; and the purchase of equipment to reduce the highway maintenance backlog.

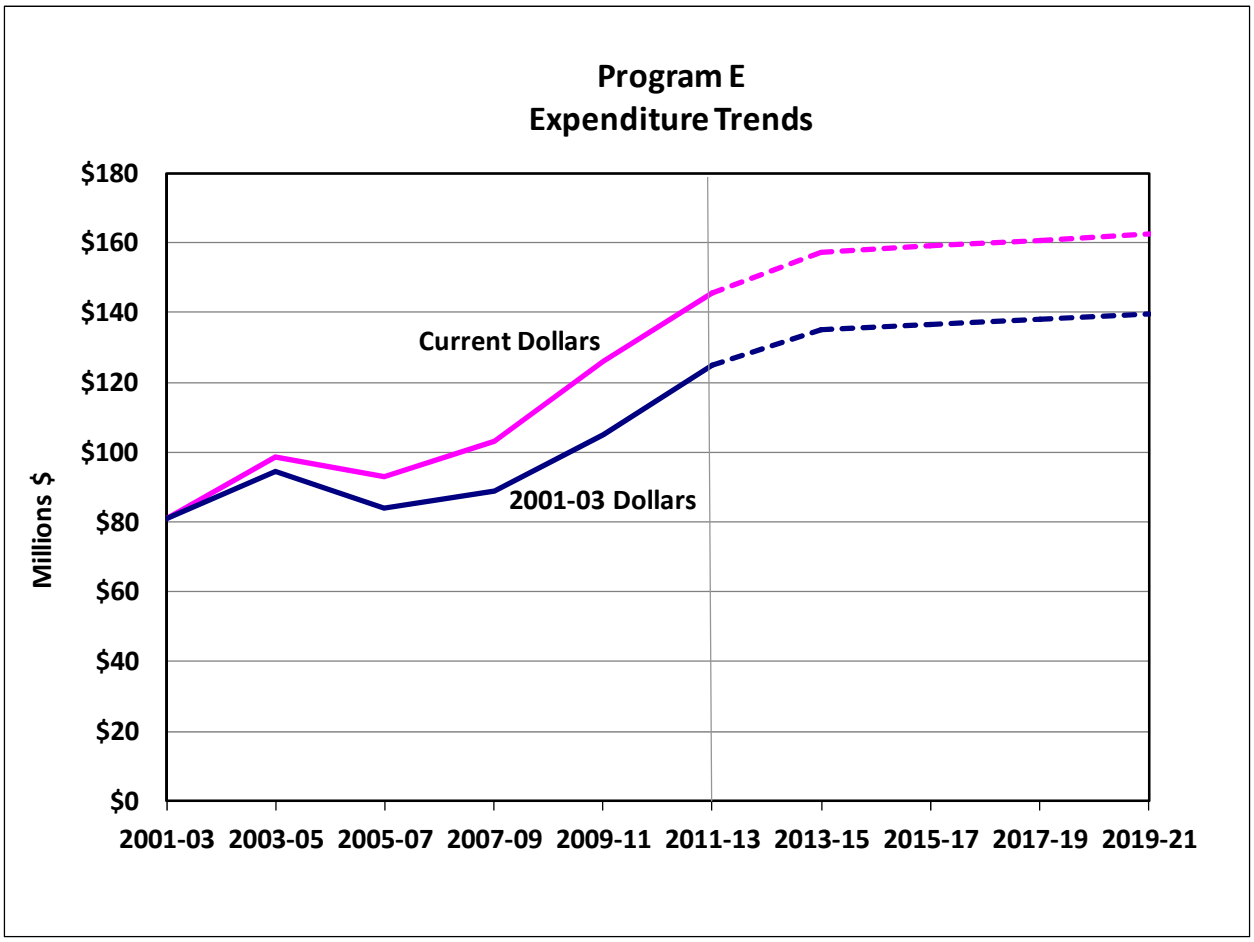
The next table provides the detail for the 2011-13 Budget for Program E.

2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**124.837**	**209.3**
Adjustments		
Adjust TEF Rental Rates	11.364	
Continue Stormwater Permit Compliance	0.278	
Maintenance Backlog	0.373	
Sum of Adjustments	12.015	-
Total	**136.852**	**209.3**
Allotment Adjustments		
3% Salary Reduction	(0.669)	
Pension	0.304	
Sum of Salary and Pension Adjustments	(0.365)	-
Subtotal	**136.487**	**209.3**
Carryforward Equipment Purchases	9.118	
Total Budget	**145.605**	**209.3**
Percent Change from 2011 Supplemental Budget	15.5%	0.0%

Program E, Transportation Equipment Fund (continued)

The following charts compare the 2009-11 and 2011-13 budgets and illustrate historical and projected expenditure trends.





Program F, Aviation

Program Description

The mission of the Aviation program is to promote the integration of aviation into the state's transportation system. Program F aims to preserve the state's system of 138 public-use airports, promote the economic value of airports, encourage infrastructure development, manage aviation emergency search and rescue operations, and maintain 17 state-operated airports. In addition, the Aviation program maintains an aircraft registry and provides grants and technical assistance to municipal airports for infrastructure improvements, planning, safety, and security.

2011 Supplemental Budget

Funding is reduced for airport aid construction projects that could not be completed in the 2009-11 biennium. These funds are re-appropriated in the 2011-13 biennium to reflect the updated project schedules. Funding is increased for TEF equipment rental rates due to fuel cost increases based on the March 2011 Fuel Price Forecast and changes in the mix of equipment.

The table below shows the detail for the 2011 Supplemental Budget for Program F.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**8.110**	**10.6**
Health Benefit Allocation*	0.010	
2010 Supplemental Budget with Health Benefit Allocation	**8.120**	**10.6**
Adjustments		
Reappropriations/Adjustments	(0.200)	
Adjust TEF Rental Rates	0.001	
Sum of Adjustments	(0.199)	-
Total with 2010 Health Benefit Allocation*	**7.921**	**10.6**
Percent Change	-2.5%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

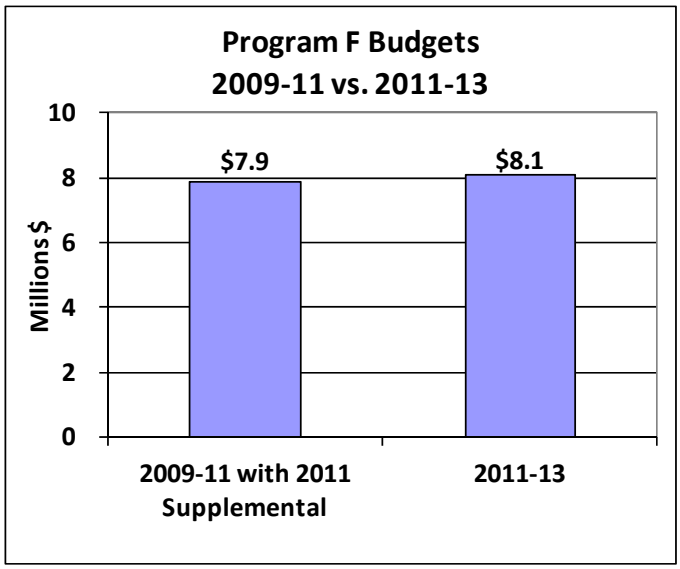
Funding is re-appropriated for airport aid construction projects from the 2009-11 biennium, which continued into the 2011-13 biennium. Funding is increased for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

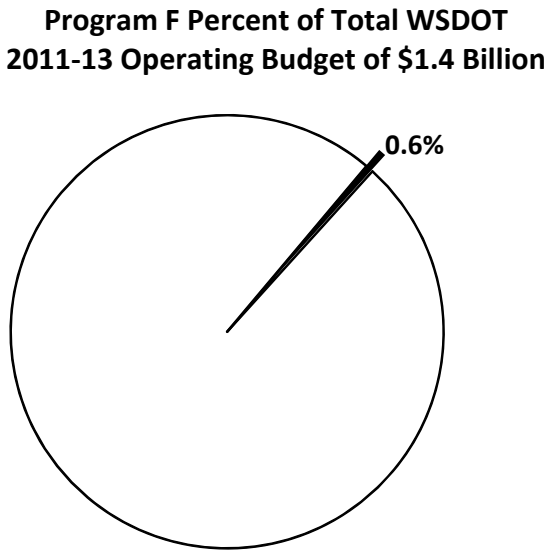
Program F, Aviation (continued)

The next table provides the detail for the 2011-13 Budget for Program F.

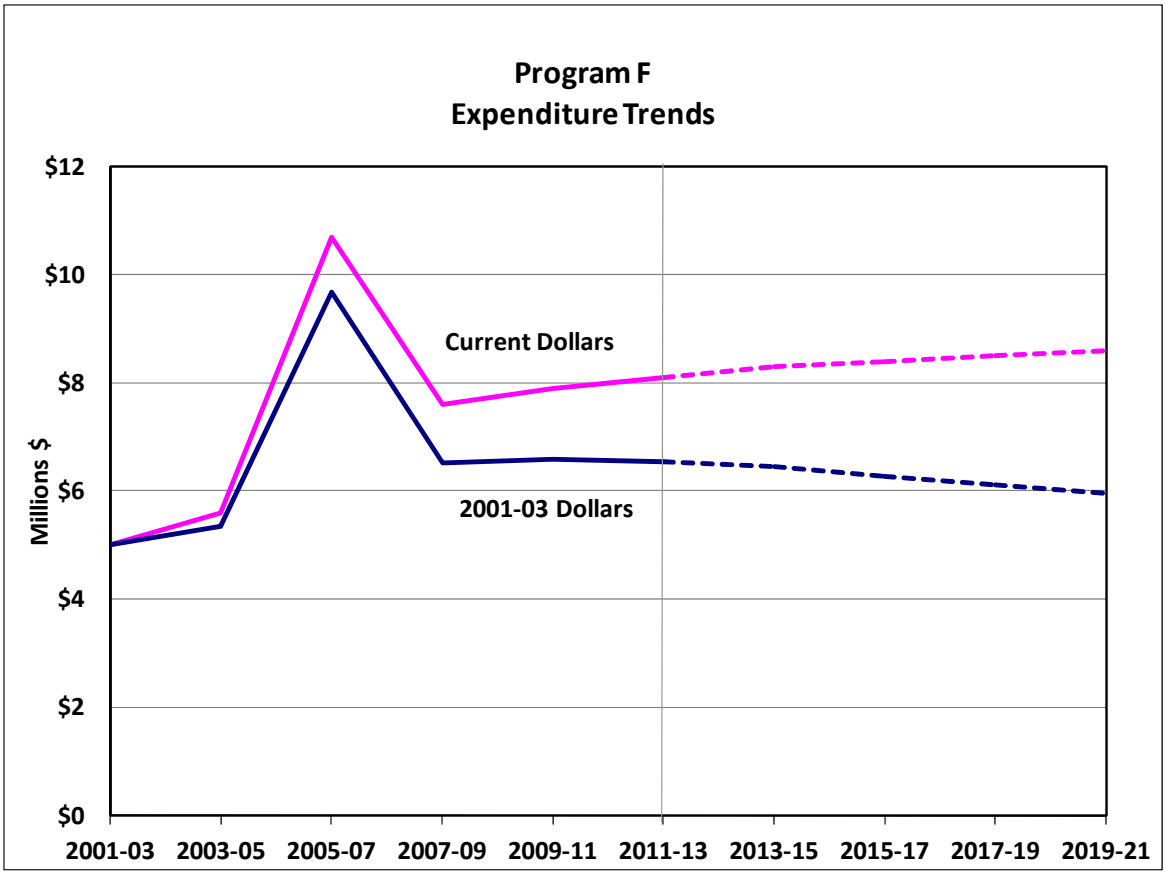
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**7.953**	**10.6**
Adjustments		
Reappropriation/Adjustments	0.200	
Pension Rate Change	0.051	
Adjust TEF Rental Rates	0.011	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	0.001	
Sum of Adjustments	0.263	-
Subtotal	**8.216**	**10.6**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.044)	
Pension--Suspend Plan 1 COLA	(0.026)	
Sum of Allocations	(0.070)	-
Total Budget	**8.146**	**10.6**
Percent Change from 2011 Supplemental Budget	2.8%	0.0%

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.





Program F, Aviation (continued)



Program H, Program Delivery, Management, and Support

Program Description

The Program Delivery, Management, and Support program provides highway construction program management and support to department headquarters and regions, including the regions' executive management and administrative services. Program H also includes the Environmental Services Office (ESO), which provides technical, policy, and regulatory support to project teams and offices. The ESO aims to minimize impacts of transportation projects to air, land, and water resources, as well as improve documentation, regulatory coordination, and compliance with regulations.

2011 Supplemental Budget

Funding is reduced to reflect variances from the spending plan and the impact to TEF equipment rental rates due to changes in the mix of equipment. Below is the program's budget detail for the 2011 Supplemental Budget.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**47.656**	**238.7**
Health Benefit Allocation*	0.237	
Omnibus Operating Budget Item	2.425	
2010 Supplemental Budget with Health Benefit Allocation	**50.318**	**238.7**
Adjustments		
Reductions for Unused Allotments	(1.676)	
Adjust TEF Rental Rates	(0.011)	
Sum of Adjustments	(1.687)	-
Total with 2010 Health Benefit Allocation*	**48.631**	**238.7**
Percent Change	-3.4%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

Funding is increased for continued statewide implementation of the department's stormwater management responsibilities. Funding is reduced to reflect:

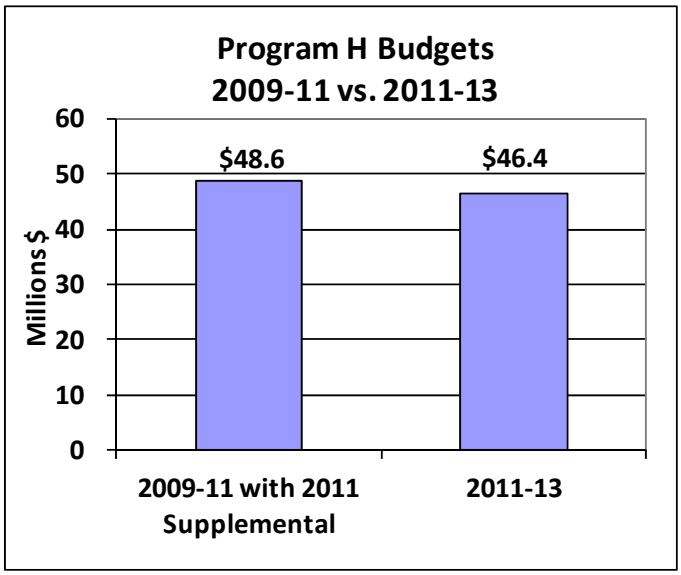
- The impact to TEF equipment rental rates due to changes in the mix of equipment.
- Elimination and alignment of positions at headquarters and in the regions.
- Reduced support for environmental compliance.
- Three percent salary reduction and pension rate changes.

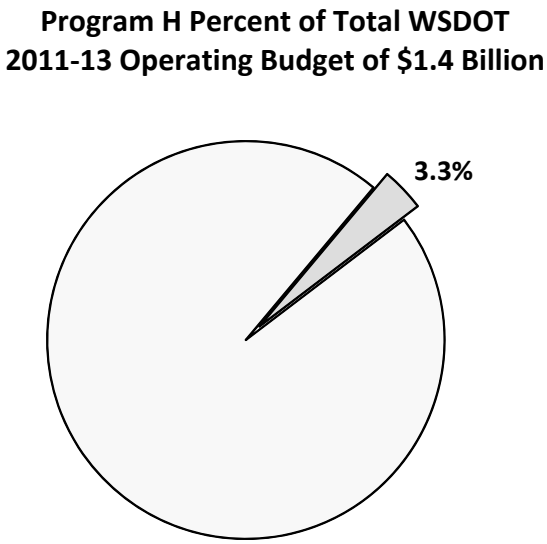
Program H, Program Delivery, Management, and Support
(continued)

The next table provides the detail for the 2011-13 Budget for Program H.

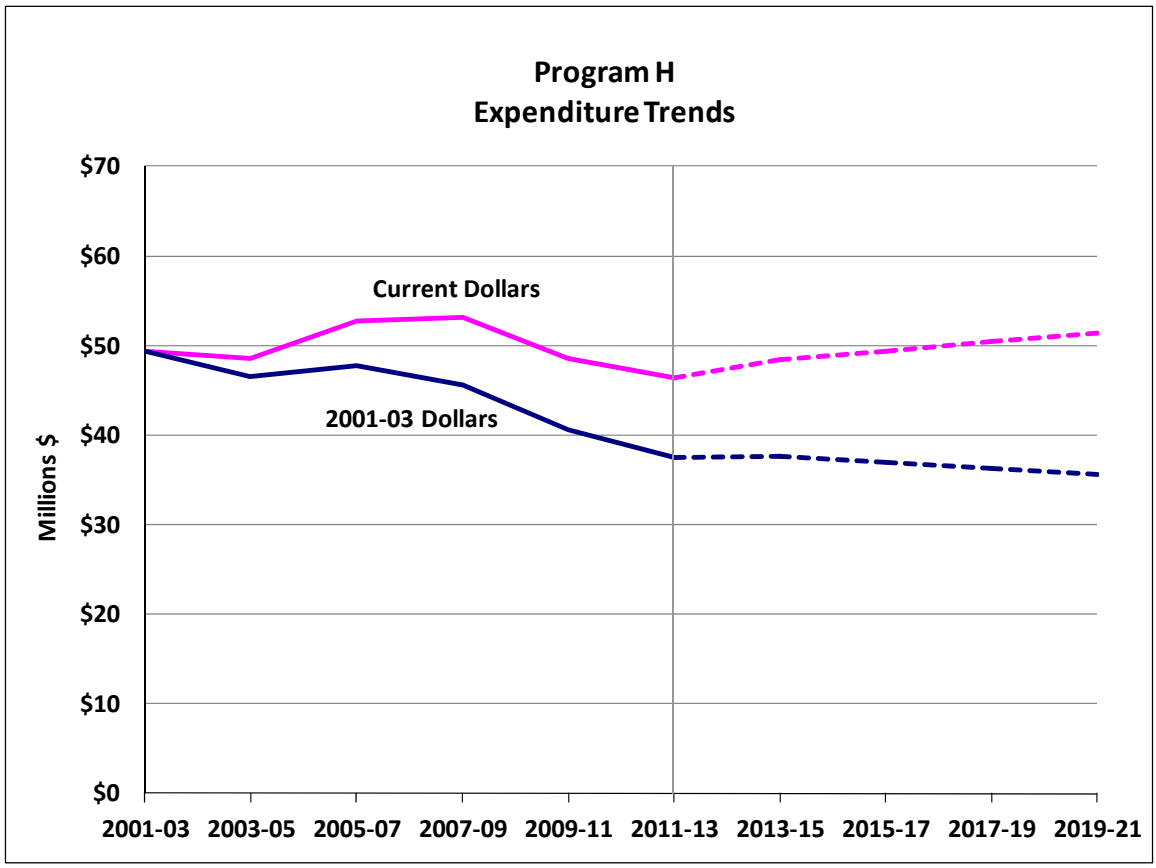
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**48.224**	**238.7**
Adjustments		
Pension Rate Change	1.251	
Adjust TEF Rental Rates	(0.057)	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	(0.004)	
Continue Stormwater Permit Compliance	3.754	13.6
Reduce Pgm Del Mgmt & Supp Funding	(5.000)	(11.7)
Sum of Adjustments	(0.056)	1.9
Subtotal	**48.168**	**240.6**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(1.102)	
Pension--Suspend Plan 1 COLA	(0.626)	
Pension--Average Final Compensation Adj.	0.006	
Pension--Retire/Rehire	(0.003)	
Sum of Allocations	(1.725)	-
Total Budget	**46.443**	**240.6**
Percent Change from 2011 Supplemental Budget	-4.5%	0.8%

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.





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



Program K, Public/Private Partnerships

Program Description

The Public/Private Partnerships program explores and cultivates opportunities to partner with commercial businesses to advance transportation projects, programs, and policies. This is accomplished by (1) analyzing and assessing new ideas and possibilities for achieving transportation goals; (2) consulting with and advising agency administrators, project engineers, and elected/appointed officials; (3) assisting businesses by providing relevant expertise or resources; and (4) participating in the development of specified projects, once the value has been demonstrated.

2011 Supplemental Budget

The 2011 Supplemental Budget reduces funding for two projects that are scheduled to be completed in the 2011-13 biennium: public-private partnerships at ferry terminals, and the pilot project to generate revenue from the department's website.

The table below shows the detail for the 2011 Supplemental Budget for Program K.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**0.873**	**2.0**
Health Benefit Allocation*	0.002	
2010 Supplemental Budget with Health Benefit Allocation	**0.875**	**2.0**
Adjustments		
Reapprop for Anacortes Terminal	(0.110)	
Reapprop for Website Pilot Project	(0.030)	
Sum of Adjustments	(0.140)	-
Total with 2010 Health Benefit Allocation*	**0.735**	**2.0**
Percent Change	-16.0%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

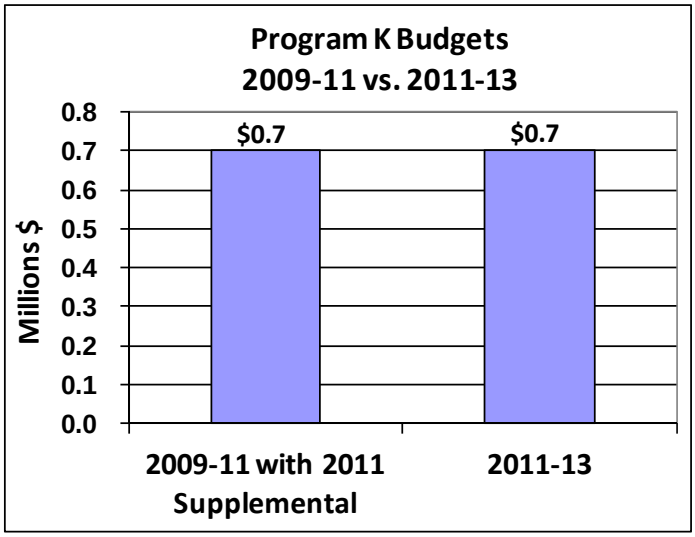
Funding is re-appropriated for two projects: public private partnerships at ferry terminals, and the pilot project to generate revenue from the agency's website. New funding is provided for legal analysis to develop model legislation regarding tolled and non-tolled projects, with a report to be submitted to the OFM, the Joint Transportation Committee, and the Transportation Commission. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

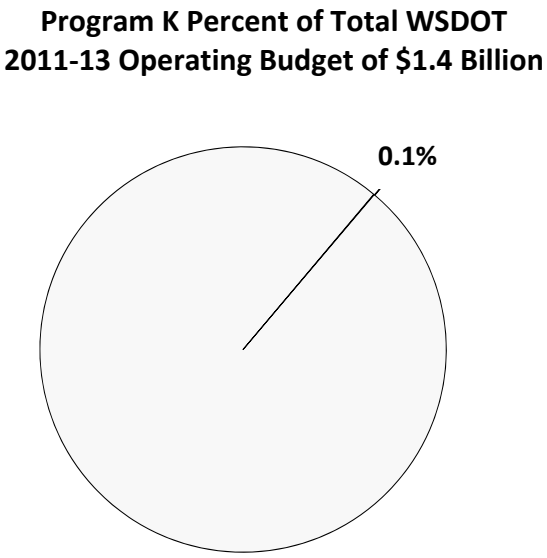
Program K, Public/Private Partnerships (continued)

The next table provides the detail for the 2011-13 Budget for Program K.

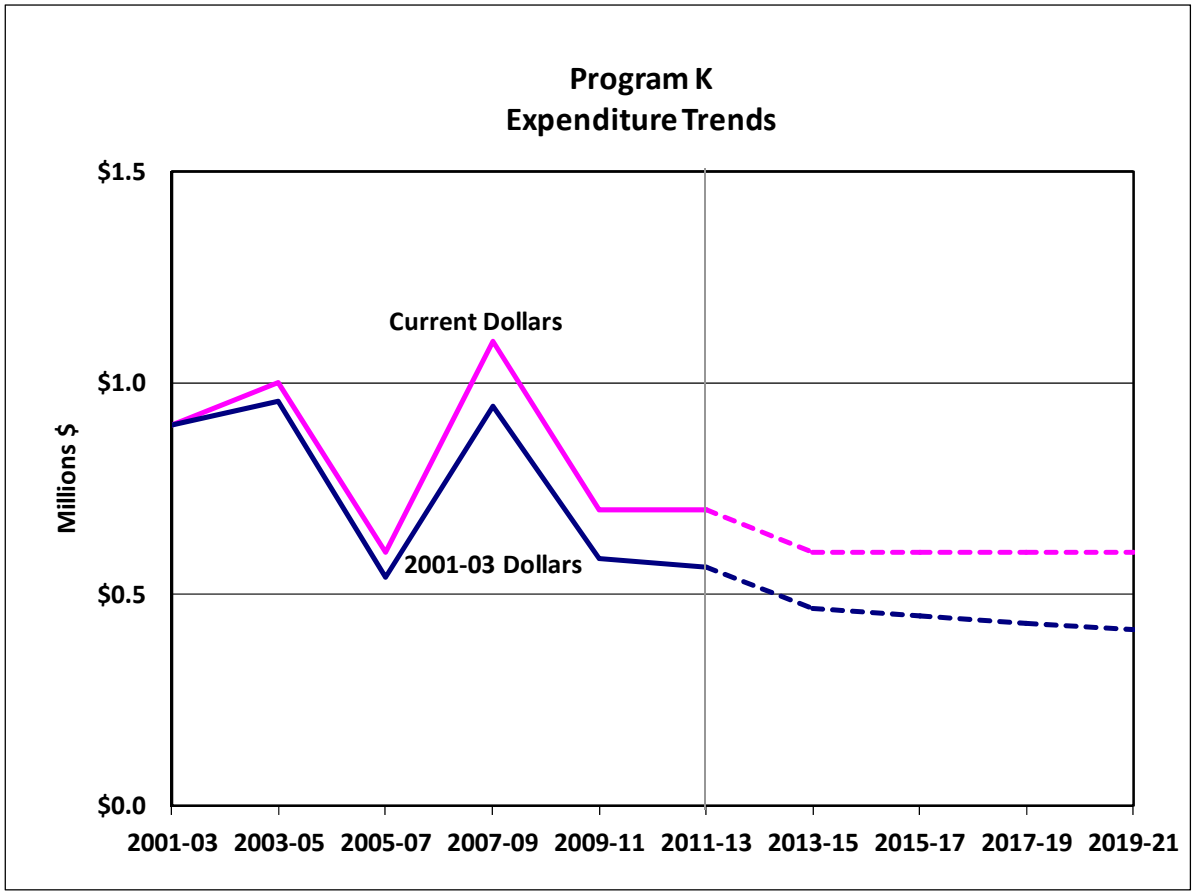
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**0.557**	**2.0**
Adjustments		
Reapprop for Anacortes Terminal	0.110	
Reapprop for Website Pilot Project	0.030	
Pension Rate Change	0.015	
Legal Analysis	0.020	
Sum of Adjustments	0.175	-
Subtotal	**0.732**	**2.0**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.014)	
Pension--Suspend Plan 1 COLA	(0.007)	
Sum of Allocations	(0.021)	-
Total Budget	**0.711**	**2.0**
Percent Change from 2011 Supplemental Budget	-3.3%	0.0%

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.





Program K, Public/Private Partnerships (continued)



Program M, Highway Maintenance and Operations

Program Description

The Highway Maintenance and Operations program is responsible for maintaining more than 20,000 lane miles of state highways, over 3,000 bridges, and 1,100 state-owned and operated traffic signal systems. In addition, 42 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.

Maintenance Accountability

The Maintenance Accountability Process (MAP) measures and communicates the outcomes of 31 distinct highway maintenance activities (see *2010 Level of Service* table). Maintenance results are measured using field condition surveys, and are reported as Level of Service (LOS) ratings. LOS targets are defined in terms of the condition of various highway features, for example, the percent of guardrail on a segment of highway that is damaged. LOS targets are instrumental to maintaining the level of funding provided by the Legislature. Targets are set for each year once biennium appropriations are approved. During 2010, 20 of the 31 (or 65 percent) MAP targets were achieved, as shown on the *2010 Level of Service* table.

2010 Level of Service		
Maintenance Activity	**Funded Level**	**2010 Results**
Movable & Floating Bridge Operations	B+	A-
Traffic Signal System Operations	C	B
Snow & Ice Control Operations	A-	A
Keller Ferry Operations	B	C-
Urban Tunnel Systems Operations	B	B+
Structural Bridge Repair	C	C-
Regulatory/Warning Sign Maintenance	C+	C+
Slope Repairs	B	B
Intelligent Transportation Systems(ITS)	B-	B+
Maintain Catch Basins & Inlets	D+	C+
Pavement Patching & Repair	C+	C
Bridge Deck Repair	C	C+
Guardrail Maintenance	B+	B+
Pavement Striping Maintenance	C	D
Raised/Recessed Pavement Markers	B	C+
Control of Vegetation Obstructions	D+	C+
Rest Area Operations	B	B-
Sweeping and Cleaning	B+	A
Maintain Ditches	B	B+
Highway Lighting Systems	C+	B-
Guidepost Maintenance	D	D+
Maintain Culverts	D+	D
Pavement Marking maintenance	C	C
Noxious Weed Control	B	C+
Shoulder Maintenance	B-	C+
Guide Sign Maintenance	B-	A-
Maintain Detention/Retention Basins	C	C
Bridge Cleaning & painting	C	B
Nuisance Vegetation Control	B-	D
Landscape Maintenance	D+	D
Litter Pickup	D	D
Percent of targets achieved		**65%**

Program M, Highway Maintenance and Operations (continued)

2011 Supplemental Budget

Funding is increased for TEF equipment rental cost increases due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment used by department programs. Funding was also provided for maintenance work resulting from major disasters and for third party damages (local funds).

The table below shows the detail for the 2011 Supplemental Budget for Program M.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**360.442**	**1,474.1**
Health Benefit Allocation*	1.646	
2010 Supplemental Budget with Health Benefit Allocation	**362.088**	**1,474.1**
Adjustments		
Adjust TEF Rental Rates	1.298	
Third Party Damages	2.200	
Maintenance from Major Disasters	0.835	
Sum of Adjustments	4.333	-
Total with 2010 Health Benefit Allocation*	**366.421**	**1,474.1**
Percent Change	1.2%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

Funding is increased for:

- Utility rates to continue operation of highway features such as signals, lighting, urban tunnels, and movable bridges.
- TEF equipment rental rates due to fuel cost increases based on the March 2011 Fuel Price Forecast and changes in the mix of equipment.
- Implementation of the department's stormwater management responsibilities.
- Reducing the highway maintenance backlog.

Funding is also adjusted for the three percent salary reduction and pension rate changes.

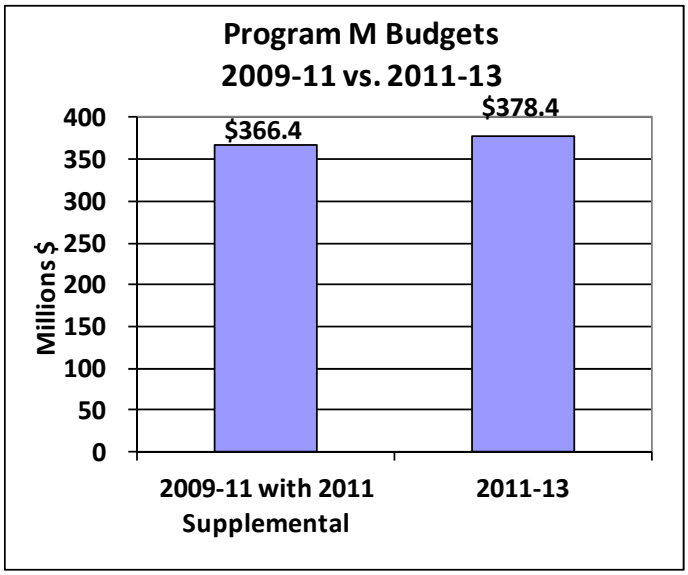
Program M, Highway Maintenance and Operations (continued)

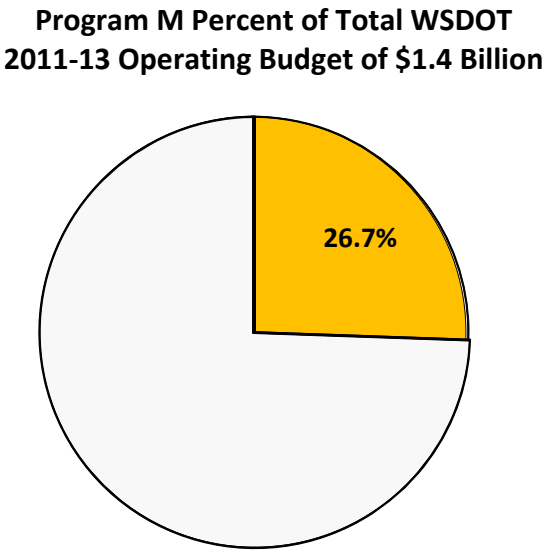
This table provides budget detail for the 2011-13 biennium for Program M.

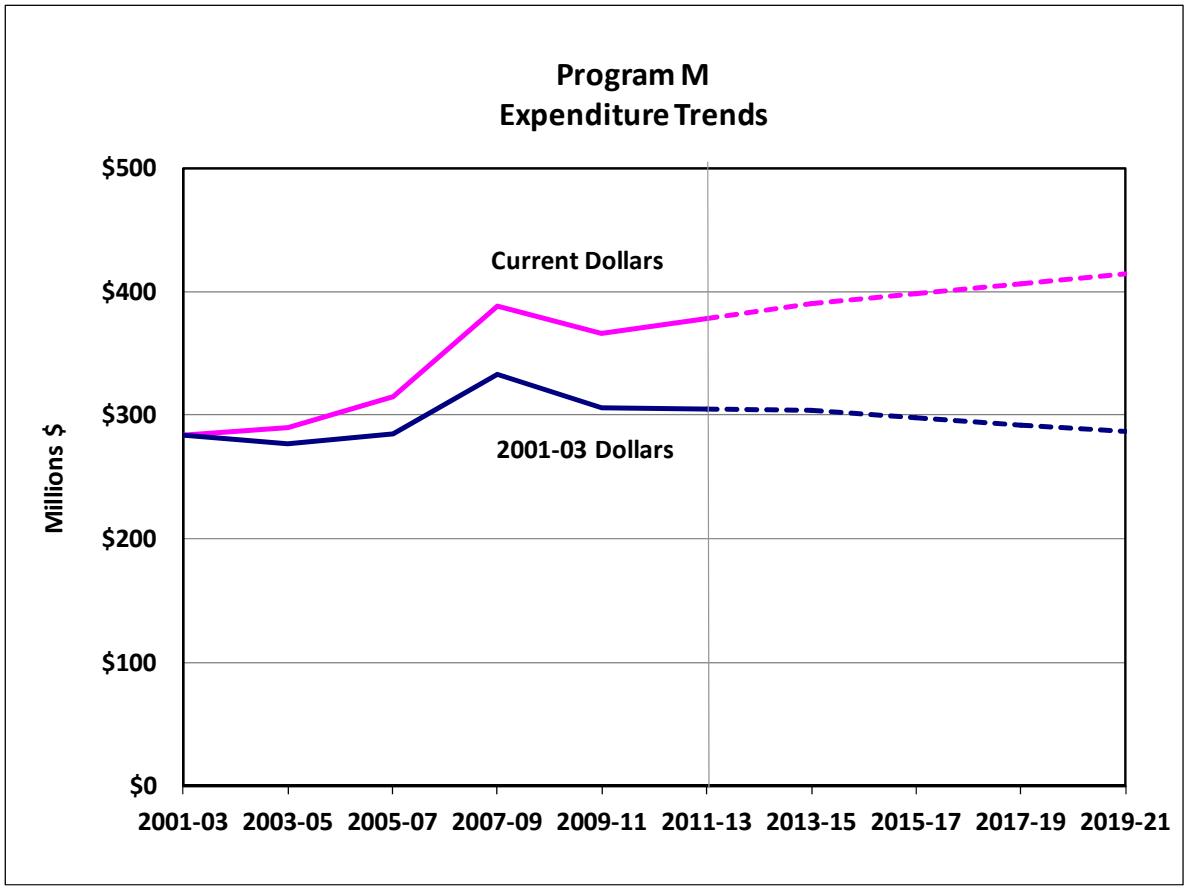
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**364.960**	**1,474.1**
Adjustments		
Utility Rate Adjustments	0.175	
Pension Rate Change	6.122	
Adjust TEF Rental Rates	3.459	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	(0.006)	
Move 3rd Party Damages to State $	1.203	
Continue Stormwater Permit Compliance	4.530	10.9
Maintenance Backlog	6.884	27.0
Per Section 215 (7) of ESHB 1175, the transportation appropriation bill, $500,000 of the $6.884 million appropriated for the maintenance backlog lapsed when SB 5251 (Electric Vehicles) was not enacted.	(0.500)	
Sum of Adjustments	21.867	37.9
Subtotal	**386.827**	**1,512.0**
Allocations From Omnibus Operating Budget		
3% Salary Reduction	(5.351)	
Pension--Suspend Plan 1 COLA	(3.057)	
Pension--Average Final Compensation Adj.	0.031	
Pension--Retire/Rehire	(0.015)	
Sum of Allocations	(8.392)	-
Total Budget	**378.435**	**1,512.0**
Percent Change from 2011 Supplemental Budget	3.3%	2.6%

Program M, Highway Maintenance and Operations (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program Q, Traffic Operations—Operating

Program Description

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, as well as providing travelers information via the internet, media, and telephone. 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.

2011 Supplemental Budget

The 2011 Supplemental Budget reduces Traffic Operations funding to reflect variances from the spending plan and increases funding available for TEF rental rates to reflect fuel costs based on the March 2011 Fuel Price Forecast changes and changes in the mix of equipment.

The table below shows the detail for the 2011 Supplemental Budget for Program Q.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**53.305**	**250.1**
Health Benefit Allocation*	0.258	
2010 Supplemental Budget with Health Benefit Allocation	**53.563**	**250.1**
Adjustments		
Reductions for Unused Allotments	(1.400)	
Adjust TEF Rental Rates	0.036	
Sum of Adjustments	(1.364)	-
Total with 2010 Health Benefit Allocation*	**52.199**	**250.1**
Percent Change	-2.5%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

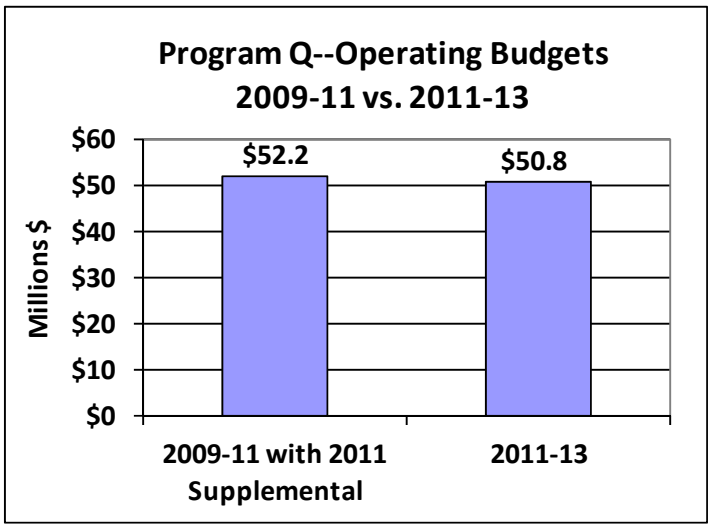
Funding is reduced for overall traffic operations services and support with reductions anticipated in the Traffic Management Center, tunnel operations, and various analyses and reports. The 2011-13 Budget continues funding for the tow truck incentive pilot program. The Program Q budget is increased for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

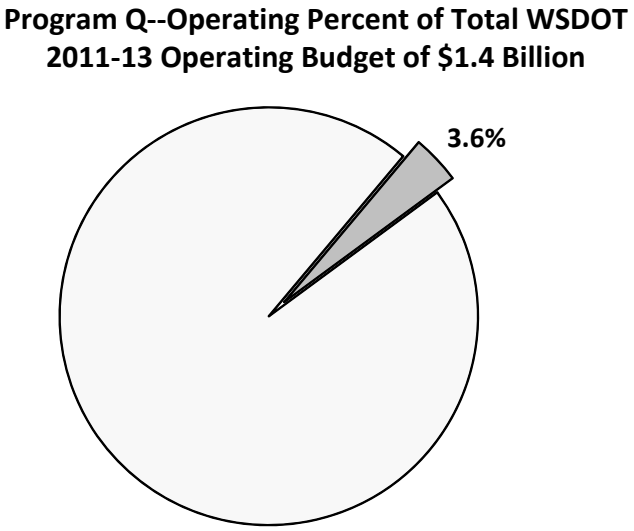
Program Q, Traffic Operations—Operating (continued)

The next table provides the budget detail for the 2011-13 biennium for Program Q.

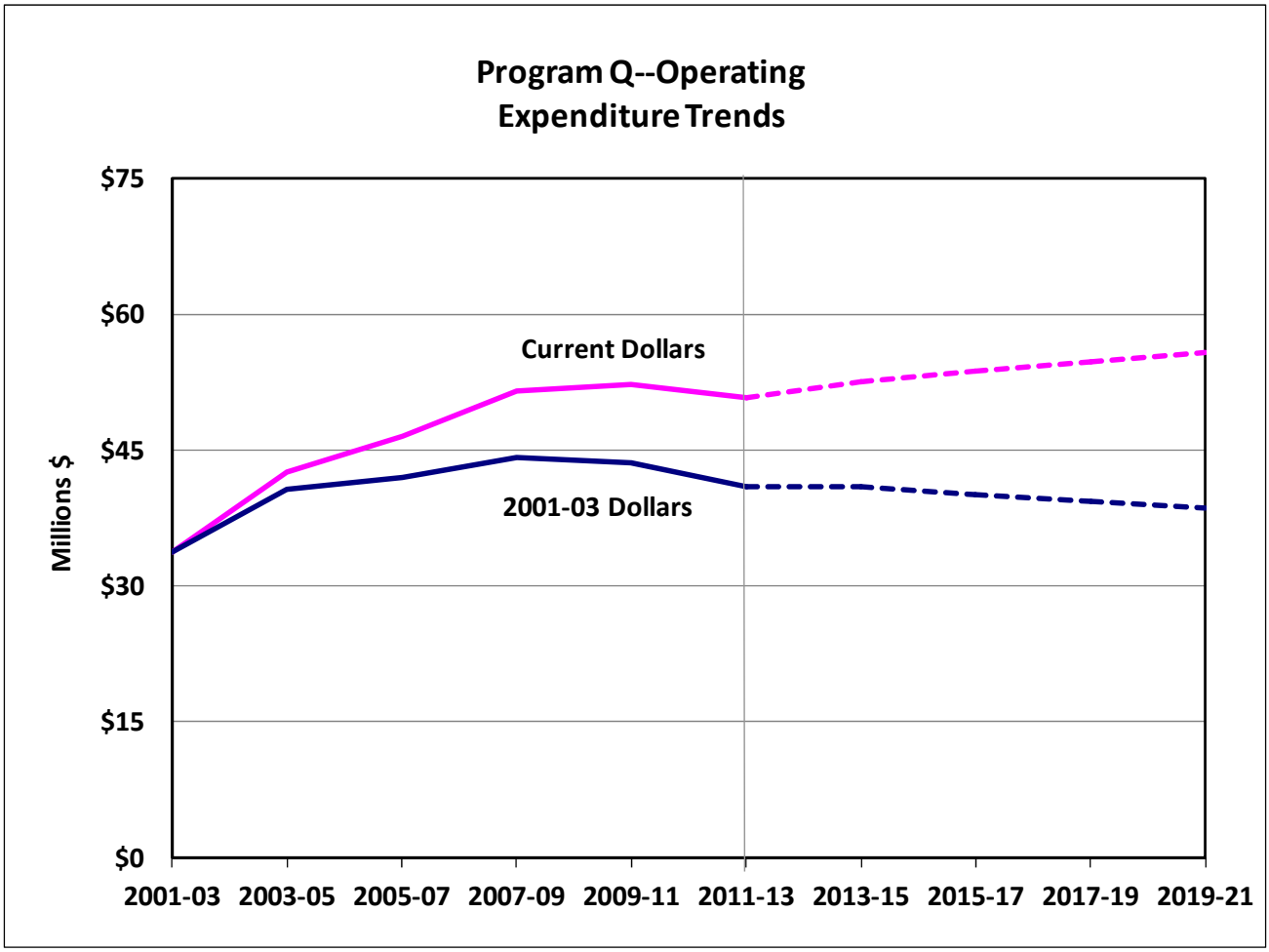
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**53.898**	**250.1**
Adjustments		
Adjust TEF Rental Rates	0.166	
Pension Rate Change	1.139	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	(0.005)	
Reduce Traffic Operations Services & Support	(3.000)	(14.0)
Pilot Tow Truck Incentive Program	0.145	
Sum of Adjustments	(1.555)	(14.0)
Subtotal	**52.343**	**236.1**
Allocations From Omnibus Operating Budget		
3% Salary Reduction	(1.003)	
Pension--Suspend Plan 1 COLA	(0.569)	
Pension--Average Final Compensation Adj.	0.006	
Pension--Retire/Rehire	(0.003)	
Sum of Allocations	(1.569)	-
Total Budget	**50.774**	**236.1**
Percent Change from 2011 Supplemental Budget	-2.7%	-5.6%

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.





Program Q, Traffic Operations—Operating (continued)



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, human resources, and administrative services.

2011 Supplemental Budget

Funding is reduced for variances from spending plans.

The table below shows the detail for the 2011 Supplemental Budget for Program S.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**29.733**	**184.4**
Health Benefit Allocation*	0.198	
2010 Supplemental Budget with Health Benefit Allocation	**29.931**	**184.4**
Non-appropriated	0.175	
Total with Non-appropriated	**30.106**	**184.4**
Adjustments		
Reductions for Unused Allotments	(0.500)	
Sum of Adjustments	(0.500)	-
Total Appropriated with 2010 Health Benefit Allocation*	**29.431**	**184.4**
Total with Non-appropriated	**29.606**	**184.4**
Percent Change	-1.7%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

The 2011-13 Budget increases funding for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment. The programs overall funding is reduced. Spending reductions were achieved by eliminating positions and the services provided by those positions (training, mailroom, inventory management, auditing, and publications), as well as lowering spending for travel and supplies. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

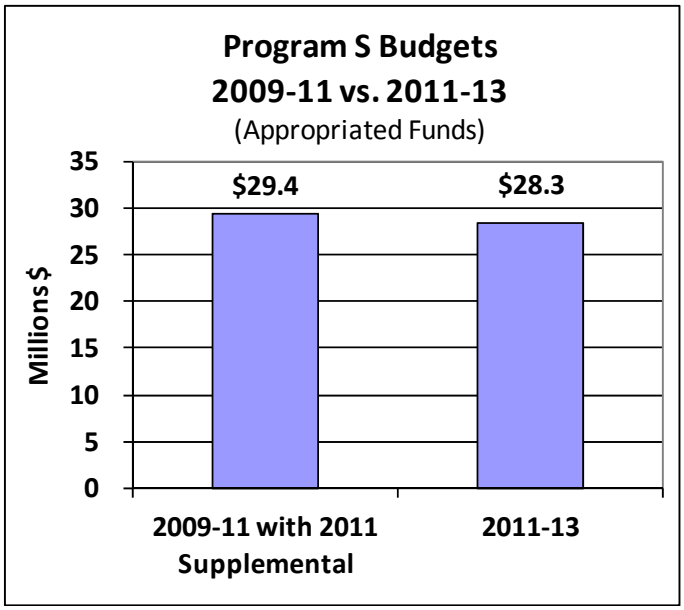
Program S, Transportation Management and Support (continued)

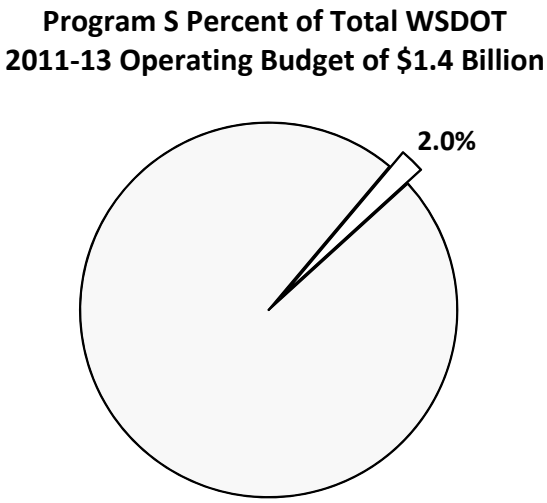
The next table provides the detail for the 2011-13 Budget for Program S.

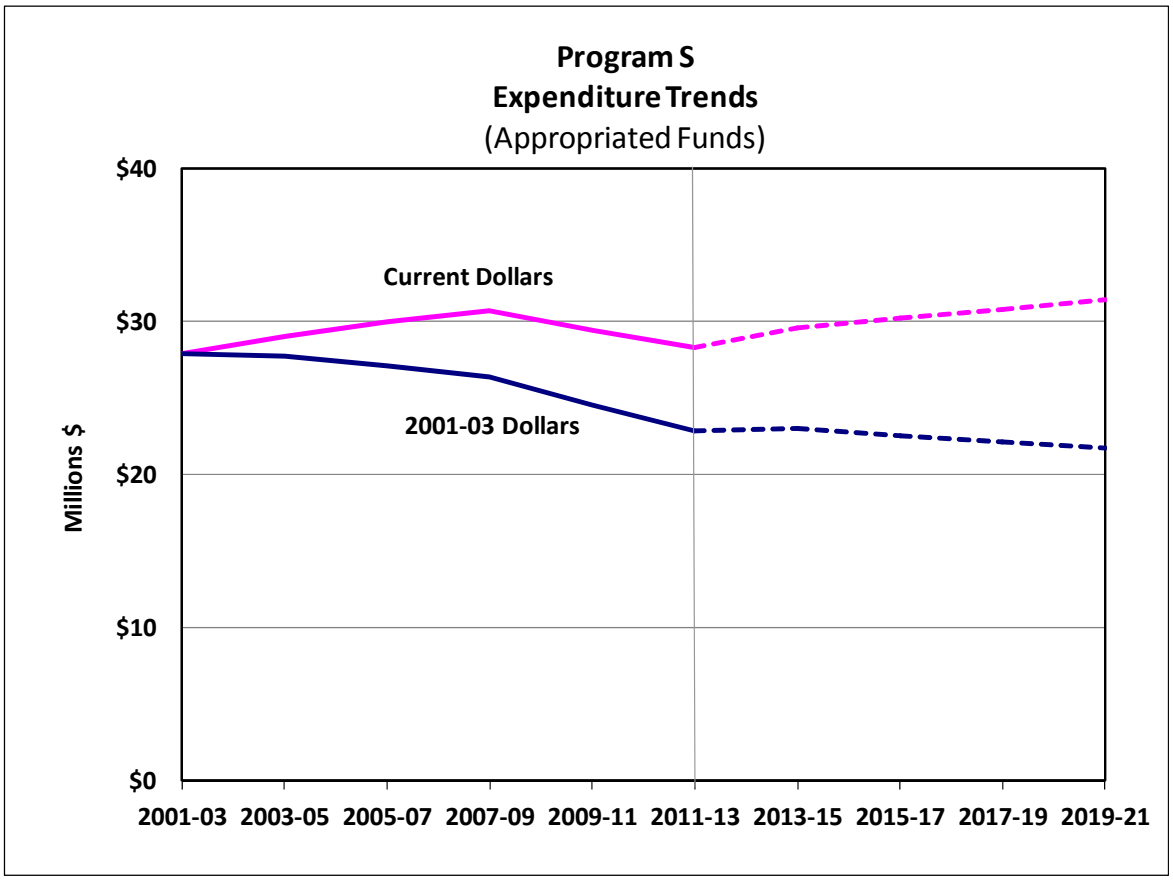
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level (appropriated funds)	**30.113**	**184.4**
Carry Forward Level with non-appropriated funds	**30.288**	**184.4**
Adjustments		
Pension Rate Change	0.810	
Adjust TEF Rental Rates	0.009	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	(0.019)	
Reduce Business & Admin Support	(1.480)	(6.0)
Sum of Adjustments	(0.680)	(6.0)
Subtotal (appropriated funds)	**29.433**	**178.4**
Subtotal with non-appropriated funds	**29.608**	**178.4**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.719)	
Pension--Suspend Plan 1 COLA	(0.405)	
Pension--Average Final Compensation Adj.	0.004	
Pension--Retire/Rehire	(0.002)	
Sum of Allocations	(1.122)	-
Total (appropriated Funds)	**28.311**	**178.4**
Total with Non-appropriated	**28.486**	**178.4**
Percent Change from 2011 Supplemental Budget	-3.8%	-3.3%

Program S, Transportation Management and Support (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program T, Transportation Planning, Data, and Research

Program Description

Transportation Planning, Data, and Research program activities include long range multimodal statewide and regional transportation planning and corridor studies; collecting and analyzing transportation system physical and operational data; providing enterprise Geographic Information System (GIS) services; reporting on system and departmental performance; providing research and library services for the department and transportation partners; working with local jurisdictions on growth management and related issues; and providing administration and oversight of state and federal funds for metropolitan planning organizations and regional transportation planning organizations.

2011 Supplemental Budget

Funding is reduced for variances from the spending plan and TEF equipment rental due to changes in the mix of equipment. The 2011 Supplemental Budget reduces funding for SR 516 corridor study, which is scheduled to be completed in the 2011-13 biennium.

The table below shows the detail for the 2011 Supplemental Budget for Program T.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**52.433**	**190.6**
Health Benefit Allocation*	0.197	
2010 Supplemental Budget with Health Benefit Allocation	**52.630**	**190.6**
Adjustments		
Reductions for Unused Allotments	(0.500)	
Reappropriation Adjustment	(0.070)	
Adjust TEF Rental Rates	(0.001)	
Sum of Adjustments	(0.571)	-
Total with 2010 Health Benefit Allocation*	**52.059**	**190.6**
Percent Change	-1.1%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

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

2011-13 Biennium Budget

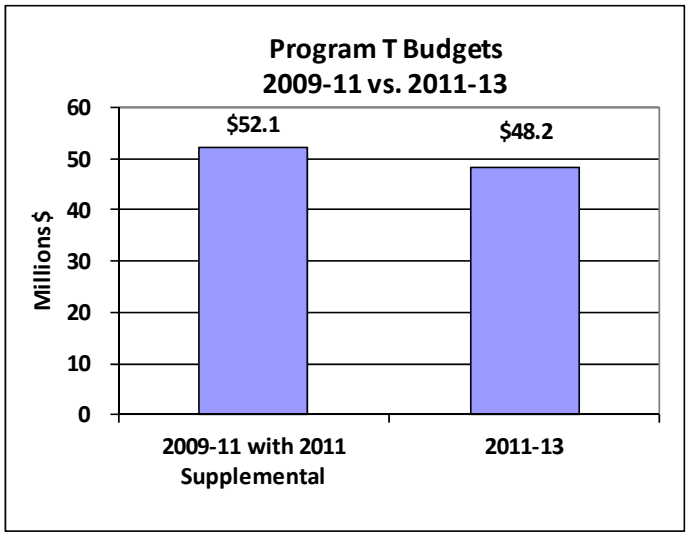
State funding is reduced for overall program activities by eliminating non-essential travel, reducing staff levels, and delaying work on several statewide plans, including the multimodal transportation plan. Funding is re-appropriated for the SR 516 corridor study, and expenditure authority is increased for federally funded research projects. The 2011-13 Budget includes funding increases for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment; the federal Coordinated Border Infrastructure Program for the Whatcom Council of Governments to continue the work of the International Mobility and Trade Corridor Project; and the freight database. In addition, funding is adjusted to reflect the three percent salary reduction and pension rate changes.

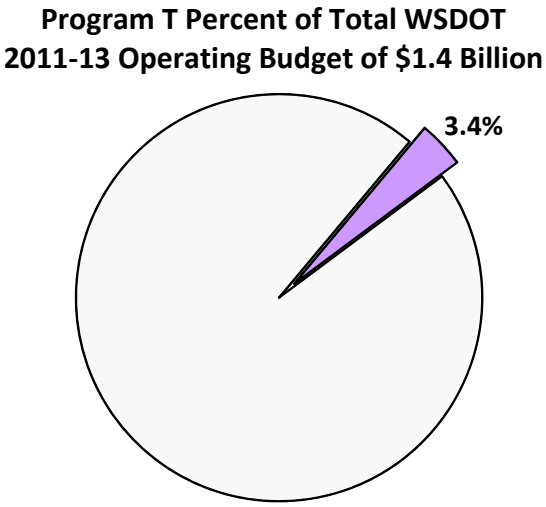
The next table provides the detail for the 2011-13 Budget for Program T.

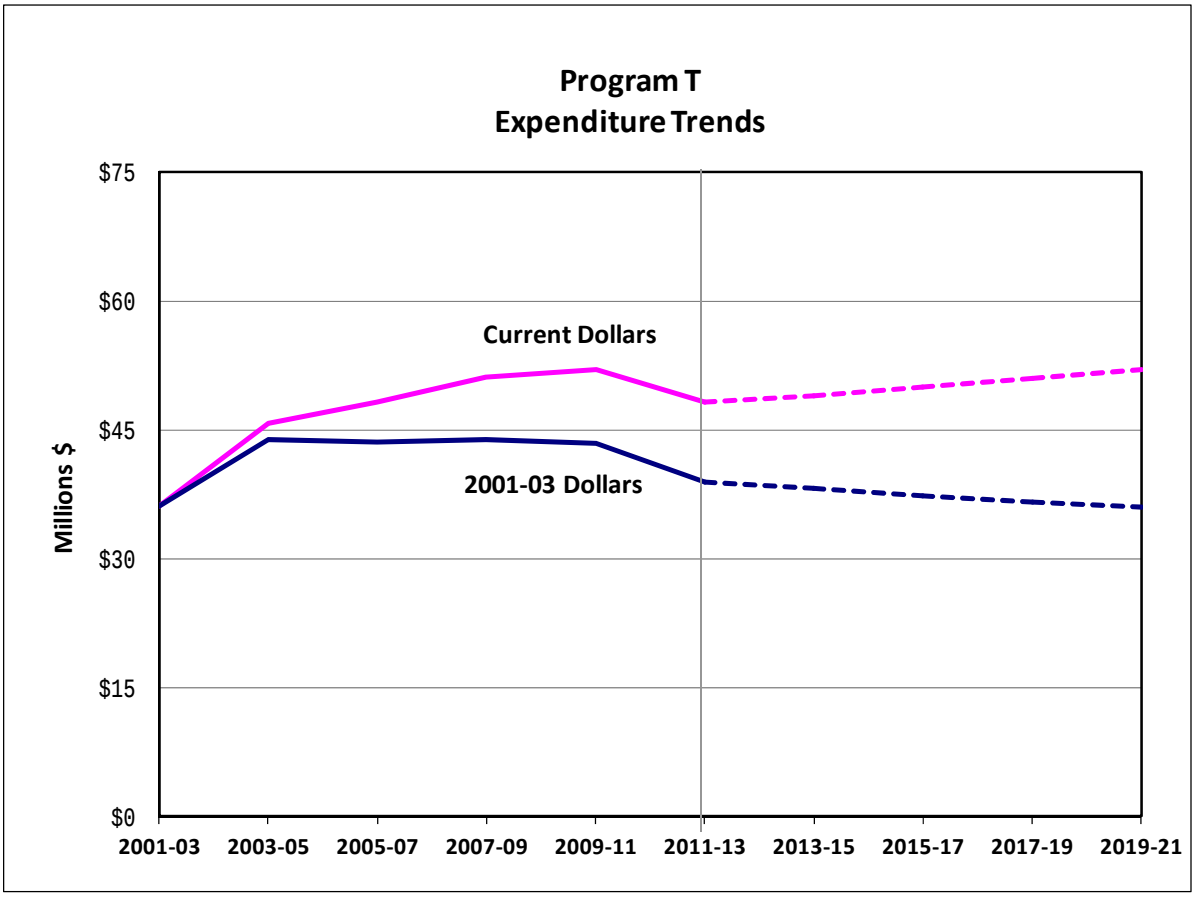
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**46.563**	**192.6**
Adjustments		
Reappropriation Adjustment	0.070	
Pension Rate Change	0.999	
Adjust TEF Rental Rates	0.022	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	(0.004)	
Continue Fed $ for Research Studies	3.000	
Whatcom Council of Governments	0.750	
Reduce Planning & Research Funding	(2.000)	(4.4)
Frieght Database	0.200	
Sum of Adjustments	3.037	(4.4)
Subtotal	**49.600**	**188.2**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.878)	
Pension--Suspend Plan 1 COLA	(0.499)	
Pension--Average Final Compensation Adj.	0.005	
Pension--Retire/Rehire	(0.002)	
Sum of Allocations	(1.374)	-
Total Budget	**48.226**	**188.2**
Percent Change from 2011 Supplemental Budget	-7.4%	-1.3%

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

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program U, Charges from Other Agencies

Program Description

The Charges from Other Agencies program includes funding for the department's share of the state's administrative and support services, such as the State Auditor's Office, Office of the Attorneys General, Department of Enterprise Services, Consolidated Technology Services, Secretary of State, Office of Financial Management, and Office of Minority and Women's Business Enterprises.

2011 Supplemental Budget

There were no changes to Program U in the 2011 Supplemental Budget.

The table below shows the detail for the 2011 Supplemental Budget for Program U.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**88.292**	
Adjustments		
Sum of Adjustments	-	-
Total	**88.292**	**-**
Percent Change	0.0%	

2011-13 Biennium Budget

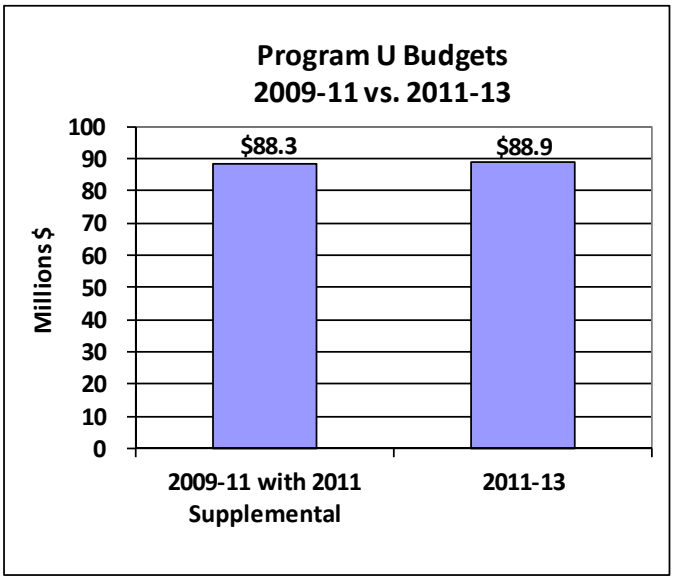
Funding is increased for Workers' Compensation Insurance changes and costs associated with the State Data Center. Funding is reduced for self-insurance premiums, the Boldt Culvert Case (United States vs. Washington), and central service agency charges, including a rate reduction for technology leasing services, storage, and mainframe computing.

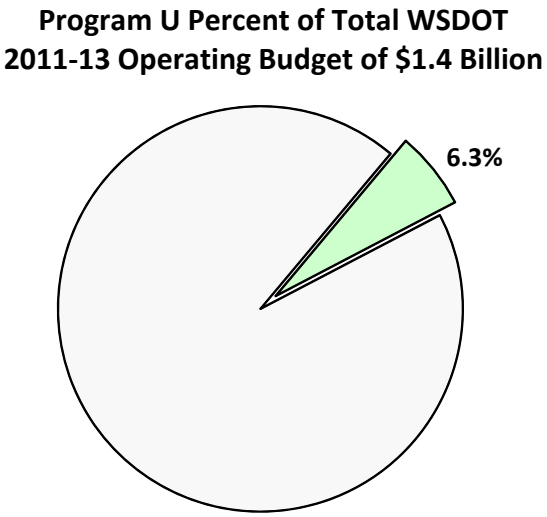
The next table provides the detail for the 2011-13 Budget for Program U.

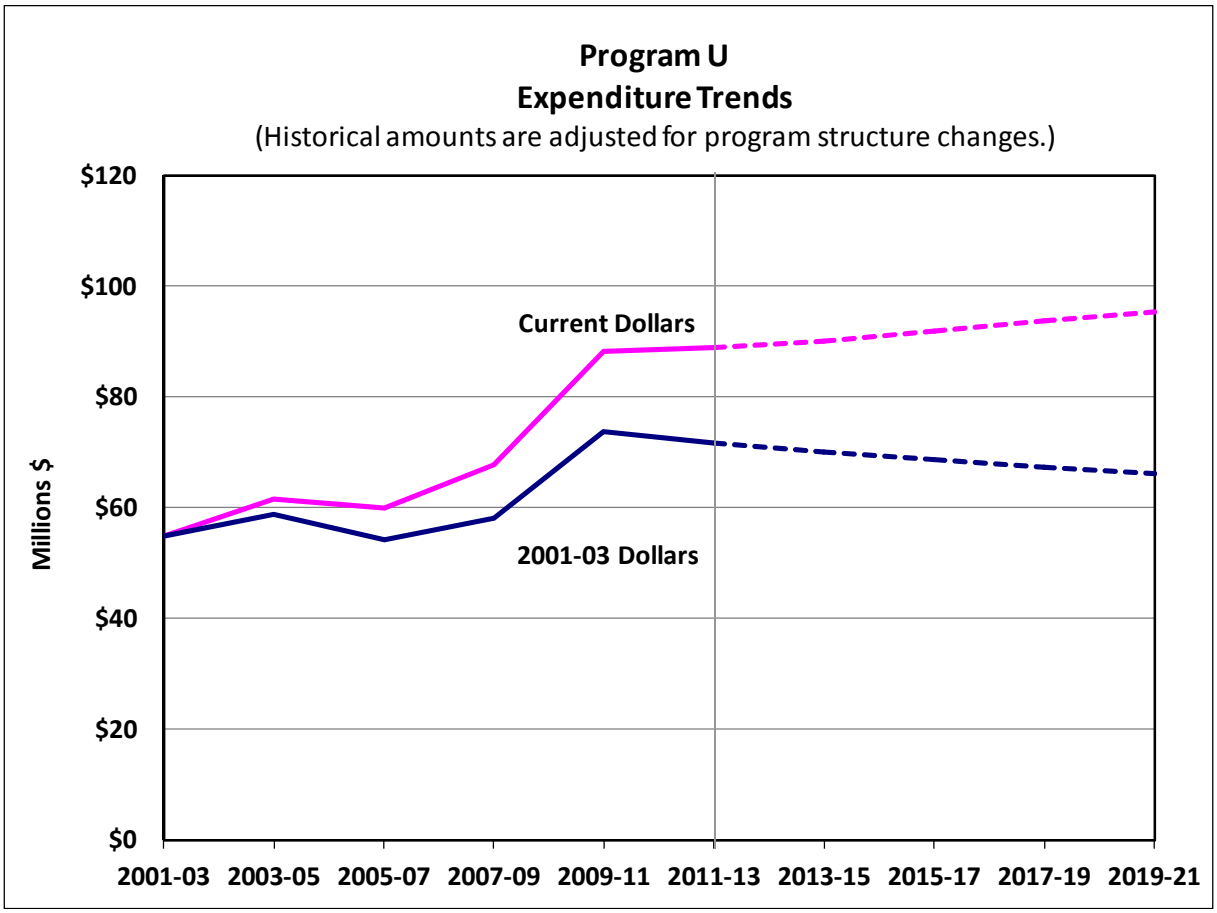
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**88.292**	**-**
Adjustments		
Workers Comp Changes	2.496	
Central Svc Agy Charges	(3.926)	
Self Insurance Premiums	(0.255)	
DES Rate Reduction	(0.002)	
Boldt Culverts Case Continuation	(0.435)	
Data Center Placeholder	2.759	
Sum of Adjustments	0.637	-
Total	**88.929**	**-**
Percent Change	0.7%	

Program U, Charges from Other Agencies (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program V, Public Transportation

Program Description

The Public Transportation program is responsible for developing, implementing, and managing strategies, initiatives, and policies that support alternatives to driving alone. The program provides financial and technical assistance to local jurisdictions and public transportation agencies; and manages the state commute trip reduction program, Regional Mobility Grant program, intercity bus programs, and the statewide special needs coordination activity. Public Transportation administers state and federal grants for public and private transportation agencies that serve rural communities, the elderly, and persons with disabilities. This program provides technical assistance and provides grants to facilitate the connection and integration of public transportation and the highway system throughout the state. This program also provides state and federal grants for major employers, local jurisdictions, and activities that include trip reduction, ridesharing, and vanpooling.

2011 Supplemental Budget

Funding is reduced for the flexible carpool pilot project. Funding is adjusted for Regional Mobility Grant projects that will be completed in the 2011-13 biennium.

The table below shows the detail for the 2011 Supplemental Budget for Program V.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**134.539**	**30.5**
Health Benefit Allocation*	0.029	
2010 Supplemental Budget with Health Benefit Allocation	**134.568**	**30.5**
Adjustments		
Reappropriation Adjustment	(9.062)	
Sum of Adjustments	(9.062)	-
Total with 2010 Health Benefit Allocation*	**125.506**	**30.5**
Percent Change	-6.7%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

Funding for Regional Mobility Grants is $48.9 million; comprised of $8.9 million in re-appropriations from 2009-11, and $40 million in new funding. Funding for the State Agency Commute Trip Reduction program was moved from the Omnibus Capital Budget to the Public Transportation program.

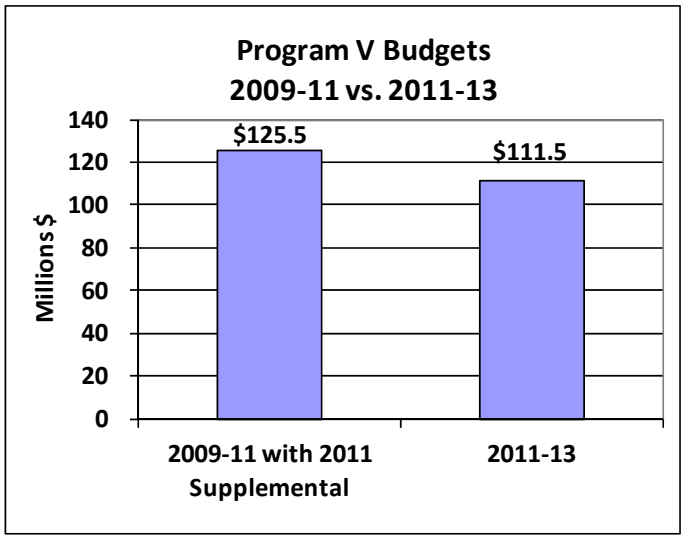
Funding is reduced for the following: TEF charges due to changes in the mix of equipment; overall program administration; and grant oversight. The Agency Council on Coordinated Transportation (ACCT) and the Office of Transit Mobility are eliminated. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

Program V, Public Transportation (continued)

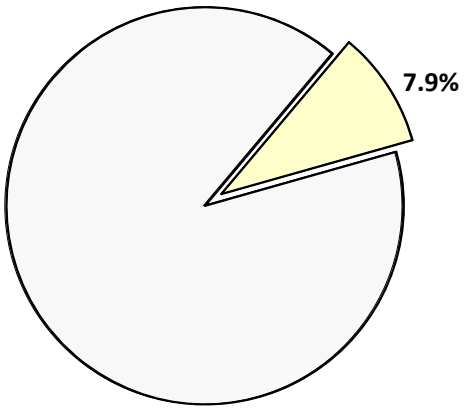
The next table provides the detail for the 2011-13 Budget for Program V.

2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**64.031**	**29.5**
Adjustments		
Reappropriations/Adjustments	9.062	
Pension Rate Change	0.175	
Adjust TEF Rental Rates	(0.006)	
Agency Council on Coordinated Transportation--Sunset	(0.381)	(0.8)
Continue Regional Mobility Grant Pgm	40.000	
Flexible Carpooling	(0.120)	
Program Reductions	(0.410)	(3.0)
Office of Transit Mobility	(1.292)	(4.0)
Align State Agency Commute Trip Reduction Pgm/Funds	0.650	1.0
Sum of Adjustments	47.678	(6.8)
Subtotal	**111.709**	**22.7**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.155)	
Pension--Suspend Plan 1 COLA	(0.088)	
Sum of Allocations	(0.243)	-
Total	**111.466**	**22.7**
Percent Change from 2011 Supplemental Budget	-11.2%	-25.6%

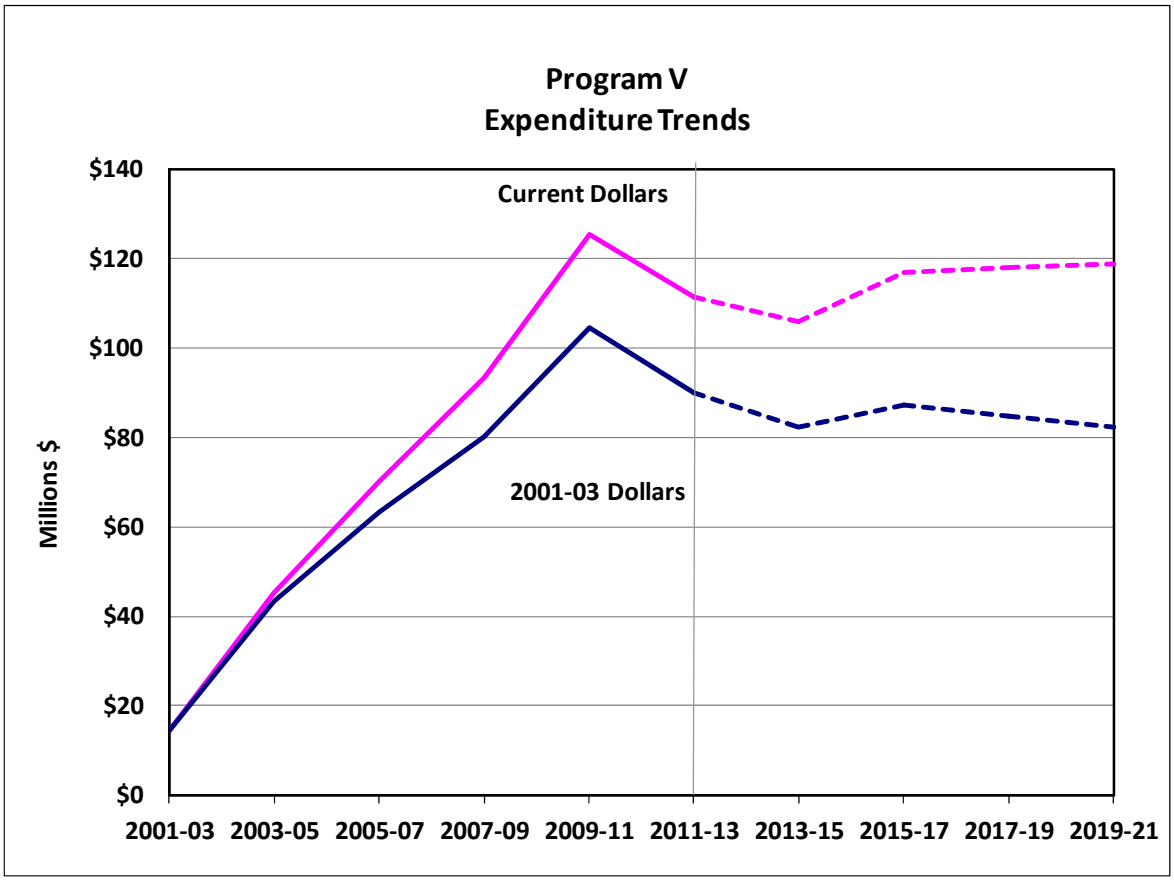
The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.



Program V Percent of Total WSDOT 2011-13 Operating Budget of $1.4 Billion



Program V, Public Transportation (continued)



Program X, Ferries—Operating

Program Description

The Ferries-Operating program provides for the operation and maintenance of the state's ferry system, which includes 23 ferry vessels, 20 ferry terminals, and a dedicated maintenance facility at Eagle Harbor. The ferry system transports approximately 22 million passengers and 10 million vehicles annually, including passenger and commercial vehicles.

2011 Supplemental Budget

Funding is increased for ferry fuel, marine insurance, engine room shift changeovers, and crew and operating costs of sea trials for the new ferry vessel M/V Salish. Funding increases due to higher fuel cost for TEF equipment rental are offset by changes in the mix of equipment used by ferries resulting in a reduction. Funding is also reduced to reflect assumed savings from agreements with marine labor unions.

The table below shows the detail of the 2011 Supplemental Budget for Program X.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**425.922**	**1,647.4**
Health Benefit Allocation*	1.601	
2010 Supplemental Budget with Health Benefit Allocation	**427.523**	**1,647.4**
Adjustments		
Fuel Rate Adjustment	18.299	
Adjust TEF Rental Rates	(0.013)	
Early Labor Savings	(0.500)	
Marine Insurance Increase - Ferries	1.322	
WSF Engine Room Shift Changeovers	1.508	5.6
Crew Costs (Sea Trials) for Salish	0.423	2.4
Sum of Adjustments	21.039	8.0
Total with 2010 Health Benefit Allocation*	**448.562**	**1,655.4**
Percent Change	4.9%	0.5%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

The program's funding for the 2011-13 biennium is increased to reflect higher costs for ferry fuel; leasehold; additional crew costs for the new Kwa-di-Tabil class ferries; ferry lube oil; credit/debit card processing fees; compliance with federal regulations concerning terminal and passenger vessel access for passengers with disabilities; compliance with stormwater permits; and running the Port Townsend-Coupeville ferry reservation system. These funding increases were offset by reductions in three areas: labor savings from the renegotiation of collective bargaining agreements, administrative cuts, and miscellaneous other cuts.

Program X, Ferries—Operating (continued)

Early in 2011, collective bargaining agreements were renegotiated with marine employee unions resulting in labor savings of approximately $20 million for the 2011-13 biennium. The renegotiated agreements resulted in:

- Reduced overtime costs.
- Reduced vacation leave accrual amounts.
- Elimination of "guaranteed time."
- Incorporation of a three percent pay reduction.
- Reduced inter-island Friday Harbor stipend.
- Reduced Certificate of Inspection (COI) staffing levels required by the Coast Guard.
- Removal of travel time and mileage pay for all employees and replacing them with assignment pay.
- Removal of four hours compensatory time for Marine Engineers' Beneficial Association (MEBA) employees for each work cycle.

In addition to the $20 million savings identified in the collective bargaining agreements, administrative cuts totaling $4.1 million were implemented to reflect:

- Elimination of several positions.
- Discontinuation of eelgrass monitoring at Clinton terminal, which is no longer required.
- Reductions in ferries maintenance, training, overtime, travel time, and mileage.
- Lease savings at several locations.
- Reductions in consultant studies.
- Reductions at Eagle Harbor and Vessel Engineering.

Funding is also reduced by $5.8 for miscellaneous items including the following:

- WSF mileage rate reimbursement.
- Marketing program.
- Marine insurance.

Consistent with the Legislature's intent to maintain service levels, the department has submitted a technical adjustment in its 2012 Supplemental Budget request to restore $4 million in funding. Section 221 (12) of the 2011-13 Transportation Budget directs the department to target service reductions totaling $4 million by shortening shoulder seasons and eliminating off-peak runs. Section 221 (21) states that should Substitute House Bill No. 2053 (additive transportation funding) not be enacted the $4 million in service reductions must be restored. SHB 2053 was not enacted, nor was the $4 million restored. The technical adjustment in the department's budget request will align the operating program with legislative intent to maintain service levels.

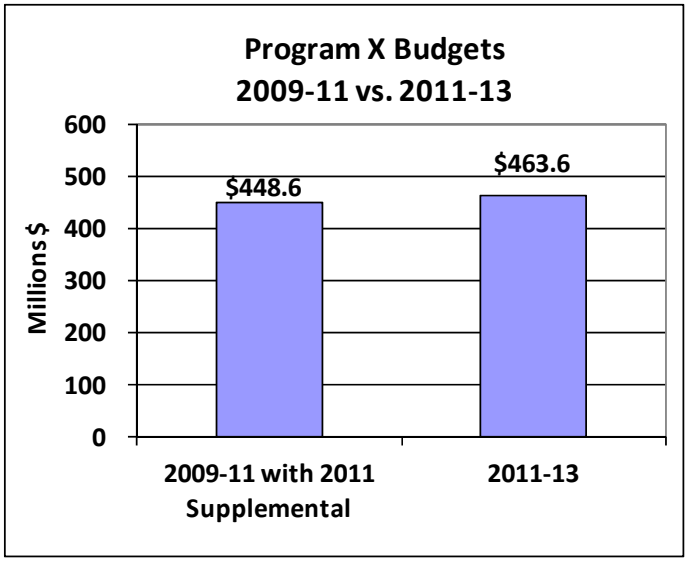
Program X, Ferries—Operating (continued)

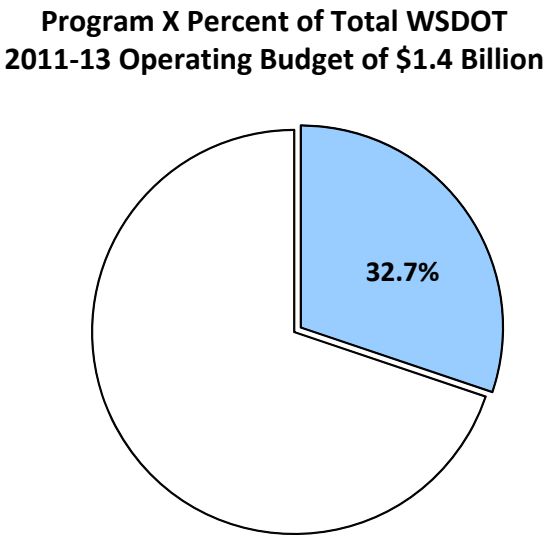
The next table provides the detail for the 2011-13 Budget for Program X.

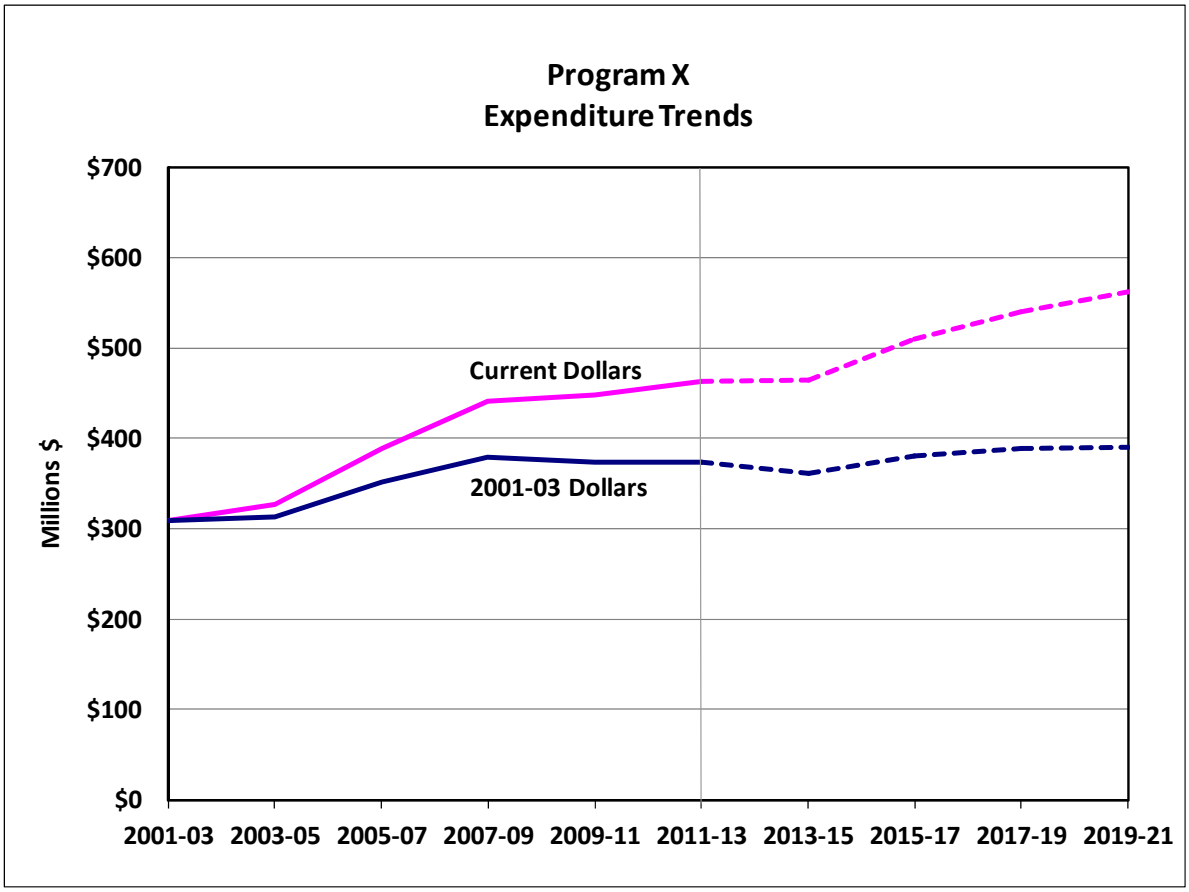
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**428.266**	**1,646.2**
Adjustments		
Reduce Funding on 2nd 144 Car Vessel	(4.000)	
Lease Rate Adjustments	0.410	
Pension Rate Change	7.462	
Adjust TEF Rental Rates	0.273	
Update Yr 2 Hlth Ins with 11-13 Compensation Impact Model	(0.024)	
Crew Costs for Kwa-di Tabil Class Ferries	5.156	34.0
Reduce WSF Mileage Rate Reimbursement	(0.380)	
Increased Ferries Lube Oil Cost	0.322	
Increased Credit/Debit Card Fees	1.024	
Fuel Rate Adjustment	57.893	
Passenger Vessel American DA Access	0.706	3.7
Continue Stormwater Permit Compliance	0.152	
Marketing Program Reduction	(0.650)	
Port Townsend Reservation Assist.	0.100	
Marine Insurance	(4.794)	
Renegotiated CBAs Savings	(20.000)	
Administrative Cuts	(4.143)	
Reduce Service	-	(15.7)
Sum of Adjustments	39.507	22.0
Subtotal	**467.773**	**1,668.2**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.450)	
Pension--Suspend Plan 1 COLA	(3.736)	
Pension--Average Final Compensation Adj.	0.038	
Pension--Retire/Rehire	(0.019)	
Sum of Allocations	(4.167)	-
Total	**463.606**	**1,668.2**
Percent Change from 2011 Supplemental Budget	3.4%	0.8%

Program X, Ferries—Operating (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.







Program Y, Rail—Operating

Program Description

The Rail—Operating program is responsible for planning and implementing rail passenger service, maintaining state-owned train sets, and supporting the operation of state-sponsored Amtrak service between Vancouver, British Columbia and Portland, Oregon. The state's freight rail program analyzes trends, issues, and potential needs of Washington's freight rail system, and oversees the operations of the state-owned Palouse River & Coulee City (PCC) rail line.

2011 Supplemental Budget

There were no changes to Program Y in the 2011 Supplemental Budget. The following table shows the detail for the 2011 Supplemental Budget for Program Y.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**37.371**	**10.1**
Health Benefit Allocation*	0.010	
2010 Supplemental Budget with Health Benefit Allocation	**37.381**	**10.1**
Adjustments		
Integrated Rail Plan (+$100K) vetoed		
Amtrak Credit Savings Ext (-$7.5M) vetoed		
Sum of Adjustments	-	-
Total with 2010 Health Benefit Allocation*	**37.381**	**10.1**
Percent Change	0.0%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

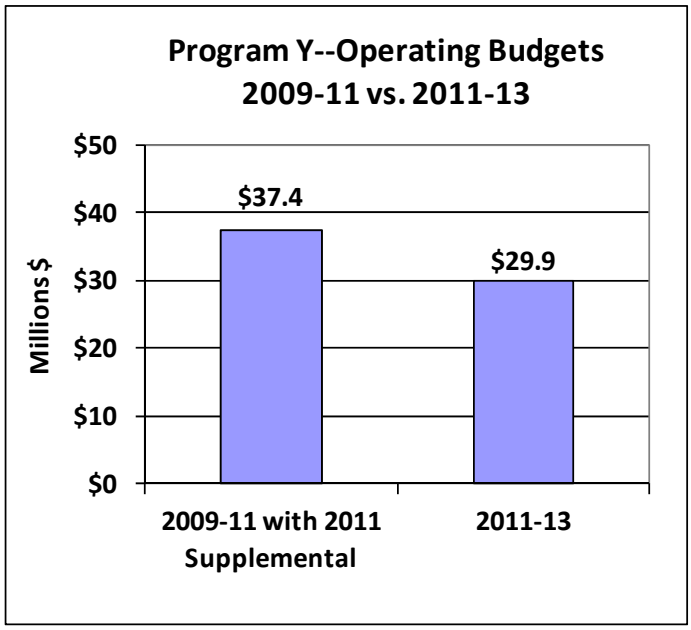
State support of inter-city passenger rail service is reduced by $7.5 million because higher revenues from 2009-11 biennium were assumed to continue to offset the subsidy amount need. However, Amtrak notified the state of an error in revenue reporting after the budget passed the Legislature. Funding levels will be re-evaluated during the 2012 legislative session. Additional funds are appropriated for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment. Expenditure authority is provided for a federal grant that supports the development of an Integrated Rail Plan. Funding is reduced for state oversight and administration of the Rail Operating program. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

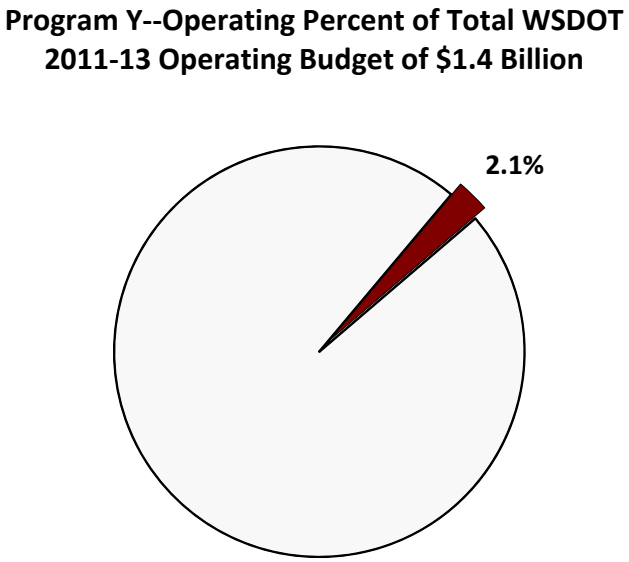
Program Y, Rail—Operating (continued)

The next table provides the budget detail for the 2011-13 biennium for Program Y.

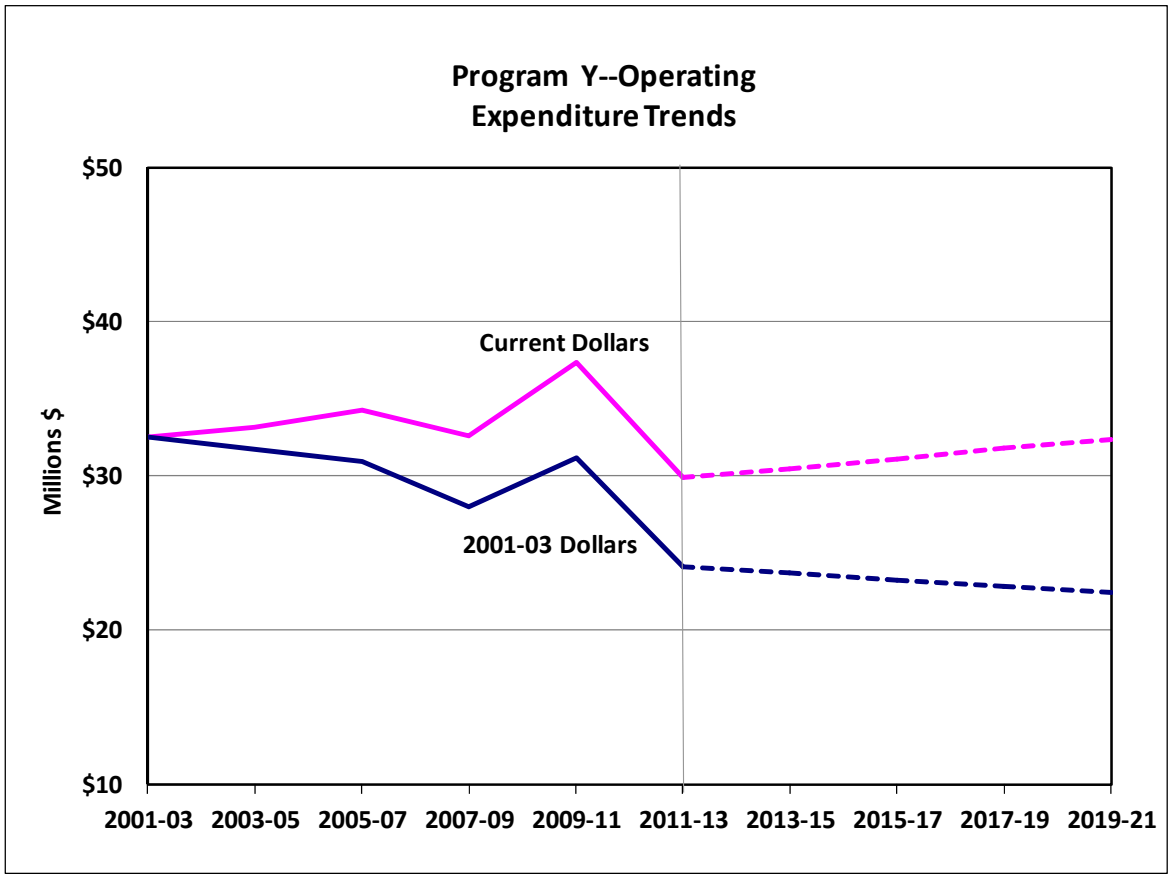
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**37.414**	**10.1**
Adjustments		
Pension Rate Change	0.056	
Adjust TEF Rental Rates	0.006	
Integrated Rail Plan	0.300	
Reduce Rail Operations Funding	(0.288)	
Amtrak Credit Savings	(7.500)	
Sum of Adjustments	(7.426)	-
Subtotal	**29.988**	**10.1**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.048)	
Pension--Suspend Plan 1 COLA	(0.028)	
Sum of Allocations	(0.076)	-
Total	**29.912**	**10.1**
Percent Change from 2011 Supplemental Budget	-20.0%	0.0%

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.





Program Y, Rail—Operating (continued)



Program Z, Local Programs—Operating

Program Description

Local Programs—Operating 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 (FHWA), Local Programs serves as the program manager for all federal aid funds that are used to build and improve transportation systems of cities, counties, ports, tribal governments, transit agencies, and metropolitan and regional planning organizations statewide. Program Z provides program and policy oversight for sidewalks, bike lanes, trail, pedestrian, and transit-rider crossing improvements, as well as other non-motorized community connections. This program provides a subsidy to reimburse Wahkiakum County for a portion of the operating and maintenance costs deficit for operating the Puget Island-Westport ferry, pursuant to RCW 47.56.720.

2011 Supplemental Budget

Funding is reduced for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment.

The table below shows the detail for the 2011 Supplemental Budget for Program Z—Operating.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**11.166**	**43.7**
Health Benefit Allocation *	0.043	
2010 Supplemental Budget with Health Benefit Allocation	**11.209**	**43.7**
Adjustments		
Adjust TEF Rental Rates	(0.003)	
Sum of Adjustments	(0.003)	-
Total with 2010 Health Benefit Allocation*	**11.206**	**43.7**
Percent Change	0.0%	0.0%
* The health benefit allocation was appropriated in the Omnibus Operating Budget.		

2011-13 Biennium Budget

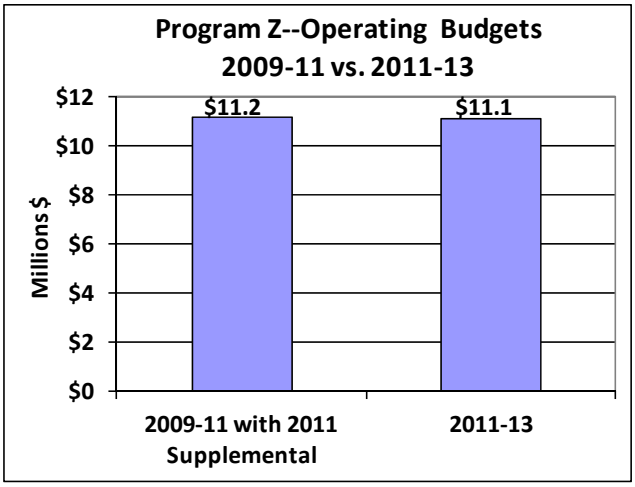
Funding is increased for TEF equipment rental due to fuel cost based on the March 2011 Fuel Price Forecast and changes in the mix of equipment. Funding is reduced to eliminate subsidies for training contracts with the University of Washington. In addition, funding is adjusted for the three percent salary reduction and pension rate changes.

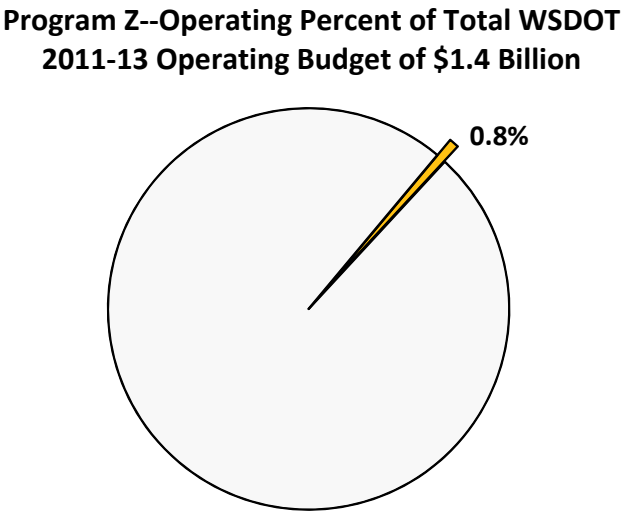
Program Z, Local Programs—Operating (continued)

The next table provides budget detail for the 2011-13 biennium for Program Z—Operating.

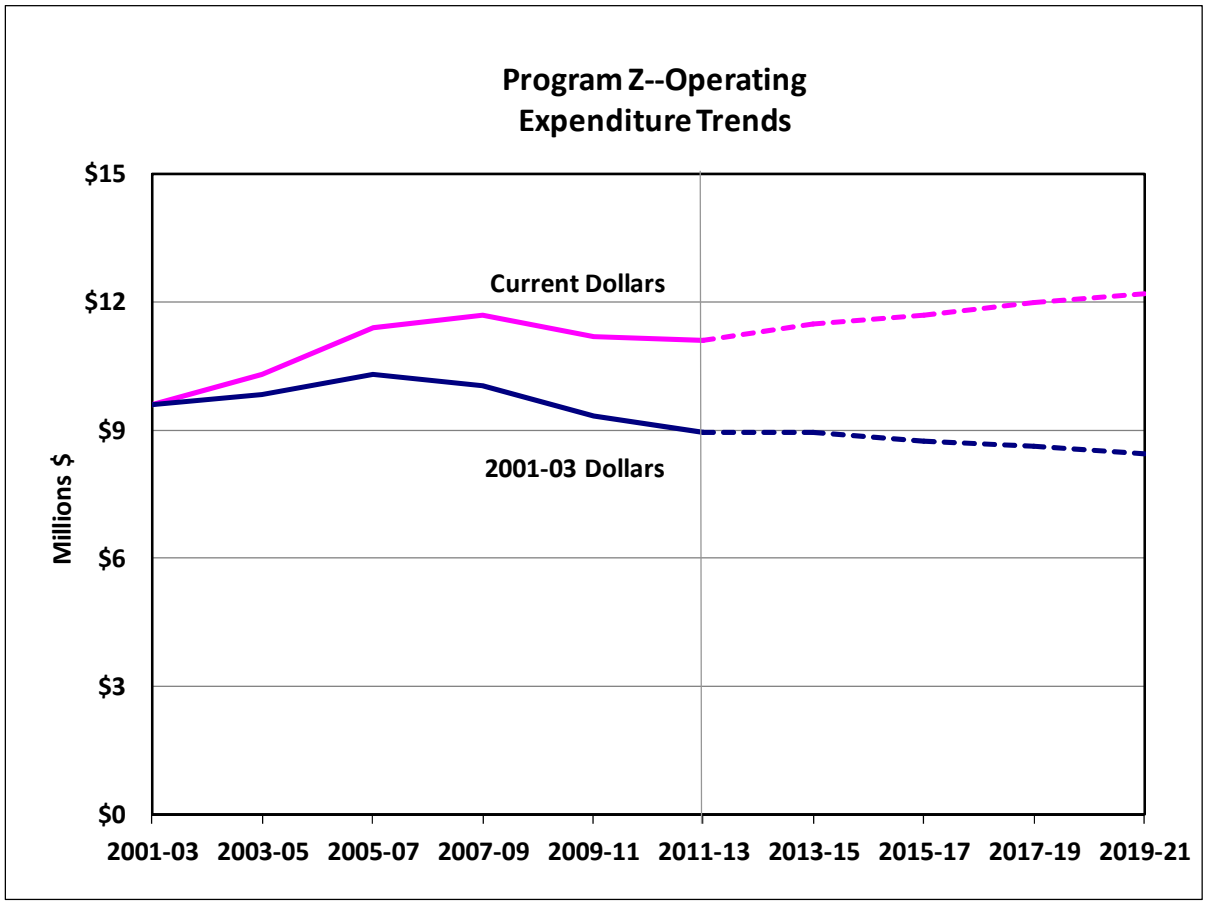
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**11.352**	**43.7**
Adjustments		
Pension Rate Change	0.261	
Adjust TEF Rental Rates	0.007	
Reduce Training Contracts	(0.200)	
Sum of Adjustments	0.068	-
Subtotal	**11.420**	**43.7**
Allocations from Omnibus Operating Budget		
3% Salary Reduction	(0.230)	
Pension--Suspend Plan 1 COLA	(0.130)	
Pension--Average Final Compensation Adj.	0.002	
Sum of Allocations	(0.358)	-
Total	**11.062**	**43.7**
Percent Change from 2011 Supplemental Budget	-1.3%	0.0%

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Operating Budget, and illustrate historical and projected expenditure trends.





Program Z, Local Programs—Operating (continued)



Capital Programs

Capital Programs Budget Overview

The 2011 Supplemental Budget results in a net decrease of $1.2 million and no change in FTEs for capital programs. The following table summarizes these changes by program.

2009-11 Capital Budget
2011 Supplemental Compared to 2010 Supplemental
in Millions of Dollars

		2010		2011		Change		
Pgm Code	Program Title	$	FTEs	$	FTEs	$	%	FTE
D	Facilities--Capital	4.810	7.0	4.623	7.0	(0.187)	-3.9%	-
I	Highway Improvement	3,368.839	1,604.5	2,859.462	1,604.5	(509.377)	-15.1%	-
P	Highway Preservation	760.626	1,152.8	720.742	1,152.8	(39.884)	-5.2%	-
Q	Traffic Operations--Capital	26.368	20.6	18.433	20.6	(7.935)	-30.1%	-
W	Ferries--Capital	306.150	162.6	308.227	162.6	2.077	0.7%	-
Y	Rail--Capital	735.327	18.5	143.218	18.5	(592.109)	-80.5%	-
Z	Local Programs--Capital	143.757	-	95.264	-	(48.493)	-33.7%	-
	Total Capital	**5,345.877**	**2,966.0**	**4,149.969**	**2,966.0**	**(1,195.908)**	**-22.4%**	**-**
	Omnibus Capital Budget Items							
I	Highway Improvement	5.400	-	5.400	-	-	0.0%	-
T	Public Transportation	0.650	1.0	0.650	1.0	-	0.0%	-
	Total with Omnibus Items	**5,351.927**	**2,967.0**	**4,156.019**	**2,967.0**	**(1,195.908)**	**-22.4%**	**-**

The 2011-13 Budget is $1.5 billion higher than the 2009-11 Budget, which represents a 35 percent increase. The table below shows the changes by program, followed by detailed summaries of each program.

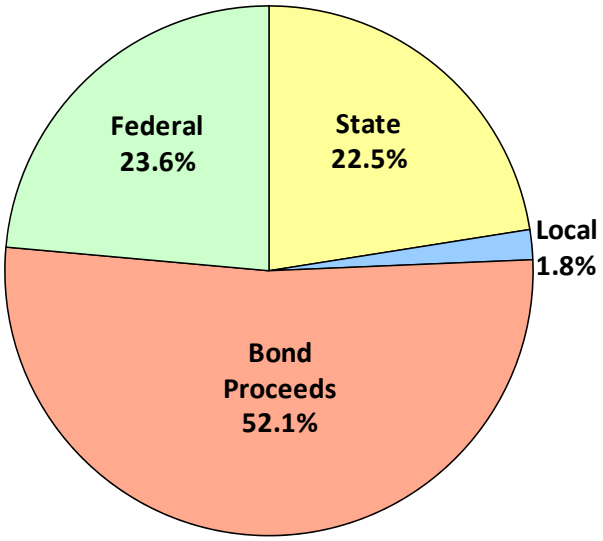
2011-13 Capital Budget
Compared to
2009-11 with 2011 Supplemental
in Millions of Dollars

		2009-11		2011-13		Change		
Pgm Code	Program Title	$	FTEs	$	FTEs	$	%	FTE
D	Facilities--Capital	4.623	7.0	5.433	7.3	0.810	17.5%	0.3
I	Highway Improvements	2,859.462	1,604.5	4,034.328	1,605.0	1,174.866	41.1%	0.5
P	Highway Preservation *	720.742	1,152.8	753.714	720.0	32.972	4.6%	(432.8)
Q	Traffic Operations--Capital	18.433	20.6	12.039	10.3	(6.394)	-34.7%	(10.3)
W	Ferries--Capital	308.227	162.6	283.341	149.1	(24.886)	-8.1%	(13.5)
Y	Rail--Capital	143.218	18.5	426.444	23.0	283.226	197.8%	4.5
Z	Local Programs--Capital	95.264	-	94.169	0.0	(1.095)	-1.1%	-
	Total Capital	**4,149.969**	**2,966.0**	**5,609.468**	**2,514.7**	**1,459.499**	**35.2%**	**(451.3)**
	Items From Omnibus Capital Budget							
I	Highway Improvement	5.400	-	-	-	(5.400)	-100.0%	-
T	Public Transportation	0.650	1.0	-	-	(0.650)	-100.0%	(1.0)
	Total with Omnibus Items	**4,156.019**	**2,967.0**	**5,609.468**	**2,514.7**	**1,453.449**	**35.0%**	**(452.3)**

* The FTE total for Highway Preservation in the 2011-13 Biennial Budget does not include 270 FTEs that the department has allotted for cost recovery centers.

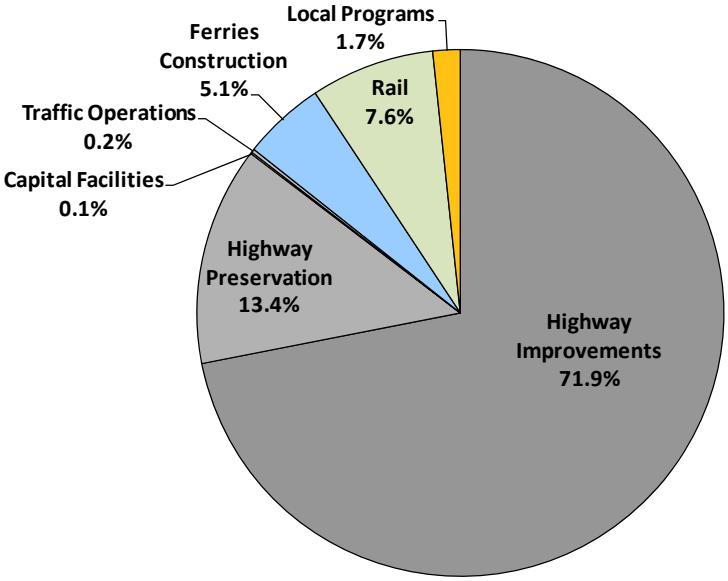
Capital Programs Budget Overview (continued)

2011-13 Capital Budget - Sources



Note: Included in the 22.5% state portion is the ferries 25 cent per fare surcharge for the capital vessel replacement account.

2011-13 Capital Budget - Uses



Program D, Facilities—Capital

Program Description

The Facilities—Capital program is responsible for replacing, preserving, and improving department-owned buildings and facilities. For example, the program makes necessary repairs to compromised roofs, oversees cleanup of contaminated sites, and improves buildings to bring them up to code.

2011 Supplemental Budget

Funding is reduced by $0.2 million to reflect planned capital project expenditures of $4.6 million.

The table below shows Program D-Capital's budget detail for the 2011 Supplemental Budget.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**4.810**	**7.0**
Adjustments		
Capital Project Adjustments	(0.187)	
Total	**4.623**	**7.0**
Percent Change	-3.9%	0.0%

2011-13 Biennium Budget

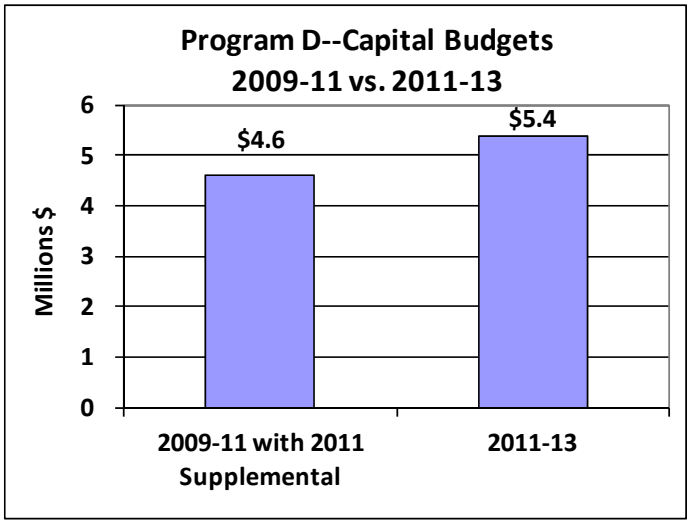
High priority safety projects linked to employee safety, environmental risk, or minor works that prevent facility deterioration received $3.7 million in new funding. Additional funding was also provided for: debt service to repay the purchase of property for a future Olympic Region headquarters' facility ($0.6 million); statewide administrative support ($0.6 million); and managing stormwater compliance projects ($0.4 million).

The next table provides the detail for the 2011-13 Budget for Program D-Capital.

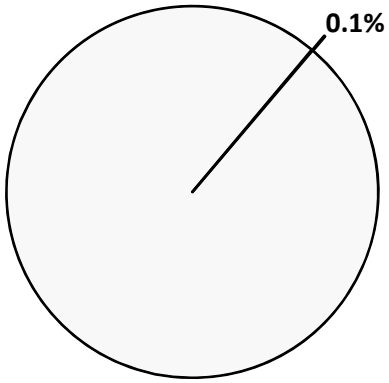
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**-**	**-**
Adjustments		
Capital Projects	5.033	7.0
Continue Stormwater Permit Compliance	0.400	0.3
Total	**5.433**	**7.3**
Percent Change from 2011 Supplemental Budget	17.5%	4.3%

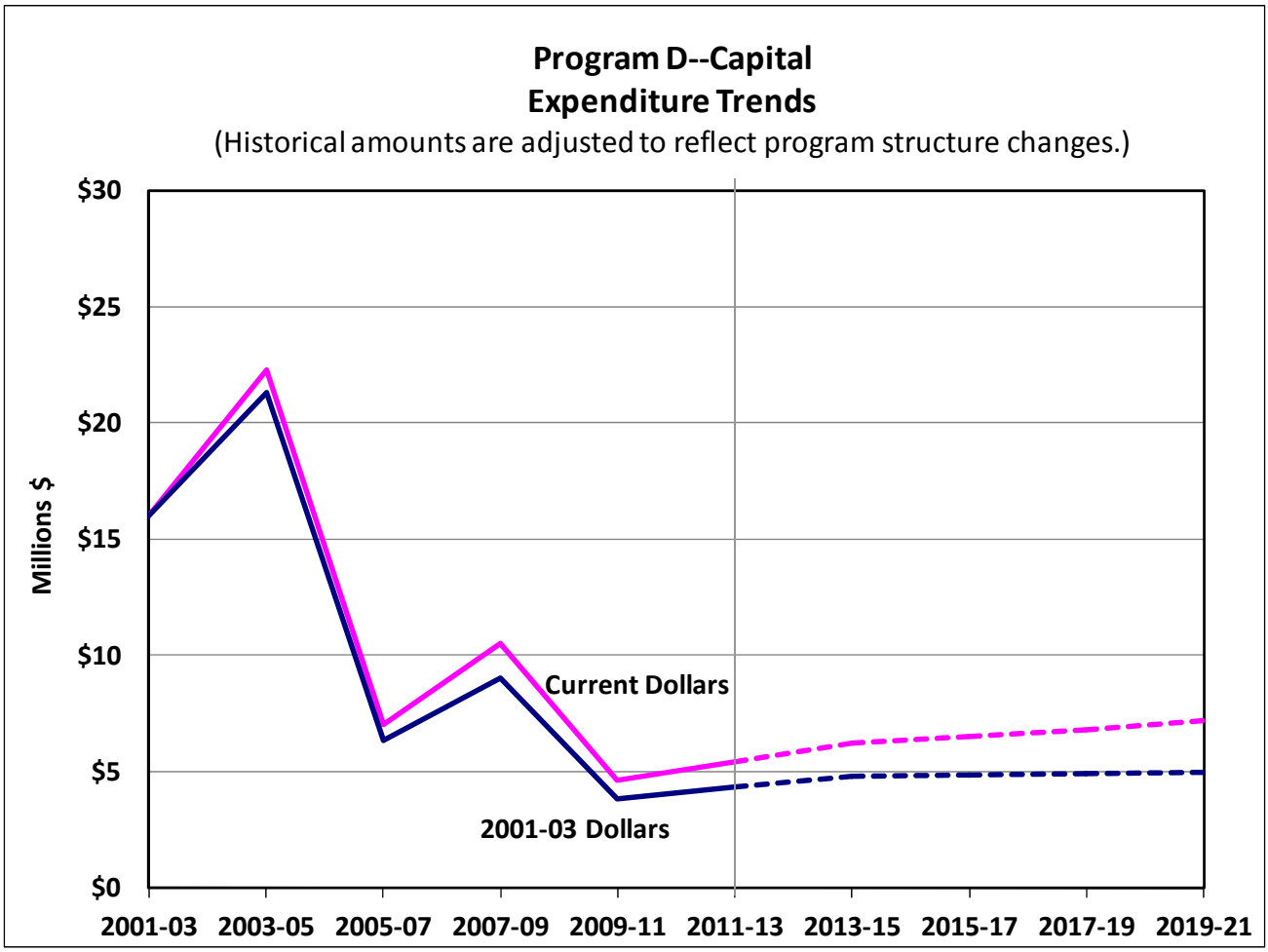
Program D, Facilities—Capital (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Capital Budget, and illustrate historical and projected expenditure trends.



Program D--Capital Percent of Total WSDOT 2011-13 Capital Budget of $5.6 Billion





Program I, Highway Improvements

Program Description

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

2011 Supplemental Budget

The 2011 Supplemental Budget makes technical adjustments to the projects included in the 2009-11 and 2010 Supplemental budgets. The 2011 Supplemental Budget includes proposed schedule updates, technical corrections, and re-appropriation authority to preserve the capital construction project schedule for highway improvement projects such as the I-405 Corridor and I-5 Tacoma HOV projects.

The table below shows the detail for the 2011 Supplemental Budget for Program I.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**3,368.839**	**1,604.5**
Adjustments		
Adjustment to match appropriation bill	0.004	
Capital Projects	(509.381)	
Total	**2,859.462**	**1,604.5**
Percent Change	-15.1%	0.0%

2011-13 Biennium Budget

The Highway Improvements program budget is over $4.0 billion, with $450.7 million coming from federal sources. The state Legislature maintains forward momentum on 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, I-405 Corridor, and SR 520 Bridge Replacement.

The Biennial Budget also includes funding for:

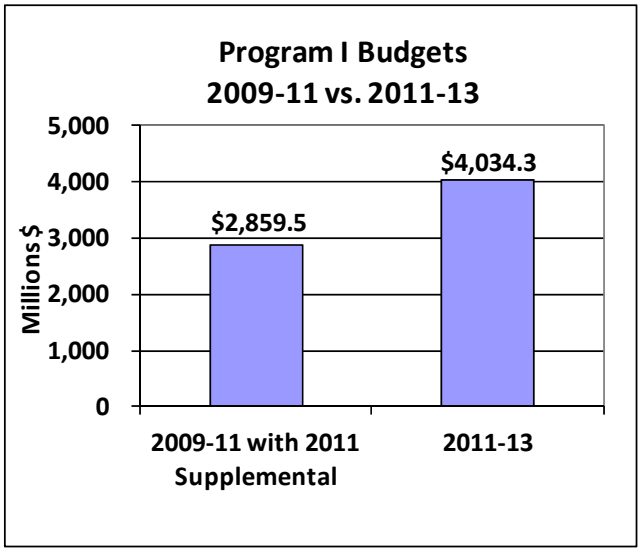
- Delivery of the I-405 Corridor project, with the construction of the SR 520 to SR 527 widening in Kirkland and the NE 8th to SR 520 braided ramps in Bellevue, providing additional lanes, improving interchange movement, and congestion relief throughout the 405 Corridor.
- The Vancouver Columbia River Crossing bridge, including project design, approach improvements, and preparation of an Environmental Impact Statement. Bridge improvements will address safety and congestion issues in partnership with the state of Oregon.
- Delivery of the US 395 North Spokane Corridor project, improving mobility by allowing motorists and freight to move north and south through metropolitan Spokane from I-90 to US 395 at Wandermere.
- Delivery of the I-5 Tacoma HOV project with the reconstruction of the interchange at I-5 and SR 16, which includes rebuilding the eastbound bridge over Nalley Valley.

Program I, Highway Improvements (continued)

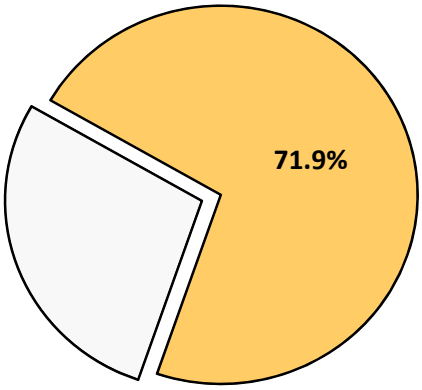
The next table provides the detail for the 2011-13 Budget for Program I.

2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	-	-
Adjustments		
Capital Projects	3,951.113	1,605.0
Short Term Bond Sale	83.215	
Total	**4,034.328**	**1,605.0**
Percent Change from 2011 Supplemental Budget	41.1%	0.0%

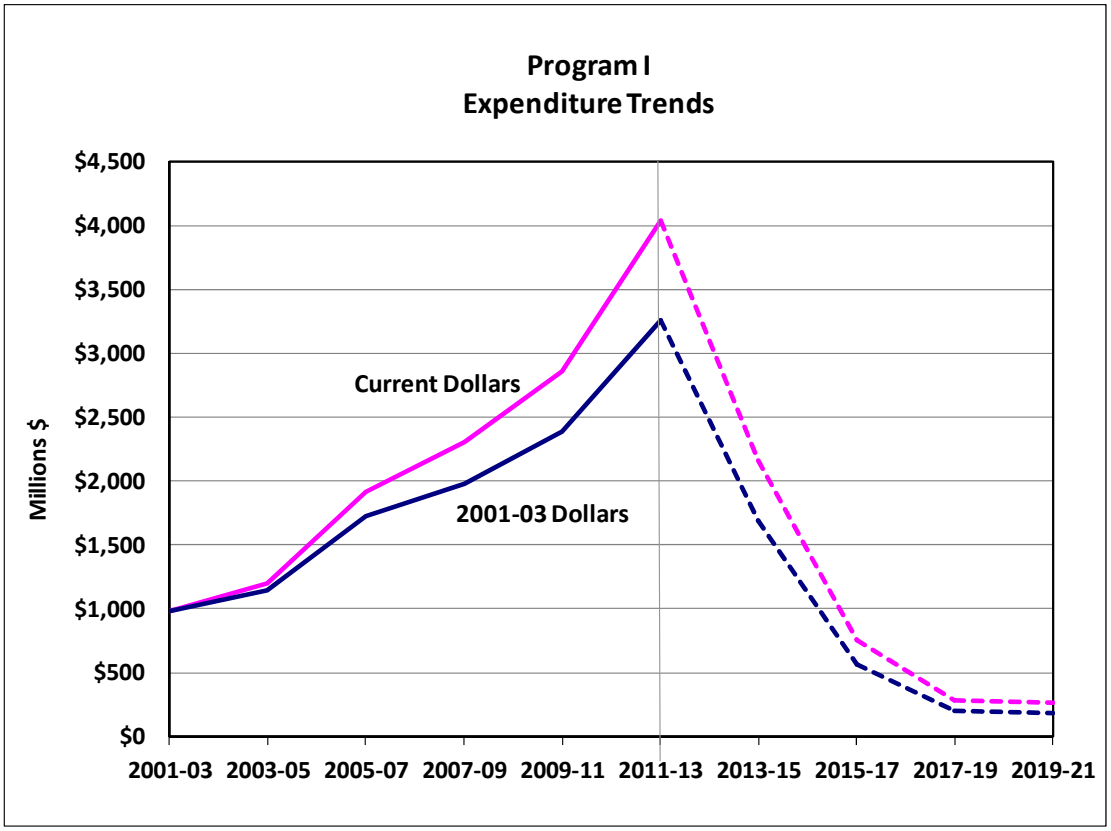
The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Capital Budget, and illustrate historical and projected expenditure trends.



Program I Percent of Total WSDOT 2011-13 Capital Budget of $5.6 Billion



Program I, Highway Improvements (continued)



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.

2011 Supplemental Budget

The 2011 Supplemental Budget makes technical adjustments to the projects included in the 2009-11 and 2010 Supplemental budgets. The Supplemental Budget includes proposed schedule updates, technical corrections and re-appropriation authority to preserve the capital construction project schedule for highway preservation projects such as the SR 303/Manette Bridge, the SR 29/Ebey Slough Bridge, and the SR 105/North River Bridge.

The table below shows the detail for the 2011 Supplemental Budget for Program P.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**760.626**	**1,152.8**
Adjustments		
Capital Project Adjustments	(39.884)	
Total	**720.742**	**1,152.8**
Percent Change	-5.2%	0.0%

2011-13 Biennium Budget

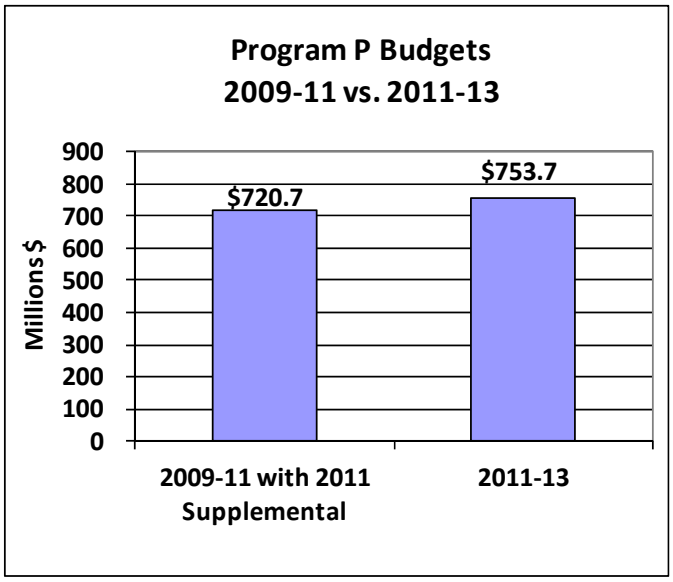
The Highway Preservation program's budget is more than $753 million, with over $632 million coming from federal funds. The Roadway Preservation subprogram's budget is approximately $308 million, which includes $56.7 million for concrete roadways, $151.7 million for asphalt roadways, and $83.9 million for chip seal roadways. The cost of bridge structure projects total $285 million. These projects address seismically vulnerable bridges, bridge elements in need of repair or replacement, as well as replacement of the existing Keller Ferry boat, which has reached the end of its service life.

The next table provides the detail for the 2011-13 Budget for Program P.

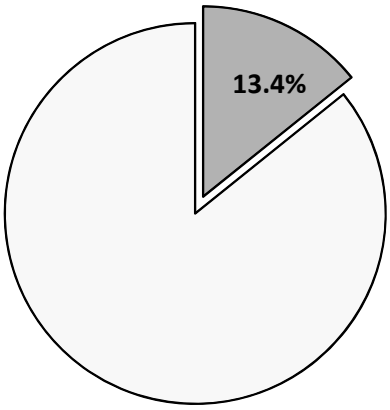
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**-**	**-**
Adjustments		
Capital Projects	753.714	720.0
Total *	**753.714**	**720.0**
Percent Change from 2011 Supplemental Budget	4.6%	-37.5%
* The FTE total does not include 270 FTEs that the department has allotted for cost recovery centers.		

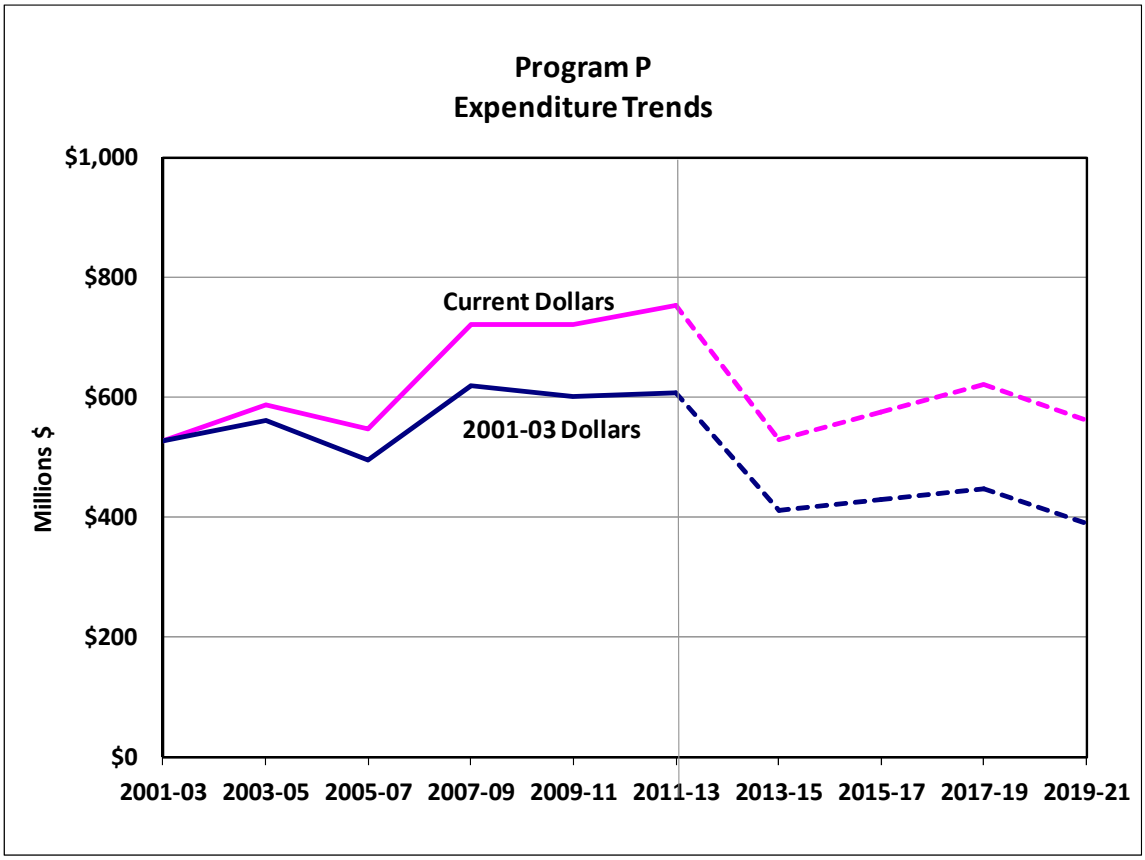
Program P, Highway Preservation (Continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Capital Budget, and illustrate historical and projected expenditure trends.



Program P Percent of Total WSDOT 2011-13 Capital Budget of $5.6 Billion





Program Q, Traffic Operations—Capital

Program Description

The Traffic Operations—Capital program delivers Intelligent Transportation System (ITS) projects that improve commercial vehicle operations, provide traveler information, and safety and congestion relief by applying advanced technology to transportation systems. Examples include traffic cameras and flow maps used by local news channels and made available on the department's Webpage; Variable Message Signs (VMS) and Highway Advisory Radios (HAR) used to provide motorists with important information about congestion, incidents, and travel time; and Commercial Vehicle Information System and Networks (CVISN) that use weigh-in-motion scales and transponder readers to electronically screen trucks as they approach a weigh station.

2011 Supplemental Budget

The 2011 Supplemental Budget makes technical adjustments to existing projects, such as ramp meters, signals, fiber connectivity, VMS, cameras, and communication upgrades. Funds are reduced in 2009-11 and re-appropriated in the 2011-13 biennium for project timeline adjustments, which cross into the new biennium.

The table below shows the detail for the 2011 Supplemental Budget for Program Q—Capital.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**26.368**	**20.6**
Adjustments		
Capital Project Adjustments	(7.935)	
Total	**18.433**	**20.6**
Percent Change	-30.1%	0.0%

2011-13 Biennium Budget

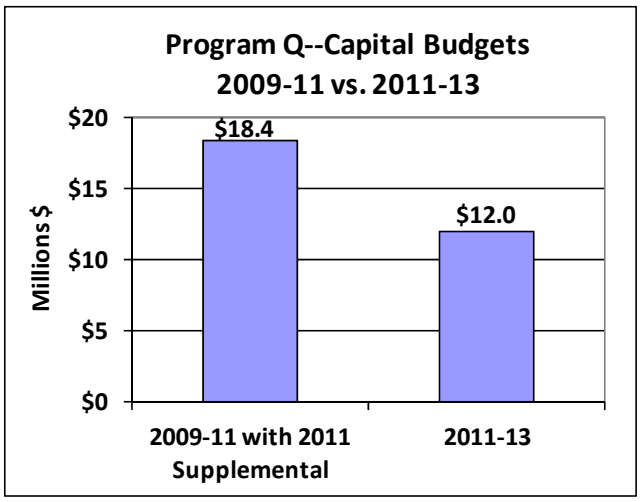
Funding is provided for new and existing projects, including ITS, ramp meters, fiber connectivity, communication upgrades, and VMS.

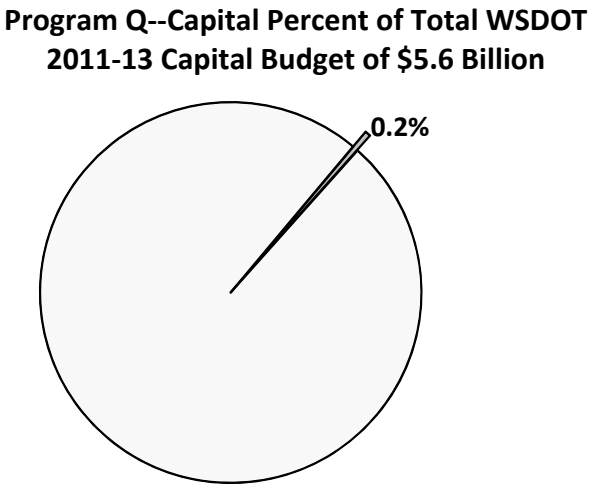
The next table provides the detail for the 2011-13 Budget for Program Q—Capital.

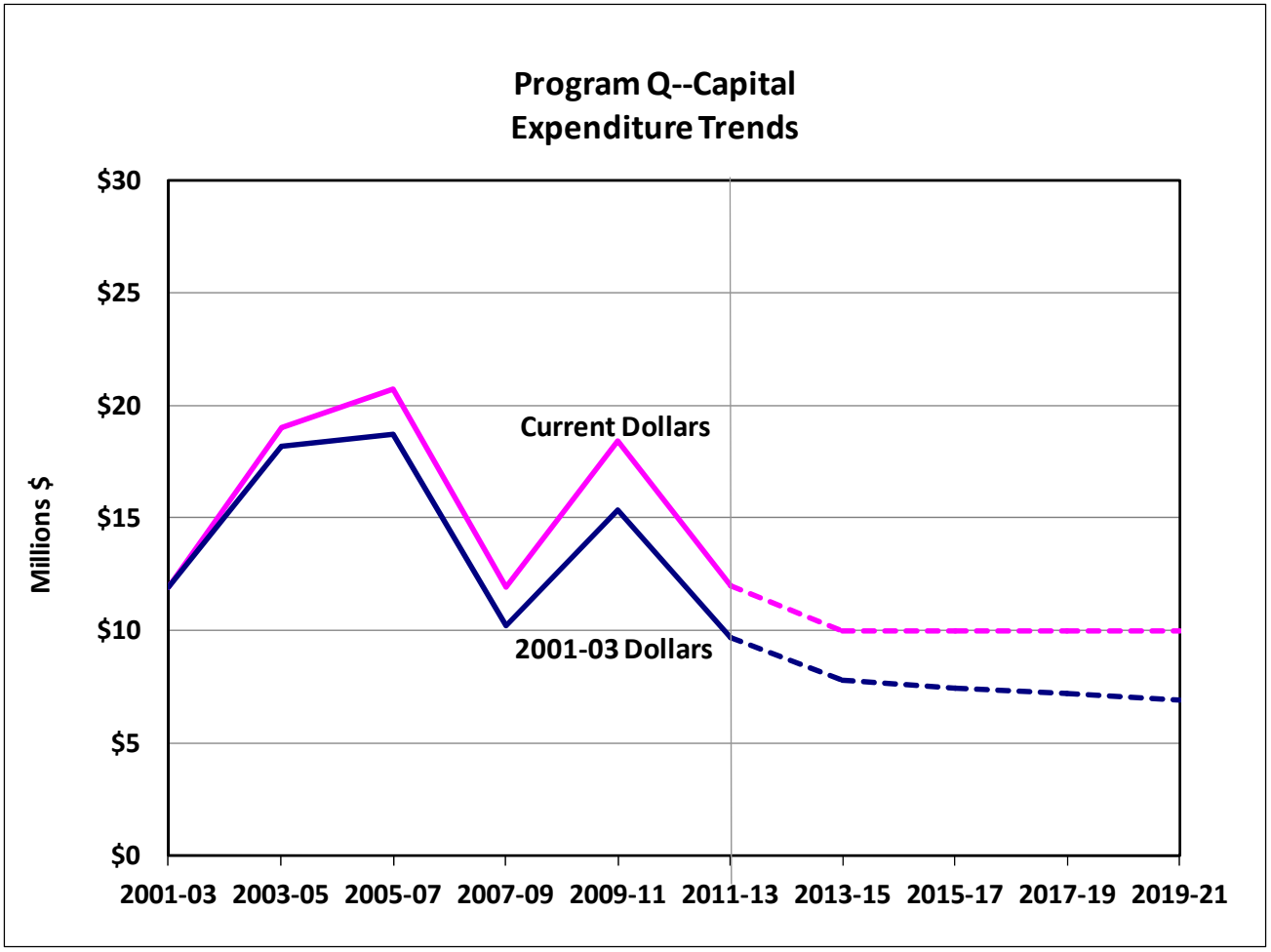
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**-**	**-**
Adjustments		
Capital Projects	12.039	10.3
Total	**12.039**	**10.3**
Percent Change from 2011 Supplemental Budget	-34.7%	-50.0%

Program Q, Traffic Operations—Capital (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Capital Budget, and illustrate historical and projected expenditure trends.







Program W, Ferries—Capital

Program Description

The department makes capital investments in the ferry system through the Ferries—Capital program. The program oversees the preservation and improvement of existing ferry terminals and vessels, as well as the construction of new vessels. Capital funds are allocated for preservation and improvement projects that fall into three major categories: terminals, vessels, and emergency repairs. The program is responsible for the preservation of 20 terminals, 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. The focus of a preservation project is to refurbish or replace systems that make up the terminal or vessel. Ferry improvements increase the capacity of the ferry system to move people and vehicles, provide ferry riders with connections to alternative modes of travel, and generate revenue and cost savings to support capital investments and service delivery.

2011 Supplemental Budget

The 2011 Supplemental Budget makes technical adjustments to the 2009-11 and 2010 Supplemental Transportation Budget by increasing funding by $2.1 million. This brings the program's total funding to $308 million, which includes $235 million for vessel construction, $71 million for terminal construction, and $2 million for emergency repairs.

Major terminal investments in the 2009-11 biennium included: rehabilitation of Eagle Harbor Maintenance Facility; replacement of wingwall and improvement to the Coupeville toll booth (formerly Keystone); replacement of dolphin and improvement to the Port Townsend toll booth, floating dolphin replacement and transfer span mechanical and electrical systems preservation at Mukilteo, dolphin replacement at Shaw and Vashon Islands; pavement preservation and passenger overhead loading rehabilitation at Anacortes; seismic retrofits of vulnerable terminal structures at Bainbridge, Bremerton, Edmonds, Keystone, Coupeville, Mukilteo, Port Townsend, Seattle, and Vashon. In addition, preconstruction work for major future construction projects focused on preserving the Seattle Terminal, building a multimodal terminal at Mukilteo, and installing a reservation system that will reduce the pressure to expand the terminal infrastructure.

In the 2009-11 biennium, major vessel investments included acquisition of two 64-car vessels and work on a third 64-car ferry that will be delivered in the 2011-13 biennium and a 144-car ferry that will be delivered in the 2013-15 biennium. Other vessel investments include preservation work on four Super Class ferries, three Evergreen State Class ferries, four of the six Issaquah Class Ferries, and three of the five Jumbo Class ferries, plus improvements to two Jumbo Class and two Super Class ferries.

Program W, Ferries—Capital (continued)

The table below shows the detail for the 2011 Supplemental Budget for Program W.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**306.150**	**162.6**
Adjustments		
Capital Project Adjustments	2.077	
Total	**308.227**	**162.6**
Percent Change	0.7%	0.0%

2011-13 Biennium Budget

Legislative focus continues on new vessel acquisition, preservation of existing terminals and vessels, installation of the reservation system as an alternative to terminal infrastructure expansion, and limited improvements to terminals and vessels. The 2011-13 Budget provides $283 million for capital investments, including $217 million for vessel construction (with $4 million to be put in reserve), $64 million for terminal construction, and $2 million for emergency repairs.

Terminal construction includes transfer span replacement at Port Townsend; wingwall and trestle pavement preservation at Lopez; slip 2 mechanical/electrical systems rehabilitation at Seattle, and dolphin replacement at Edmonds. Improvements include installation of the reservation system and related communications infrastructure, as well as upgrades to the electrical distribution system at Seattle. In addition, preconstruction work will continue for major future construction projects to preserve the Seattle Terminal and build a multimodal terminal at Mukilteo.

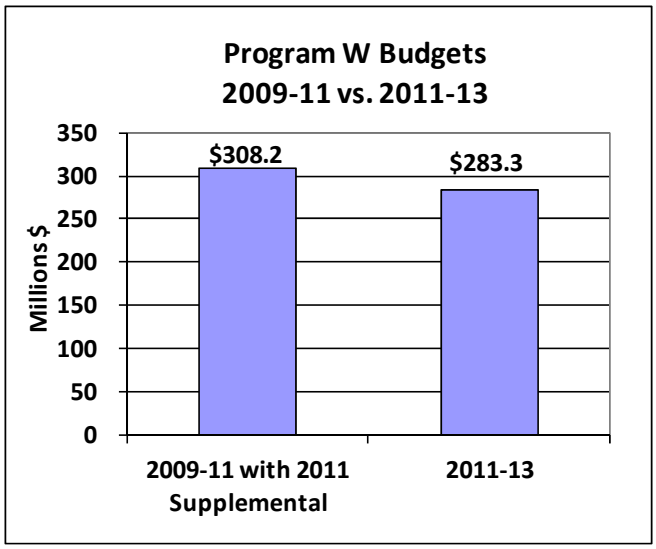
Vessel construction includes delivery of the third 64-car ferry and one 144-car ferry. The second 144-car ferry will not begin this biennium due to insufficient funding. Other significant vessel investments include preservation of communication, navigation, life saving and security equipment, propulsion systems, major mechanical and electrical systems; steel; interior spaces; piping; and structural preservation systems on three of the five Jumbo Class Ferries, three of the four Super Class ferries, one of the three Evergreen State Class ferries, and one of the six Issaquah Class Ferries, as well as propulsion system improvements for three Super Class ferries.

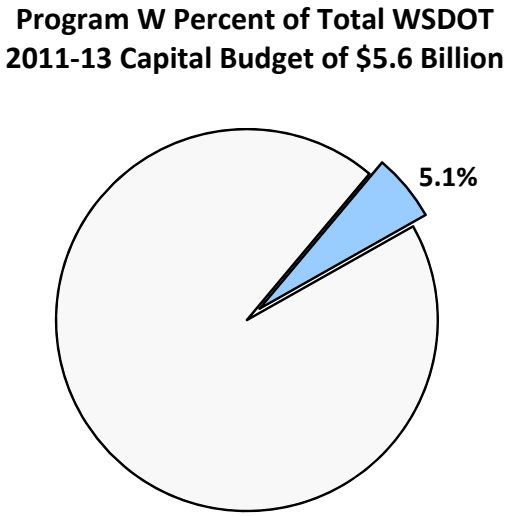
The next table provides the detail for the 2011-13 Budget for Program W.

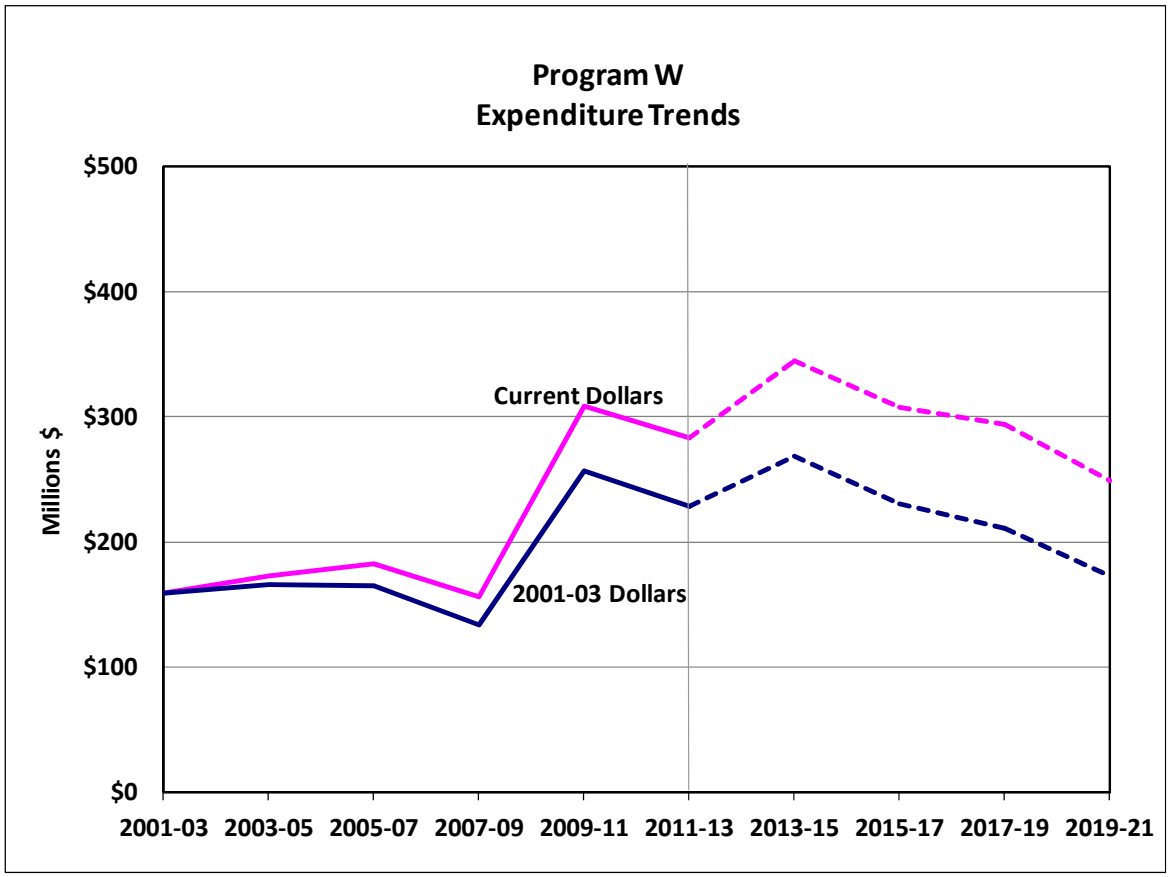
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	**-**	**-**
Adjustments		
Capital Projects	230.825	149.1
Administrative Transfer from Fund 108	52.516	
Total	**283.341**	**149.1**
Percent Change from 2011 Supplemental Budget	-8.1%	-8.3%

Program W, Ferries—Capital (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Capital Budget, and illustrate historical and projected expenditure trends.







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 acquiring passenger train equipment and overseeing projects that maintain and improve operation of the state-sponsored rail passenger program and implement track improvements. The program also provides loans and grants to local governments and private sector companies for investments to preserve and improve light-density freight rail system in the state.

2011 Supplemental Budget

The 2010 Supplemental Budget appropriated the full $590 million grant award for American Recovery and Reinvestment Act (ARRA) High Speed Rail grant. The 2011 Supplemental Budget makes technical adjustments to the project list, including schedule updates to the High Speed rail grant which moves $567.6 million from 2009-11 biennium to future biennia.

The table below shows the detail for the 2011 Supplemental Budget for Program Y—Capital.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**735.327**	**18.5**
Adjustments		
Capital Project Adjustments	(592.109)	
Total	**143.218**	**18.5**
Percent Change	-80.5%	0.0%

2011-13 Biennium Budget

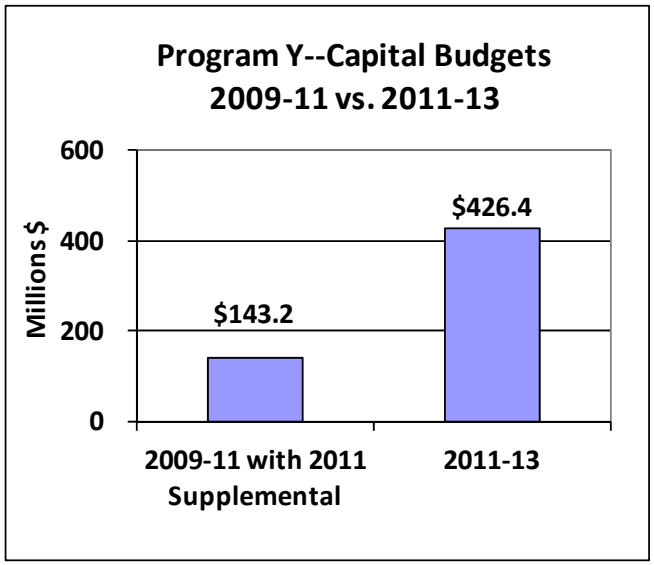
The budget provides $426.4 million for passenger rail and freight rail. Of this amount, $413.9 million is for passenger rail projects, including $311.8 million for High Speed Rail investments with federal (ARRA) funding. $12.5 million is for freight rail projects including $2.8 million for Freight Rail Assistance grants programs and $5.8 million for the Freight Investment Bank for loan program.

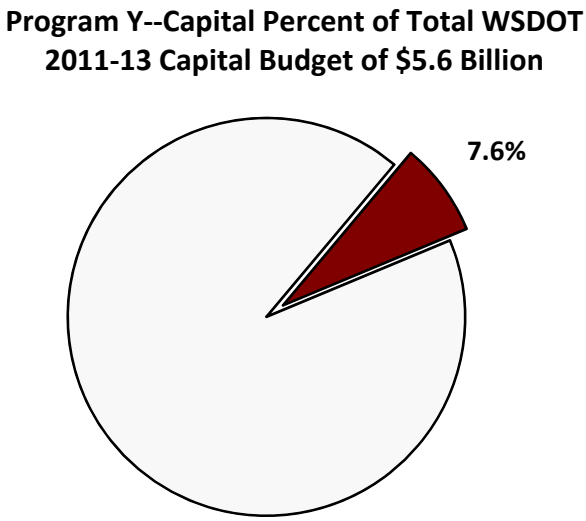
The next table provides the detail for the 2011-13 Budget for Program Y—Capital.

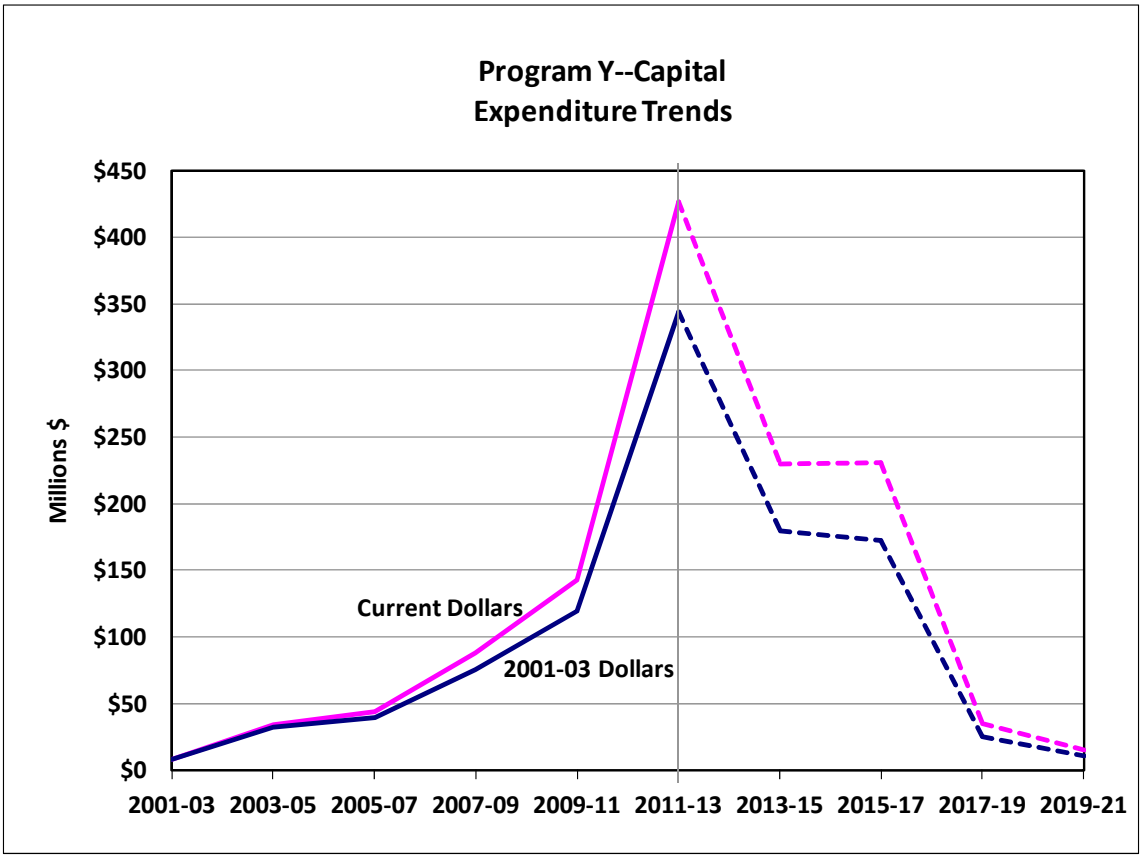
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	-	-
Adjustments		
Capital Projects	426.444	23.0
Total	**426.444**	**23.0**
Percent Change from 2011 Supplemental Budget	197.8%	24.3%

Program Y, Rail—Capital (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Capital Budget, and illustrate historical and projected expenditure trends.







Program Z, Local Programs—Capital

Program Description

Local Programs—Capital administers the local agency federal aid program that provides approximately $475 million in federal financial assistance and $66 million in state and local funds statewide to cities, counties, ports, tribal governments, transit systems, and metropolitan and regional planning organizations for approximately 1,800 local transportation improvement projects.

2011 Supplemental Budget

The 2011 Supplemental Budget maintains forward momentum on projects of regional significance, such as eliminating the Lincoln Avenue at-grade crossing at the Port of Tacoma. The Supplemental Budget also includes proposed schedule updates, technical corrections, and re-appropriation authority to preserve the capital construction project schedule.

The table below shows the detail for the 2011 Supplemental Budget for Program Z—Capital.

2011 Supplemental Budget Detail	Millions $	FTE
2009-11 With 2010 Supplemental Budget	**143.757**	
Adjustments		
Capital Project Adjustments	(48.493)	
Total (appropriated funds only)	**95.264**	**-**
Percent Change from Current Biennium	-33.7%	

2011-13 Biennium Budget

Funding is provided for the Pedestrian and Bicycle Safety/Safe Routes to School Grant Program that supports safety projects such as pedestrian paths, bicycle paths, and sidewalks, which provide safe routes from residential areas to schools and transit facilities on state highways, city streets, and county roads.

Funding is provided for local priority projects, including park and ride facility development for Island Transit and Lake Forest Park, and the construction of new US 101/Northeast Peninsula Safety Rest Area. Funding is included for the completion of these projects: Riverside Avenue Extension Project; improvements to local roads connecting to I-82 Valley Mall Boulevard interchange; and SR 20 Winthrop area bike path. Also included is funding to support the development of a local government passenger-only ferry grant program with funds from the sale of state-owned passenger-only ferries.

Program Z, Local Programs—Capital (continued)

Funding is also provided for projects that facilitate freight movement. These improvement projects are managed by the Freight Mobility Strategic Investment Board, and include the following:

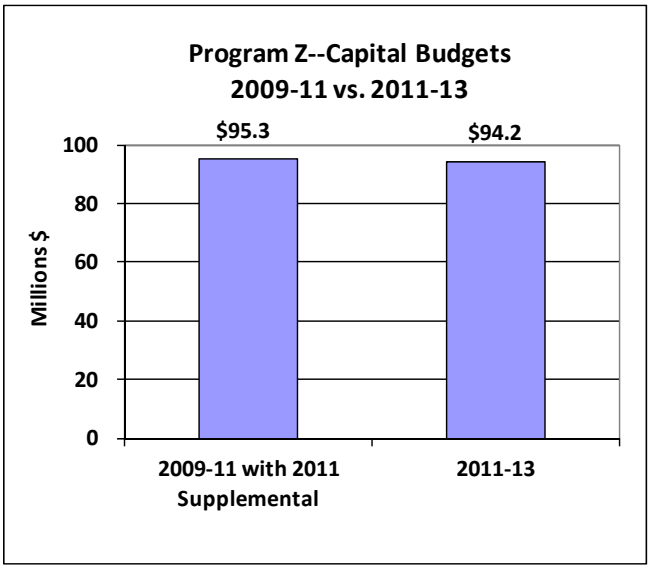
- Constructing a grade separated crossing on M Street SE in Auburn to improve the safety of truck movement accessing SR 18 and SR 167.
- Constructing a grade separated 5-lane arterial roadway to provide grade separations at the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) tracks on S 228th Street.
- A series of spot improvements to improve freight access between the Port of Seattle and the Argo intermodal yard.
- Adding truck access as a complement to the SR99/Spokane Street Bridge Replacement project.
- Reconstructing Havana Street over the Burlington Northern Santa Fe mainline (a highly industrialized area of Spokane) to separate vehicle traffic from heavy train traffic, and to improve safety and enhance development opportunities.
- Constructing a grade separated 5-lane roadway over the Union Pacific and BNSF railroad tracks at Strander Boulevard and SW 27th Street.
- Providing an at-grade interchange at the Port of Tacoma Road.

The next table provides the detail for the 2011-13 Budget for Program Z—Capital.

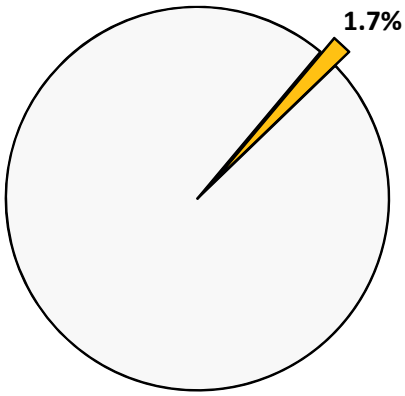
2011-13 Budget Detail	Millions $	FTE
Carry Forward Level	-	-
Adjustments		
Capital Projects	94.169	
Total (appropriated funds only)	**94.169**	-
Percent Change from 2011 Supplemental Budget	-1.1%	

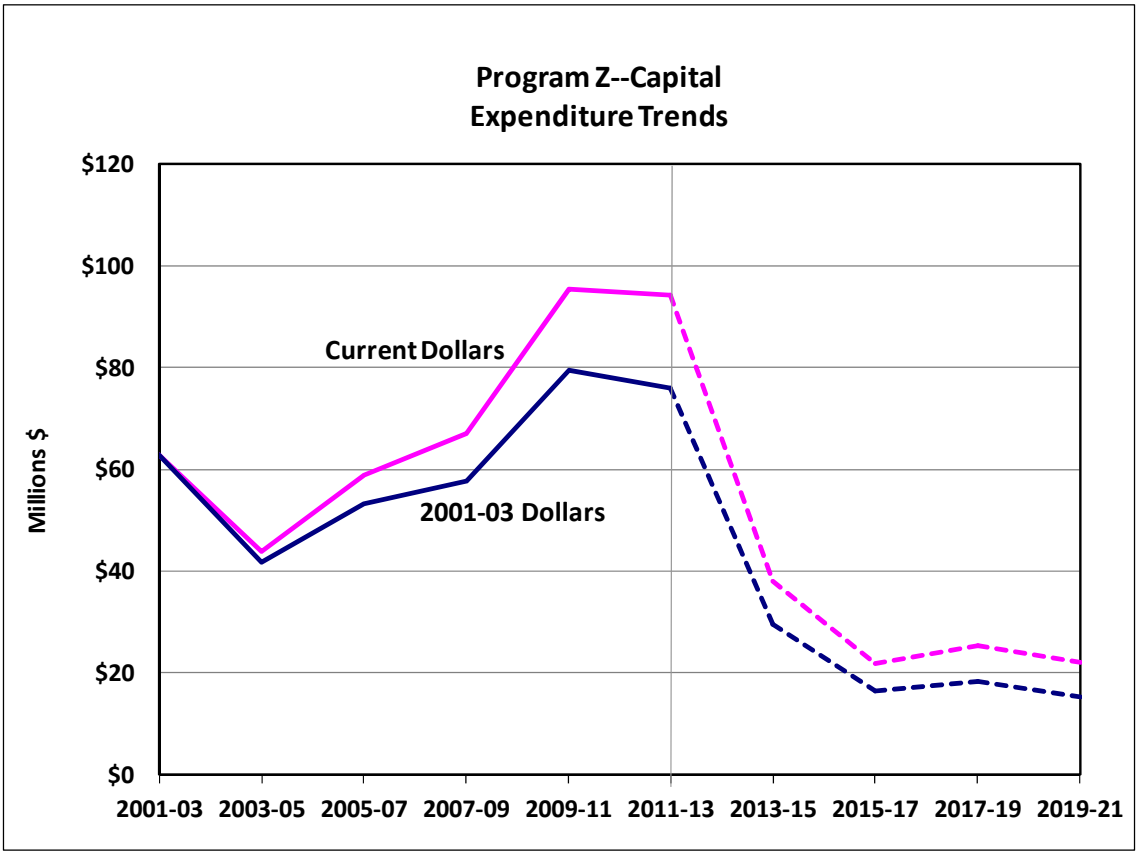
Program Z, Local Programs—Capital (continued)

The following charts compare the 2009-11 and 2011-13 budgets, display the program's budget as a percentage of the department's total 2011-13 Capital Budget, and illustrate historical and projected expenditure trends.



Program Z--Capital Percent of Total WSDOT 2011-13 Capital Budget of $5.6 Billion





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Sources and Uses of Funds

Sources and Uses of Funds

This section describes the sources and uses of funds available to the Washington State Department of Transportation (WSDOT). Detailed information is provided in support of the 2011-13 Enacted Transportation Budget, as well as projections supporting the legislative ten-year operating and capital plan.

Sources of Funds

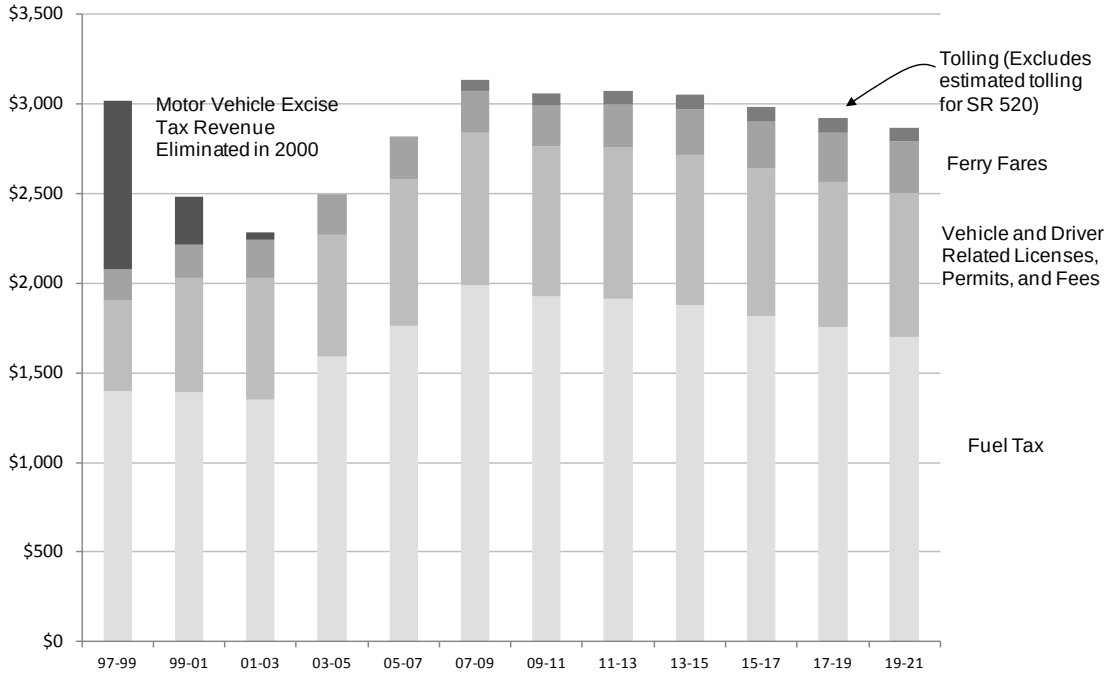
Transportation expenditures are funded from a variety of sources. State transportation taxes and fees, ferry fares, toll revenues, bond proceeds, local funds, and federal funds are all used to fund state transportation projects and programs. These funds are available to be appropriated by the Legislature 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. This requires a portion of the state fuel tax and other revenues to be set aside to pay debt service on these long-term borrowings.

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, and ferry fares. Tolling, though not a major revenue source, is starting to play a bigger role in transportation discussions. Currently only the Tacoma Narrows Bridge (TNB) and State Route (SR) 167 High Occupancy Toll (HOT) Lanes are tolled. The Legislature authorized the tolling of the existing SR 520 Bridge across Lake Washington with tolling expected to begin in December 2011. These revenue sources are deposited into various state treasury accounts as directed by law. The Legislature then appropriates these funds. Discussion of the major revenue sources will be described in more detail in the sections to follow.

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



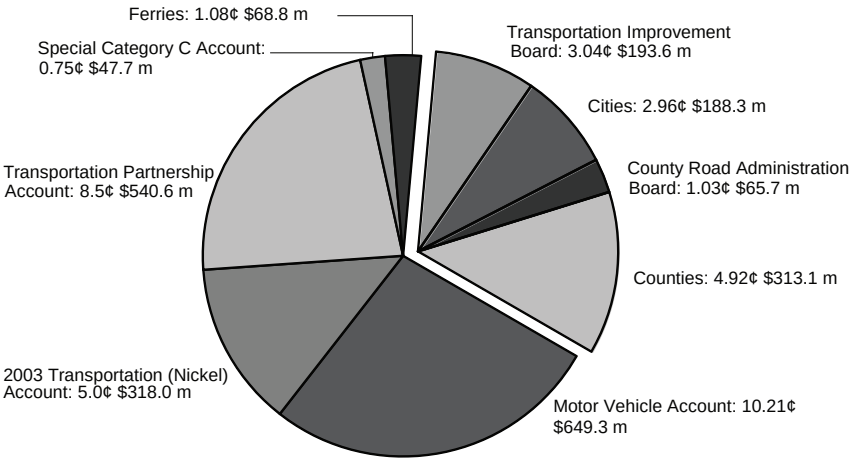
Based on the March 2011 Washington State Transportation Economic & Revenue Forecast.

Transportation Funds

Fuel Tax

There have been two recent legislative changes to the fuel tax. The 2003 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¢. This results in the current rate of 37.5¢. Revenues from both funding packages are used for specific projects identified by the Legislature.

2011-13 Biennium 37.5¢ Fuel Tax Revenue Distribution $2.4 billion*



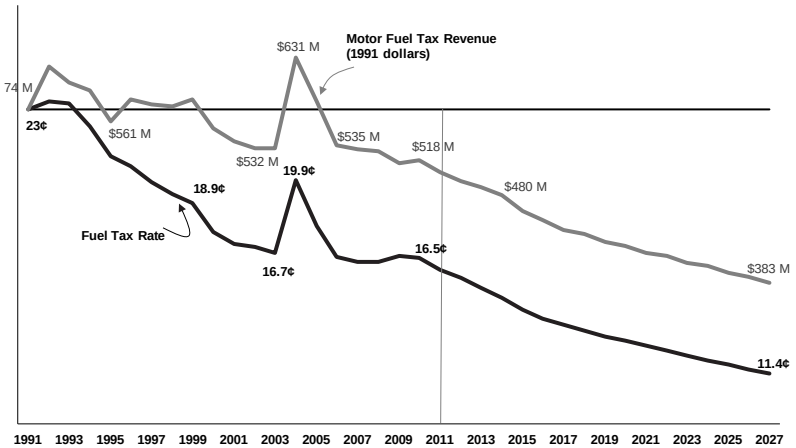
Based on March 2011 Transportation Revenue Forecast

The fuel tax is expected to generate $2.4 billion between July 2011 and June 2013. WSDOT's budget is supported by about 25.5¢ of the total (37.5¢) 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 this revenue be used for highway purposes, which include expenditures by the Washington State Ferries.

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.

Growth Rates Compared: Fuel Tax Revenue and Fuel Tax Rates in 1991 Dollars



Inflation based on construction cost index (CCI) forecast for 1st Quarter of 2011

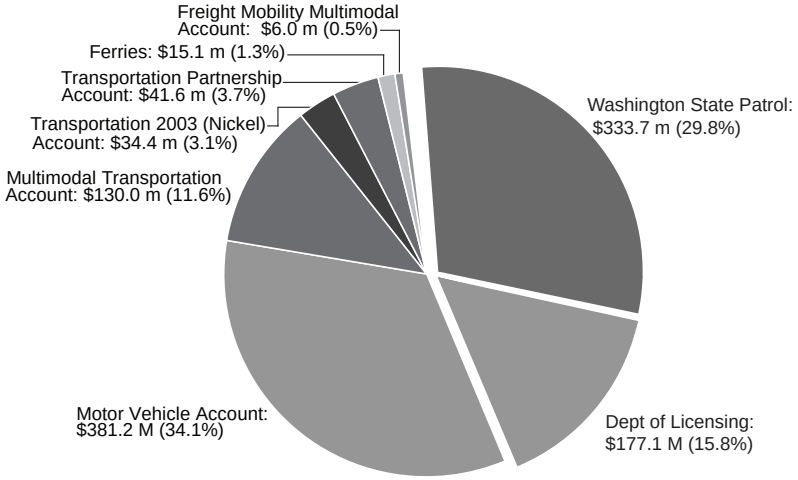
Based on March 2011 Transportation Revenue Forecast

The chart to the left shows how inflation affects the ability to fund transportation systems. For example, when looking at the fuel tax rate from 1991 (when the fuel tax was raised to 23¢ per gallon) through 2027, the effect of inflation is evident. The value of the 23¢ dips to a low of 16.7¢ in 2003 then rises to 19.9¢ when the Nickel tax is added in 2004. Even after the addition of the 2005 fuel tax increases of 3¢ in 2005, 3¢ in 2006, 2¢ in 2007, and 1.5¢ in 2008, the value continues to decline. The fuel tax rate in 2027 will be worth 11.4¢. Projected revenues from the fuel tax decline as well.

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.

2011-13 Biennium License, Permits, and Fees Revenue Distribution $1.1 billion



Based on the March 2011 Transportation Revenue Forecast

The 2003 Legislature increased the gross weight fees on trucks by 15 percent, included an additional 0.3 percent sales and use tax on new and used vehicles and added a $20 license plate number retention fee. 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 driver's license services.

In the 2011-13 biennium, licenses, permits, and fees are expected to generate approximately $1.1 billion. About 29.8 percent of these funds are distributed to the Washington State Patrol and 15.8 percent to the Department of Licensing. The remaining approximately 54.4 percent goes to accounts administered by the department.

2003 Transportation Funding Package

The 2003 Transportation Funding Package included the following tax and fee increases:

Deposited into the Transportation 2003 (Nickel) Account (Established in 2003)

- 5¢ increase to the motor fuel tax
- 15 percent increase in the gross weight fees on trucks

Deposited into the Multimodal Account (Established in 2000)

- An additional 0.3 percent sales tax on new and used vehicles
- A $20 license plate number retention fee

2003 Transportation Package Bond Authorizations

The 2003 Transportation Funding Package included the following bond authorizations:

- Motor vehicle fuel tax bonds: $2.6 billion
- State General Obligation (GO) bonds: $349.5 million

These revenues and bond proceeds are being used for a specific set of projects as set forth by the legislature.

2005 Transportation Funding Package

The 2005 Transportation Funding Package includes:

9.5¢ increase to the motor fuel tax phased in over four years

- 3.0¢ in July 2005
- 3.0¢ in July 2006
- 2.0¢ in July 2007
- 1.5¢ in July 2008

New vehicle weight fees on passenger cars

- $10 for cars under 4,000 pounds
- $20 for cars between 4,000 and 6,000
- $30 for cars between 6,000 and 8,000

Increased existing combined license fees for light trucks

- $10 for trucks under 4,000 pounds
- $20 for trucks between 4,000 and 6,000 pounds
- $30 for trucks between 6,000 and 8,000 pounds

A $75 weight fee for motor homes

Fee increases to various drivers' license services

- Original and renewal license application increased to $20
- Identity cards, Driver Permits and Agricultural Permits increased to $20
- Commercial Driver License and Renewal increased to $30
- License Reinstatement increased to $75
- DUI Hearing increased to $200

Fee increases to various license plate charges

- Reflectorized Plate Fee increased to $2 per plate
- Replacement Plates increased to $10

2005 Transportation Package Bond Authorizations

The 2005 Transportation Funding Package included a bond authorization of $5.1 billion.

These revenues and bond proceeds are being used for a specific set of projects as set forth by the Legislature.

Bond Proceeds, Debt Service, and Certificates of Participation

Bond financing is an important component for the capital program. This funding instrument obligates a portion of the state tax revenues collected for debt service, making them 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, and then appropriate the bond amount before it can be spent. Bonds are sold through the State Finance Committee.

The 2003 and the 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 General Obligation (GO) 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 GO 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. The enacted 2011-13 Transportation Budget assumes that $987.7 million in bonds will be sold to support the SR 520 Corridor projects. The following table displays the appropriated bond sales for 2011-13 to support the Enacted Budget and legislative planned sales through 2023.

dollars in millions

Bond Authorization	Total Authorization	Remaining Authorization * as of June 30, 2011	2011-13 Appropriated Bond Sale Plan	Legislative Bond Sale Plan 2013-15 thru 2021-23	Remaining Authorization as of June 30, 2023
Referendum 49 Bonds *RCW 47.10.843* State and Local Highway Improvements	$1,900.0	$148.0	$136.5	$0.0	$11.1
Transportation 2003 (Nickel) Account RCW 47.10.861 Highway Improvements (I)	$3,200.0	$901.5	$443.1	$137.8	$320.5
Multimodal Bonds (GO Bonds) *RCW 47.10.867* Multimodal Transportation Projects	$249.5	$73.6	$62.9	$8.7	$2.0
Transportation Partnership Account *RCW 47.10.873* Highway Improvements (I)	$5,300.0	$3,390.1	$1,427.7	$1,706.4	$256.1
Special Category C *RCW 47.10.812* Highway Improvements (I)	$600.0	$225.8	$0.0	$0.0	$225.8
Subtotal		*$4,738.6*	*$2,070.3*	*$1,852.9*	*$815.5*
SR 520 Corridor Project Bonds	$1,950.0	$1,775.5	$987.7	$527.7	$260.0
Total		$6,514.1	$3,058.1	$2,380.6	$1,075.5

Bonds sold and bond sale plans reflect par amounts

* Remaining Authority for June 30, 2011 includes bonds sold in July 2011 for Washington State Ferries to reimburse expenditures from the 2009-11 biennium ($14.5 million), and bonds to be sold in October 2011 for the SR 520 Corridor Project to reimburse expenditures from the 2009-11 biennium ($174.5 million).

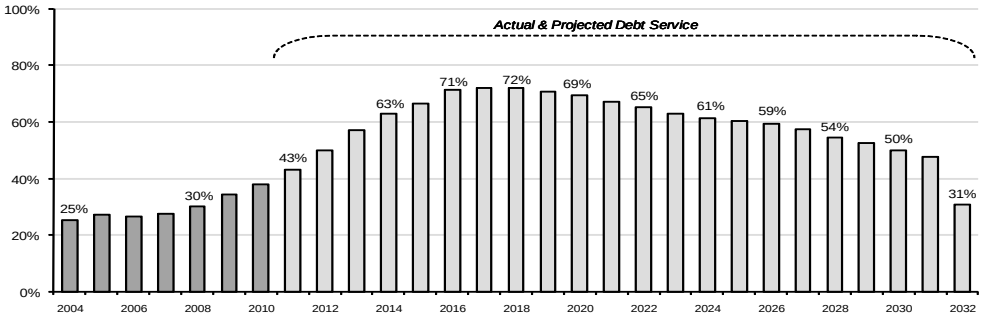
Debt Service as a Percent of the State's Overall Share of the Motor Fuel Tax

The following chart displays the percent of debt service on the state's share of the base 23¢ per gallon fuel tax (12.5¢), the addition in 2003 of 5¢ per gallon fuel tax, and the state's 8.5¢ portion of the 9.5¢ per gallon fuel tax added in 2005. Both the 2003 and the 2005 fuel tax increases were designed to be highly leveraged (most of the revenue from the two increases was planned to be used to pay debt service on bonds sold to pay for specific projects totaling approximately $11 billion).

Of the 37.5¢ fuel tax paid per gallon, 18¢ is projected to be used to pay debt service (4¢ of the 23¢, 5¢ of the Nickel, and 8.5¢ of the 9.5¢).

Debt service for the TNB Bonds and the SR 520 Corridor Project Bonds are not included in this chart. Although backed by the motor fuel tax, debt service is paid from toll revenue.

Debt Service as a Percent of the State's Overall Share of the Fuel Tax
(State Share 12.04¢ + 5¢ + 8.5¢ = 25.5¢)
March 2011 Transportation Revenue Forecast



Ferry Fares

Washington State Ferry fares and other miscellaneous ferry revenues are used for ferry operations. Ferry fare revenues are assumed to include a one time 3.0 percent increase in May 2012, and a 2.5 percent annual fare increase each October from 2013 to 2021, rounded up to the nearest nickel. This results in slightly increasing real fares over time given the current projection for inflation. Ferry fares and miscellaneous ferry revenues are augmented by direct distributions from the motor fuel tax and licenses, permits, and fees revenue, as well as transfers from other transportation accounts to round out the ferry capital and operating budgets. The Legislature enacted a 25¢ per passenger fee, starting in October 2011 to help with the funding of a new 144 car ferry vessel. Ferry fares are set by the Transportation Commission.

Toll Revenues

Toll revenues are used for costs that contribute directly to the financing, operation, maintenance, management, and necessary repairs of the tolled facility. Toll rates are set by the Transportation Commission.

In the 2011-13 biennium, Washington state will collect tolls on three WSDOT facilities:

1. Tacoma Narrows Bridge
2. SR 167 High-Occupancy Toll Lanes
3. SR 520 Corridor Project

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.

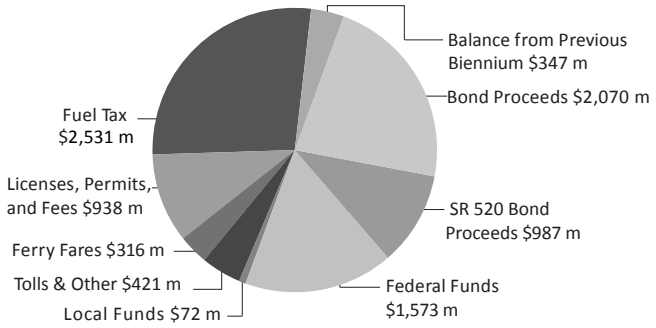
Federal Funds

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. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was signed into law in August 2005 and scheduled to expire in September 2009. Currently, the federal highway transportation program is operating under Continuing Resolution HR2887, dated September 16, 2011 which extends SAFETEA-LU through March 18, 2012. The current financial plan assumes a 20 percent drop due to uncertainties regarding the financial health of the Highway Trust Fund.

Federal cash flow estimates contained in the Current Law Budget proposal are derived from the SAFETEA-LU program authorizations and have been extended for the ten-year planning period. For the remainder of the ten-year planning period, it was assumed that the current structure of the federal transportation programs would continue. A full description and discussion of the individual federal programs authorized in SAFETEA-LU can be found in the March 2011 issue of the Legislative Transportation Committee’s Transportation Resource Manual and in the March 2011 Transportation Revenue Forecast Council Forecast.

How is the Enacted Transportation Budget Funded?

Total Transportation Funds Collected by the State for 2011-13 • $9.3 billion*



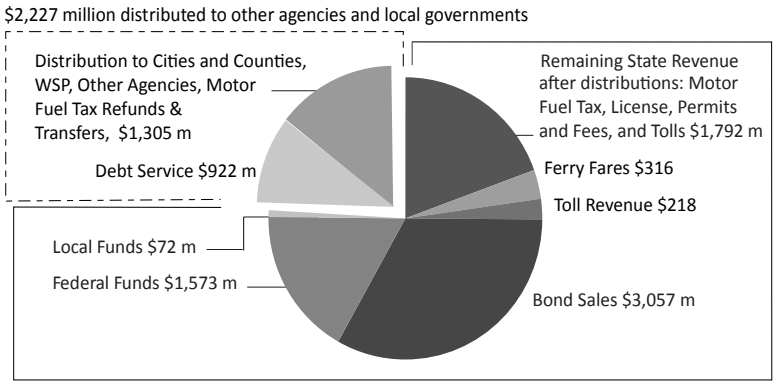
Based on the March 2011 Transportation Revenue Forecast

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 back 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 2011-2013 Operating and Capital budgets.

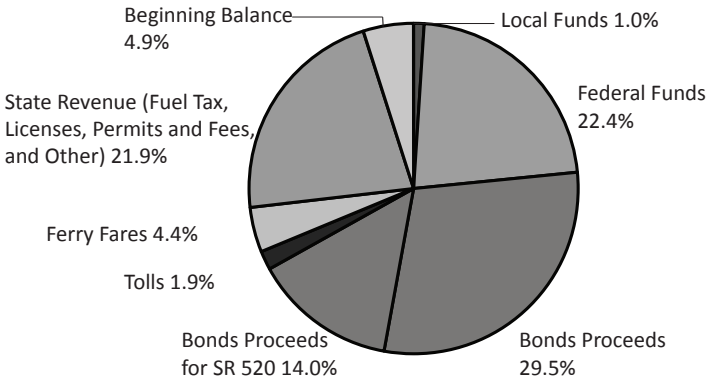
Distribution of $9.3 billion Transportation Funds in 2011-13

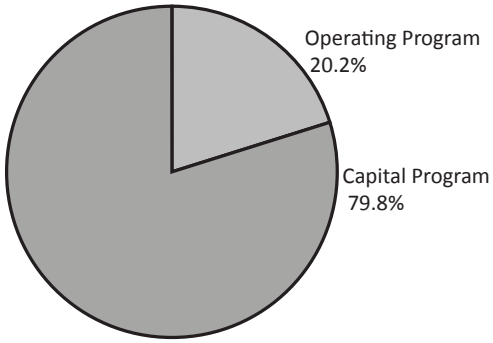


*Based on March 2011 Transportation Revenue Forecast.
Motor Fuel Tax revenue is based on the month of collection.

2011-13 Enacted Budget: WSDOT's Funds by Source; Allocated to Operating Expenditures and Capital Investment

The charts below summarize the 2011-13 Enacted Budget. Expenditures reflect the appropriations for operating and capital programs for the department and do not include appropriations for other transportation related accounts such as the Washington State Patrol, Highway Safety, Department of Licensing and others.





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 availibility 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.
- Customers could be more sensitive to economic conditions, this impacts 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.

Ten-Year Plan

The next two pages display by program the 2009-11 enacted budget, the 2011-13 enacted budget, and the legislative ten-year plan for both operating and capital uses through fiscal year 2021.

2011-13 Enacted Transportation Operating and Capital Budget and Legislative Ten-Year Plan for Uses of Funds • March 2011 Revenue Forecast

dollars in millions

Operating Programs	09-11	11-13	13-15	15-17	17-19	19-21	10-Year Total
Uses of Funds:							
Highway Maintenance and Operations							
Toll Oversight and Planning • B	2.9	0.6	0.6	0.6	0.6	0.6	2.8
Tacoma Narrows Bridge • B	26.6	23.4	8.0	8.1	8.3	8.4	56.2
High-Occupancy Toll Lanes • B	2.7	1.3	1.3	1.3	1.4	1.4	6.7
SR 520 Corridor • B	0.9	31.9	32.6	33.8	35.1	36.3	169.6
Total Toll Maintenance and Operations	**33.1**	**57.2**	**42.4**	**43.8**	**45.3**	**46.7**	**235.4**
Highway Maintenance and Operations • M	366.4	387.3	390.2	398.3	406.4	414.2	1,996.4
Highway Traffic Operations • Q	52.2	52.3	52.6	53.7	54.8	55.8	269.2
Total Highway Maintenance and Operations	**418.6**	**439.7**	**442.8**	**452.0**	**461.2**	**470.1**	**2,265.6**
Total Toll and Highway Maintenance and Operations	**451.7**	**496.9**	**485.2**	**495.8**	**506.5**	**516.8**	**2,501.0**
Ferries Maintenance & Operations • X	**448.6**	**467.8**	**465.2**	**509.6**	**540.7**	**562.9**	**2,546.2**
Public Transportation and Rail							
Public Transportation • V[1]	125.5	111.7	105.9	116.9	117.9	118.8	571.2
Rail • Y	31.8	30.0	30.5	31.1	31.8	32.4	155.8
Public Transportation and Rail Total	**157.4**	**141.7**	**136.5**	**148.0**	**149.6**	**151.2**	**727.0**
Aviation • F	**7.9**	**8.2**	**8.3**	**8.4**	**8.5**	**8.6**	**42.1**
Transportation Economic Partnerships • K	**0.7**	**0.7**	**0.6**	**0.6**	**0.6**	**0.6**	**3.1**
Local Programs • Z	**11.2**	**11.4**	**11.5**	**11.7**	**12.0**	**12.2**	**58.9**
Support Services and Other Charges							
Facilities Maintenance & Operations • D	24.7	25.9	26.2	26.7	27.3	27.8	133.8
Program Delivery Management & Support • H	48.6	48.2	48.4	49.4	50.4	51.4	247.9
Transportation Management & Support • S	29.4	29.4	29.6	30.2	30.8	31.4	151.4
Office of Information Technology • C	73.2	72.4	74.1	75.5	77.0	78.5	377.5
Transportation Planning, Data, & Research • T	52.1	49.6	49.0	50.0	51.0	52.0	251.6
Charges from Other Agencies • U	88.3	88.9	90.0	91.9	93.7	95.5	460.1
Support Services Total	**316.4**	**314.4**	**317.2**	**323.7**	**330.3**	**336.6**	**1,622.2**
Subtotal Operating Budget	**1,393.9**	**1,441.1**	**1,424.5**	**1,497.9**	**1,548.2**	**1,588.9**	**7,500.6**
2011-13 Compensation Adjustment	**0.0**	**(22.0)**	**0.0**	**0.0**	**0.0**	**0.0**	**(22.0)**
Total Operating Uses of Funds	**1,393.9**	**1,419.1**	**1,424.5**	**1,497.9**	**1,548.2**	**1,588.9**	**7,478.6**

Capital Programs	09-11	11-13	13-15	15-17	17-19	19-21	10-Year Total
Uses of Funds:							
Highway Construction							
Hwy. Improvements • I (Pre-existing)	*692.6*	*587.3*	*460.1*	*215.5*	*202.4*	*180.0*	*1,645.3*
Hwy. Improvements • I (Special C Account)	*25.2*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Hwy. Improvements • I (Nickel Account)	*590.8*	*436.0*	*107.9*	*12.6*	*1.4*	*0.2*	*558.1*
Hwy. Improvements • I (TPA Account)	*1,325.6*	*1,991.5*	*960.0*	*411.1*	*56.9*	*81.6*	*3,501.1*
Hwy. Improvements • I (Multimodal Account)	*0.0*	*0.0*	*86.0*	*87.3*	*0.0*	*0.0*	*173.3*
Hwy. Improvements • I (SR 520 Account)	*231.2*	*1,019.5*	*550.6*	*24.0*	*25.0*	*0.0*	*1,619.1*
Hwy. Improvements • I (Tacoma Narrows Bridge)	*0.8*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Total Highway Improvements • I	**2,866.3**	**4,034.3**	**2,164.6**	**750.4**	**285.7**	**261.8**	**7,496.9**
Hwy. Preservation • P (Pre-existing Funds)	*647.2*	*719.5*	*510.6*	*557.0*	*621.4*	*561.8*	*2,970.3*
Hwy. Preservation • P (2003 Funding)	*6.1*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Hwy. Preservation • P (2005 Funding)	*67.4*	*34.2*	*18.6*	*17.5*	*0.2*	*0.5*	*71.0*
Total Highway Preservation • P	**720.7**	**753.7**	**529.1**	**574.5**	**621.6**	**562.3**	**3,041.3**
Total Highway Construction	**3,587.0**	**4,788.0**	**2,693.8**	**1,324.9**	**907.3**	**824.2**	**10,538.2**
Other Highway							
Capital Facilities • D	*4.6*	*5.4*	*6.2*	*6.5*	*6.8*	*7.2*	*32.0*
Traffic Operations • Q	*18.4*	*12.0*	*10.0*	*10.0*	*10.0*	*10.0*	*52.0*
Total Other Highways	**23.1**	**17.5**	**16.2**	**16.5**	**16.8**	**17.2**	**84.1**
Total Highways	**3,610.1**	**4,805.5**	**2,709.9**	**1,341.4**	**924.1**	**841.3**	**10,622.2**
Ferries Construction							
Ferry Construction • W (Pre-existing)	*153.7*	*109.5*	*297.1*	*271.2*	*293.4*	*248.4*	*1,219.6*
Ferry Construction • W (2003 Funding)	*51.9*	*161.3*	*36.5*	*36.7*	*0.0*	*0.0*	*234.5*
Ferry Construction • W (2005 Funding)	*102.7*	*12.5*	*10.8*	*0.0*	*0.0*	*0.0*	*23.4*
Total Ferry Construction • W	**308.2**	**283.3**	**344.4**	**307.9**	**293.4**	**248.4**	**1,477.4**
Rail Program Y	**143.2**	**426.4**	**230.3**	**230.7**	**35.0**	**15.0**	**937.4**
Local Programs Z	**95.3**	**94.2**	**38.1**	**21.9**	**25.4**	**22.0**	**201.5**
Program T							
Public Transit (Omnibus Budget)	0.7						**0.0**
Total Capital Uses of Funds	**4,157.4**	**5,609.5**	**3,322.6**	**1,901.9**	**1,277.9**	**1,126.7**	**13,238.6**
Total Uses of Funds (Operating and Capital)	**5,551.3**	**7,028.6**	**4,747.1**	**3,399.8**	**2,826.1**	**2,715.6**	**20,717.2**

The 2009-11 column represents the 2011 Enacted Supplemental Transportation Operating and Capital Budget.

For 2009-11, program I includes $2.6 million for culvert replacement and Captial Program T (Public Transit) for $0.650 million in the Omnibus Capital Budget.

2011-13 reflects the Enacted 2011-13 Transportation Operating and Captial Budget.

2011-13 includes an aoppropriation for Progam V (Public Transit) $452,00 from the State Vehicle Parking Account.

2011-13 Enacted Transportation Operating and Capital Budget and Ten-Year Plan • Sources of Funds
March 2011 Revenue Forecast

dollars in millions

Sources of Funds	09-11	11-13	13-15	15-17	17-19	19-21	10-Year Total
State Revenues from Taxes and Fees	1,620.7	1,991.9	1,662.5	1,744.4	1,651.6	1,618.8	**8,669.2**
Ferry Fares [1]	293.9	309.5	338.6	368.3	399.6	432.2	**1,848.2**
Net Toll Revenue [2]	29.3	24.7	9.3	9.5	9.7	9.8	**62.9**
Subtotal State Revenues	**1,943.9**	**2,326.1**	**2,010.3**	**2,122.2**	**2,060.8**	**2,060.9**	**10,580.3**
Bond Proceeds	**2,252.5**	**3,057.1**	**1,610.3**	**438.5**	**55.4**	**79.3**	***5,240.6***
Federal[3]	**1,242.3**	**1,573.1**	**1,100.2**	**819.8**	**694.4**	**560.1**	***4,747.5***
Local	**112.6**	**72.3**	**26.4**	**19.3**	**15.5**	**15.4**	***148.7***
Sources of Funds Subtotal	**5,551.3**	**7,028.6**	**4,747.1**	**3,399.8**	**2,826.1**	**2,715.6**	***20,717.2***
Total Sources of Funds	**5,551.3**	**7,028.6**	**4,747.1**	**3,399.8**	**2,826.1**	**2,715.6**	**20,717.2**
Bond and Debt Service Detail							
Bond Proceeds							
Transportation Partnership Bonds	1,261.1	1,427.7	966.3	411.3	54.8	79.2	**2,939.3**
Nickel Account Bonds	568.0	443.1	109.8	27.2	0.6	0.1	**580.8**
Multimodal Account Bonds	48.0	62.9	8.7	0.0	0.0	0.0	**71.6**
R-49 Bonds	119.1	136.5	0.0	0.0	0.0	0.0	**136.5**
SR 520 Corridor Bonds	231.2	986.8	525.5	0.0	0.0	0.0	**1,512.3**
Special C Bonds	25.1	0.0	0.0	0.0	0.0	0.0	**0.0**
Total Bond Proceeds	**2,252.5**	**3,057.1**	**1,610.3**	**438.5**	**55.4**	**79.3**	**5,240.6**
Debt Service							
Highway Debt Service (MVA, Special C)	220.8	215.9	225.5	234.8	231.0	218.4	**1,125.6**
Ferry Capital Construction Debt Service	33.8	31.8	31.8	31.5	31.1	27.8	**154.1**
Nickel Account Debt Service	262.9	297.0	347.9	383.3	386.6	388.0	**1,803.0**
Transportation Partnership Debt Service	140.9	232.2	576.8	577.6	625.9	634.8	**2,647.3**
Total Motor Fuel Tax Supported Debt Service [4]	**658.4**	**777.0**	**1,182.1**	**1,227.2**	**1,274.6**	**1,269.1**	**5,730.0**
Multimodal Account Debt Service (GO Bonds)	17.9	24.2	31.1	32.2	33.1	36.8	**157.4**
Tacoma Narrows Bridge Debt Service	79.9	87.5	108.8	132.8	143.6	146.1	**618.8**
SR 520 Corridor Debt Service	0.0	33.8	91.9	106.0	113.9	119.6	**465.2**
Total Transportation Debt Service Withholding	**756.2**	**922.4**	**1,413.8**	**1,498.1**	**1,565.3**	**1,571.7**	**6,506.1**

[1] The revenue forecast for Ferry Fares assumes the current rate structure for all biennia, with an annual increase of 2.5 percent each October through 2025.

[2] The amounts displayed in all biennia are "net toll revenue" and do not include toll revenue applied to debt service. For the Tacoma Narrows Bridge toll revenues, revenue forecasts reflect current rates only; however the financial plan includes a placeholder for rate increases in the outer biennia. The HOT lane revenue forecast assumes the pilot project to end in 2013; however the financial plan assumes the tolls to remain in place through the ten-year period and into the future.

[3] Federal Funds includes the American Recovery and Reinvestment Act (ARRA) of 2009 which provides funding for Highway Improvements (Program I), Highway Preservation (Program P), and Traffic Operations (Program Q). Additional ARRA funds were provided for rail (program Y) which received funding solely for high-speed rail projects.

[4] Debt Service includes a federal subsidy for Build America Bonds in the Motor Vehicle Account (108), the 2003 Transportation (Nickel) Account (550), the 2005 Partnership Account (09H), and Special Category C Account (215). Debt service for future bond issues are legislative estimates.

Fiscal Legislation

- **2011-13 Enacted Transportation Budget and 2011 Supplemental Transportation Budget**
  ESSB 1175; Chapter 367, Laws of 2011

- **2011-13 Omnibus Operating Budget**
  2ESHB 1087; Chapter 50, Laws of 2011
  Sections 718 - 721
  (Including LEAP Documents)

- **Washington State Ferry System**
  2ESSB 5742; Chapter 16, Laws of 2011
  Section 3(7)

2011-13 Enacted Transportation Budget and 2011 Supplemental Transportation Budget

ESSB 1175; Chapter 367, Laws of 2011

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE HOUSE BILL 1175

Chapter 367, Laws of 2011

(partial veto)

62nd Legislature
2011 Regular Session

TRANSPORTATION BUDGET

EFFECTIVE DATE: 05/16/11 - Except sections 703, 704, 716, and 719, which become effective 07/01/11.

Passed by the House April 22, 2011
Yeas 87 Nays 9

FRANK CHOPP

Speaker of the House of Representatives

Passed by the Senate April 20, 2011
Yeas 39 Nays 9

BRAD OWEN

President of the Senate

Approved May 16, 2011, 3:27 p.m., with the exception of Sections 103(3), 103(4), 204(2), 205(3), 208(11), 210(4), 210(6), 221(3), 221(4), 221(7), 221(8), 221(9), 221(18), 305(6), 306(4), 308(6), 308(10), 308(12), 610, 706, 714, 722, and 817.

CHRISTINE GREGOIRE

Governor of the State of Washington

CERTIFICATE

I, Barbara Baker, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE HOUSE BILL 1175** as passed by the House of Representatives and the Senate on the dates hereon set forth.

BARBARA BAKER

Chief Clerk

FILED

May 17, 2011

Secretary of State
State of Washington

ENGROSSED SUBSTITUTE HOUSE BILL 1175

AS AMENDED BY THE SENATE

Passed Legislature - 2011 Regular Session

State of Washington 62nd Legislature 2011 Regular Session

By House Transportation (originally sponsored by Representatives Clibborn, Armstrong, Liias, and Billig; by request of Governor Gregoire)

READ FIRST TIME 03/24/11.

AN ACT Relating to transportation funding and appropriations; amending RCW 47.29.170, 46.63.170, 46.63.160, 43.19.642, 43.19.534, 47.01.380, 47.56.403, 43.105.330, 47.64.170, 47.64.270, 47.64.280, 46.68.170, 46.68.370, 47.12.244, 46.68.060, 46.68.220, 47.56.876, and 46.68.---; reenacting and amending RCW 46.18.060 and 47.28.030; amending 2010 c 247 ss 205, 207, 208, 209, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 301, 302, 303, 304, 305, 307, 308, 401, 402, and 403 (uncodified); amending 2009 c 470 ss 301 and 305 (uncodified); amending 2010 c 283 s 19 (uncodified); amending 2010 1st sp.s. c 37 s 804 (uncodified); adding a new section to 2010 c 247 (uncodified); creating new sections; repealing 2010 c 161 s 1126; 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:

2011-2013 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, 2013.

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

(a) "Fiscal year 2012" or "FY 2012" means the fiscal year ending June 30, 2012.

(b) "Fiscal year 2013" or "FY 2013" means the fiscal year ending June 30, 2013.

(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.

2011-2013 FISCAL BIENNIUM
GENERAL GOVERNMENT AGENCIES--OPERATING

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

Motor Vehicle Account--State Appropriation $430,000

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

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

Grade Crossing Protective Account--State
Appropriation $504,000

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

Motor Vehicle Account--State Appropriation $2,216,000
Puget Sound Ferry Operations Account--State
Appropriation $4,624,000
TOTAL APPROPRIATION $6,840,000

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

(1) The office of financial management, in consultation with the transportation committees of the legislature, shall conduct a budget evaluation study for the new traffic management center proposed by the department of transportation. The study must consider data resulting from the plan identified in section 604 of this act. The budget evaluation study team approach using value engineering techniques must be utilized by the office of financial management in conducting the study. The office of financial management shall select the budget evaluation study team members, contract for the study, and report the results to the transportation committees of the legislature and the department of transportation in a timely manner following the study. Options reviewed must include use of existing facilities, including the Wheeler building data center in Olympia. Funds allocated for the new traffic management center must be used by the office of financial management through an interagency agreement with the department of transportation to cover the cost of the study.

(2) $4,480,000 of the Puget Sound ferry operations account--state appropriation is provided solely for marine insurance. The appropriation is intended to fully fund a two-year policy, and the office of financial management shall increase the deductible to $10,000,000 and reduce components of the policy in order to keep the total cost of the two-year policy at or below the appropriation in this subsection.

(3) The office of financial management shall review the department of transportation's predesign requirements for Washington state ferry

vessel and terminal projects and modify the requirements such that the requirements continue to meet legal mandates without placing an undue burden on the department.

(4) The office of financial management shall provide to the transportation committees of the legislature, on a quarterly basis, a listing of all demands to bargain with respect to ferry labor relations and the issue that gave rise to the demand to bargain.

(5) $840,000 of the motor vehicle account--state appropriation is provided out of funds set aside out of statewide fuel taxes distributed to counties according to RCW 46.68.120(3) solely for the office of financial management to contract with the Washington state association of counties to identify, evaluate, and implement performance measures associated with county transportation activities. The performance measures must include, at a minimum, those related to safety, system preservation, mobility, environmental protection, and project completion. A report on the county transportation performance implementation project must be provided to the transportation committees of the legislature by December 31, 2012.

(6) $169,000 of the motor vehicle account--state appropriation is provided solely for the office of regulatory assistance integrated permitting project.

(7) $40,000 of the Puget Sound ferry operations account--state appropriation is provided solely for the state's share of the marine salary survey.

(8) The office of financial management shall study the available data regarding statewide transit, bicycle, and pedestrian trips and recommend additional performance measures that will effectively measure the state's performance in increasing transit ridership and bicycle and pedestrian trips. The office of financial management shall report its findings and recommendations to the transportation committees of the legislature by November 15, 2011, and integrate the new performance measures into the report prepared by the office of financial management pursuant to RCW 47.04.280 regarding progress towards achieving Washington state's transportation system policy goals.

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

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 $1,210,000

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

(1) $351,000 of the motor vehicle account--state appropriation is provided solely for costs associated with the motor fuel quality program.

(2) $686,000 of the motor vehicle account--state appropriation is provided solely to test the quality of biofuel. The department must test fuel quality at the biofuel manufacturer, distributor, and retailer.

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

Motor Vehicle Account--State Appropriation $513,000

TRANSPORTATION AGENCIES--OPERATING

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

Highway Safety Account--State Appropriation $3,003,000
Highway Safety Account--Federal Appropriation $42,625,000
Highway Safety Account--Local Appropriation $50,000
School Zone Safety Account--State Appropriation $3,340,000
TOTAL APPROPRIATION $49,018,000

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

(1) $1,673,900 of the highway safety account--federal appropriation is provided solely for the conclusion of the target zero trooper pilot program, which the commission has developed and implemented in collaboration with the Washington state patrol. The pilot program must continue to demonstrate the effectiveness of intense, high visibility,

driving under the influence enforcement in Washington. The commission shall continue to apply to the national highway traffic safety administration for federal highway safety grants to cover the cost of the pilot program.

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

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

(b) In order to ensure adequate time in the 2011-2013 fiscal biennium to evaluate the effectiveness of the pilot projects, any projects authorized by the commission must be authorized by December 31, 2011.

(c) By January 1, 2013, the commission shall provide a report to the legislature regarding the use, public acceptance, outcomes, and other relevant issues regarding automated traffic safety cameras demonstrated by the pilot projects.

(3) $460,000 of the highway safety account--state appropriation is provided solely for the implementation of chapter ... (Engrossed Second Substitute House Bill No. 1789), Laws of 2011 (addressing DUI accountability). If chapter ... (Engrossed Second Substitute House Bill No. 1789), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(4) The commission shall conduct a review of the literature on potential safety benefits realized from drivers using their headlights and windshield wipers simultaneously and shall report to the transportation committees of the legislature by December 1, 2011.

(5) $22,000,000 of the highway safety account--federal appropriation is provided solely for federal funds that may be obligated to the commission pursuant to 23 U.S.C. Sec. 164 during the 2011-2013 fiscal biennium.

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

Rural Arterial Trust Account--State Appropriation $948,000

Motor Vehicle Account--State Appropriation $2,161,000

County Arterial Preservation Account--State
Appropriation $1,480,000
TOTAL APPROPRIATION $4,589,000

The appropriations in this section are subject to the following conditions and limitations: The county road administration board shall submit a report to the transportation committees of the legislature by December 1, 2011, on the implementation of the recommendations that resulted from the evaluation of efficiencies in the delivery of transportation funding and services to local governments that was required under section 204(8), chapter 247, Laws of 2010. The report must include a description of how recommendations were implemented, what efficiencies were achieved, and an explanation of any recommendations that were not implemented.

NEW SECTION. **Sec. 203. FOR THE TRANSPORTATION IMPROVEMENT BOARD**
Transportation Improvement Account--State
Appropriation $3,707,000

The appropriation in this section is subject to the following conditions and limitations: The transportation improvement board shall submit a report to the transportation committees of the legislature by December 1, 2011, on the implementation of the recommendations that resulted from the evaluation of efficiencies in the delivery of transportation funding and services to local governments that was required under section 204(8), chapter 247, Laws of 2010. The report must include a description of how recommendations were implemented, what efficiencies were achieved, and an explanation of any recommendations that were not implemented.

*NEW SECTION. **Sec. 204. FOR THE JOINT TRANSPORTATION COMMITTEE**
Motor Vehicle Account--State Appropriation $2,060,000

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

(1) $200,000 of the motor vehicle account--state appropriation is for a study of Washington state ferries fares that recommends the most appropriate fare media for use with the reservation system and the implementation of demand management pricing and interoperability with

other payment methods. The study must include direct collaboration with transportation commission members.

(2) $150,000 of the motor vehicle account--state appropriation is for a study of the management organization structure at the Washington state ferries. The study results must make recommendations on changes to the organizational structure that will result in more efficient operations and a more balanced management organization structure scaled to the workforce.

(3) $200,000 of the motor vehicle account--state appropriation is from the cities statewide fuel tax distributions under RCW 46.68.110(2) for the joint transportation committee to study and make recommendations on RCW 90.03.525. The study must include: (a) An inventory of state highways subject to the federal clean water act (40 C.F.R. Parts 122 through 124) (national pollutant discharge elimination system) that are within city boundaries; (b) a survey of cities that impose storm water fees or charges to the department of transportation, or otherwise manage storm water runoff from state highways within their jurisdiction; (c) case studies from a representative cross-section of cities on how the department and cities have used RCW 90.03.525; and (d) recommendations on how to achieve efficiencies in the cost and management of state highway storm water runoff within cities under RCW 90.03.525.

(4) $425,000 of the motor vehicle account--state appropriation is for the joint transportation committee to conduct a study to evaluate the potential for financing state transportation projects using public-private partnerships. The study must compare the costs, advantages, and disadvantages of various forms of public-private partnerships with conventional financing. Projects to be evaluated include Interstate 405, state route number 509, state route number 167, the Columbia River crossing, and the Monroe bypass. At a minimum, the study must identify the public interest in the financing and construction of transportation projects, the public interest in the operation of transportation projects, and the provisions in public-private partnership agreements that best protect the public interest. To the extent possible, the study must identify the lowest-cost and best-value model for each project that best protects the public interest. In addition, the study must evaluate whether public-private partnerships serve the defined public interest including, but not limited to, the advantage and

disadvantage of risk allocation, the effects of private versus public financing on the state's bonding capacity, the state's ability to retain public ownership of the asset, the process that would allow for the most transparency during the negotiation of terms of a public-private partnership agreement, and the state's ability to oversee the private entity's management of the asset. The study must identify any barriers to the implementation of funding models that best protect the public interest, including statutory and constitutional barriers. The committee shall issue a report of its evaluation to the house of representatives and senate transportation committees by December 16, 2011.

(5) $100,000 of the motor vehicle account--state appropriation is for an investigation of the use of liquid natural gas on existing Washington state ferry vessels as well as the 144-car class vessels and report to the legislature by December 31, 2011.

Sec. 204 was partially vetoed. See message at end of chapter.

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

Motor Vehicle Account--State Appropriation $2,142,000
Multimodal Transportation Account--State Appropriation $112,000
TOTAL APPROPRIATION $2,254,000

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

(1) Consistent with RCW 43.135.055, 47.60.290, and 47.60.315, during the 2011-2013 fiscal biennium, the legislature authorizes the transportation commission to periodically review and, if necessary, adjust the schedule of fares for the Washington state ferry system only in amounts not greater than those sufficient to generate the amount of revenue required by the biennial transportation budget. When adjusting ferry fares, the commission must consider input from affected ferry users by public hearing and by review with the affected ferry advisory committees, in addition to the data gathered from the current ferry user survey.

(2) Consistent with RCW 43.135.055 and 47.46.100, during the 2011-2013 fiscal biennium, the legislature authorizes the transportation commission to periodically review and, if necessary, adjust the schedule of toll charges applicable to the Tacoma Narrows bridge only in amounts not greater than those sufficient to support (a) any required costs for operating and maintaining the toll bridge,

including the cost of insurance, (b) any amount required by law to meet the redemption of bonds and applicable interest payments, and (c) repayment of the motor vehicle fund.

(3) The total appropriation provided in this section includes funding to conduct a survey to gather data on users of the statewide transportation system, including the state ferry system, as required under chapter ... (Substitute Senate Bill No. 5128), Laws of 2011 (statewide transportation planning). However, if chapter ... (Substitute Senate Bill No. 5128), Laws of 2011 is not enacted by June 30, 2011, $169,000 of the motor vehicle account--state appropriation lapses.

(4) Consistent with its authority in RCW 47.56.840, the transportation commission shall consider the need for a citizen advisory group that provides oversight on new tolled facilities.

Sec. 205 was partially vetoed. See message at end of chapter.

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

Motor Vehicle Account--State Appropriation $702,000

The appropriation in this section is subject to the following conditions and limitations: The freight mobility strategic investment board shall submit a report to the transportation committees of the legislature by December 1, 2011, on the implementation of the recommendations that resulted from the evaluation of efficiencies in the delivery of transportation funding and services to local governments that was required under section 204(8), chapter 247, Laws of 2010. The report must include a description of how recommendations were implemented, what efficiencies were achieved, and an explanation of any recommendations that were not implemented.

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

Vehicle Licensing Fraud Account--State Appropriation $100,000
State Patrol Highway Account--State
Appropriation $349,812,000
State Patrol Highway Account--Federal
Appropriation $10,903,000
State Patrol Highway Account--Private/Local
Appropriation $3,369,000
TOTAL APPROPRIATION $364,184,000

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. Cessna pilots funded from the state patrol highway account who are certified to fly the King Airs may pilot those aircraft for general fund purposes with the general fund reimbursing the state patrol highway account an hourly rate to cover the costs incurred during the flights since the aviation section is no longer part of the Washington state patrol cost allocation system as of July 1, 2009.

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

(3) $370,000 of the state patrol highway account--state appropriation is provided solely for costs associated with the pilot program described under section 216(5) of this act. The Washington state patrol may incur costs related only to the assignment of cadets and necessary computer equipment and to the reimbursement of the Washington state department of transportation for contract costs. The appropriation in this subsection must be funded from the portion of the automated traffic safety camera fines deposited into the state patrol highway account; however, if the fines deposited into the state patrol highway account from automated traffic safety camera infractions do not reach three hundred seventy thousand dollars, the department of transportation shall remit funds necessary to the Washington state patrol to ensure the completion of the pilot program. The Washington state patrol may not incur overtime as a result of this pilot program. The Washington state patrol shall not assign troopers to operate or deploy the pilot program equipment used in the roadway construction zones.

(4) $12,655,000 of the total appropriation is provided solely for automobile fuel in the 2011-2013 fiscal biennium. The Washington state

patrol shall analyze their fuel consumption and submit a report to the legislative transportation committees by December 31, 2011, on fuel conservation methods that could be used to minimize costs and ensure that the Washington state patrol is managing fuel consumption effectively.

(5) $7,421,000 of the total appropriation is provided solely for the purchase of pursuit vehicles.

(6) $6,611,000 of the total appropriation is provided solely for vehicle repair and maintenance costs of vehicles used for highway purposes.

(7) $1,724,000 of the total appropriation is provided solely for the purchase of mission vehicles used for highway purposes in the commercial vehicle and traffic investigation sections of the Washington state patrol.

(8) $1,200,000 of the total appropriation is provided solely for outfitting officers. The Washington state patrol shall prepare a cost-benefit analysis of the standard trooper uniform as compared to a battle dress uniform and uniforms used by other states and jurisdictions. The Washington state patrol shall report the results of the analysis to the transportation committees of the legislature by December 1, 2011.

(9) The Washington state patrol shall not account for or record locally provided DUI cost reimbursement payments as expenditure credits to the state patrol highway account. The patrol shall report the amount of expected locally provided DUI cost reimbursements to the office of financial management and transportation committees of the legislature by September 30th of each year.

(10) During the 2011-2013 fiscal biennium, the Washington state patrol shall continue to perform traffic accident investigations on Thurston county roads, and shall work with Thurston county to transition the traffic accident investigations on Thurston county roads to Thurston county by July 1, 2013.

(11) $100,000 of the vehicle licensing fraud account--state appropriation is provided solely to support the transportation portion of the vehicle license fraud program during the 2011-2013 fiscal biennium.

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

Marine Fuel Tax Refund Account--State Appropriation $32,000
Motorcycle Safety Education Account--State
Appropriation $4,411,000
Wildlife Account--State Appropriation $859,000
Highway Safety Account--State Appropriation $149,904,000
Highway Safety Account--Federal Appropriation $2,884,000
Motor Vehicle Account--State Appropriation $78,586,000
Motor Vehicle Account--Private/Local Appropriation $1,721,000
Motor Vehicle Account--Federal Appropriation $242,000
Department of Licensing Services Account--State
Appropriation $5,815,000
Ignition Interlock Device Revolving Account--State
Appropriation $1,315,000
TOTAL APPROPRIATION $245,769,000

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

(1) $62,000 of the motor vehicle account--state appropriation is provided solely for the implementation of chapter ... (Engrossed Substitute Senate Bill No. 5251), Laws of 2011 (electric vehicle fee). If chapter ... (Engrossed Substitute Senate Bill No. 5251), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(2) $231,000 of the motor vehicle account--state appropriation is provided solely for the implementation of chapter ... (Substitute Senate Bill No. 5800), Laws of 2011 (off-road motorcycles). If chapter ... (Substitute Senate Bill No. 5800), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(3) $193,000 of the department of licensing services account--state appropriation is provided solely for a phased implementation of chapter ... (Substitute House Bill No. 1046), Laws of 2011 (vehicle and vessel quick titles). Funding is contingent upon revenues associated with the vehicle and vessel quick title program paying all direct and indirect expenditures associated with the department's implementation of this subsection. If chapter ... (Substitute House Bill No. 1046), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(4) The department may seek federal funds to implement a driver's license and identicard biometric matching system pilot program to verify the identity of applicants for, and holders of, drivers' licenses and identicards if applicants are provided the opportunity to opt out of participating in the program, which meets the requirement of RCW 46.20.037 that such a program be voluntary. If funds are received, the department shall report any benefits or problems identified during the course of the pilot program to the transportation committees of the legislature upon the completion of the program.

(5) $1,938,000 of the highway safety account--federal appropriation is for federal funds that may be received during the 2011-2013 fiscal biennium. Upon receipt of the funds, the department shall provide a report on the use of the funds to the transportation committees of the legislature and the office of financial management.

(6) By December 31, 2011, the department shall submit to the office of financial management and the transportation committees of the legislature draft legislation that rewrites the tow truck statutes (chapter 46.55 RCW) in plain language and is revenue and policy neutral.

(7) $128,000 of the highway safety account--state appropriation is provided solely for the implementation of chapter ... (Engrossed Substitute House Bill No. 1635), Laws of 2011 (driver's license exams). If chapter ... (Engrossed Substitute House Bill No. 1635), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(8) $68,000 of the highway safety account--state appropriation is provided solely for the implementation of chapter ... (Engrossed Second Substitute House Bill No. 1789), Laws of 2011 (driving under the influence). If chapter ... (Engrossed Second Substitute House Bill No. 1789), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(9) $63,000 of the highway safety account--state appropriation is provided solely for the implementation of chapter ... (Substitute House Bill No. 1237), Laws of 2011 (selective service system). If chapter ... (Substitute House Bill No. 1237), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(10) $340,000 of the motor vehicle account--private/local appropriation is provided solely for the implementation of chapter ...

(Engrossed Substitute Senate Bill No. 5457), Laws of 2011 (congestion reduction charge). If chapter ... (Engrossed Substitute Senate Bill No. 5457), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(11) $648,000 of the motor vehicle account--federal appropriation is provided solely for the implementation of chapter ... (House Bill No. 1229), Laws of 2011 (commercial drivers' licenses). If chapter ... (House Bill No. 1229), Laws of 2011 is not enacted by June 30, 2011, the amount provided in this subsection lapses.

(12) $1,738,000 of the department of licensing services account--state appropriation is provided solely for purchasing equipment for field licensing service offices and subagent offices.

Sec. 208 was partially vetoed. See message at end of chapter.

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

High Occupancy Toll Lanes Operations Account--State
Appropriation $1,295,000
Motor Vehicle Account--State Appropriation $550,000
Tacoma Narrows Toll Bridge Account--State
Appropriation $23,429,000
State Route Number 520 Corridor Account--State
Appropriation $27,295,000
State Route Number 520 Civil Penalties
Account--State Appropriation $4,622,000
TOTAL APPROPRIATION $57,191,000

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

(1) 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.

(2) $4,622,000 of the state route number 520 civil penalties account--state appropriation and $1,458,000 of the Tacoma Narrows toll bridge account--state appropriation are provided solely for expenditures related to the toll adjudication process. The department shall report quarterly on the civil penalty process to the office of

financial management and the house of representatives and senate transportation committees beginning September 30, 2011. 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) It is the intent of the legislature that transitioning to a statewide tolling operations center and preparing for all-electronic tolling on certain toll facilities will have no adverse revenue or expenditure impact on the Tacoma Narrows toll bridge account. Any increased costs related to this transition shall not be allocated to the Tacoma Narrows toll bridge account. All costs associated with the toll adjudication process are anticipated to be covered by revenue collected from the toll adjudication process.

(4) The department shall ensure that, at no cost to the Tacoma Narrows toll bridge account, new electronic tolling tag readers are installed on the Tacoma Narrows bridge as soon as practicable that are able to read existing and new electronic tolling tags.

(5) $17,786,000 of the state route number 520 corridor account--state appropriation is provided solely for nonvendor costs associated with tolling the state route number 520 bridge. Funds from the state route number 520 corridor account--state appropriation shall not be used to pay for items prohibited by Executive Order No. 1057, including subscriptions to technical publications, employee educational expenses, professional membership dues and fees, employee recognition and safety awards, meeting meals and light refreshments, commute trip reduction incentives, and employee travel.

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

Motor Vehicle Account--State Appropriation $69,107,000
Transportation Partnership Account--State
Appropriation $1,460,000
Multimodal Transportation Account--State
Appropriation $363,000
Transportation 2003 Account (Nickel Account)--State

Appropriation $1,460,000
TOTAL APPROPRIATION $72,390,000

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

(1) The department shall consult with the office of financial management and the department of information services to: (a) Ensure that the department's current and future system development is consistent with the overall direction of other key state systems; and (b) when possible, use or develop common statewide information systems to encourage coordination and integration of information used by the department and other state agencies and to avoid duplication.

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

(3) $210,000 of the motor vehicle account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

(4) Beginning December 1, 2011, and on a quarterly basis thereafter, the department shall report to the office of financial management and the transportation committees of the legislature on the status of the development and integration of the time, leave, and labor distribution system identified in section 601 of this act. The first report must include a detailed work plan for the development and integration of the system, including timelines and budget milestones. At a minimum, the ensuing reports must indicate the status of the work as it compares to the work plan, any discrepancies, and proposed adjustments necessary to bring the project back on schedule or budget if necessary. It is the intent of the legislature that the state auditor will provide advice based on the auditor's technical knowledge and expertise in the implementation and acquisition of the time, leave, and labor distribution system. It is further the intent of the legislature that if any portion of the system 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 the funds 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 the intent of the legislature that reductions will be made to central service agency charges accordingly.

(5) $502,000 of the motor vehicle account--state appropriation is provided solely to provide support for the transportation executive information system.

(6) If chapter ... (Substitute House Bill No. 1720), Laws of 2011 (department of enterprise services) is enacted, the department shall work with the department of enterprise services to:

(a) Make enhancements to the 511 traveler information system to provide a more timely and user friendly format; and

(b) Develop or purchase software that would allow public transportation users to enter in their start and end locations using a computer or mobile device to determine the public transportation options available to them.

****Sec. 210 was partially vetoed. See message at end of chapter.***

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

Motor Vehicle Account--State Appropriation $25,851,000

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

(1) The department shall submit a predesign proposal for a new traffic management center to the office of financial management consistent with the process followed by nontransportation capital construction projects. The department shall not award a contract for construction of a new traffic management center until the predesign proposal has been submitted and the office of financial management has completed a budget evaluation study that indicates a new building is the recommended option for accommodating additional traffic management operations.

(2) $850,000 of the motor vehicle account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

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

Aeronautics Account--State Appropriation $6,066,000
Aeronautics Account--Federal Appropriation $2,150,000
TOTAL APPROPRIATION $8,216,000

The appropriations in this section are subject to the following conditions and limitations: $200,000 of the aeronautics account--state appropriation is a reappropriation provided solely to complete runway preservation projects.

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

Motor Vehicle Account--State Appropriation $47,418,000
Motor Vehicle Account--Federal Appropriation $500,000
Multimodal Transportation Account--State
Appropriation $250,000
TOTAL APPROPRIATION $48,168,000

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

(1) The department shall provide updated information on six project milestones for all active projects, funded in part or in whole with 2005 transportation partnership account funds or 2003 nickel account funds, on a quarterly basis in the transportation executive information system. The department shall also provide updated information on six project milestones for projects funded with preexisting funds and that are agreed to by the legislature, office of financial management, and the department, on a quarterly basis.

(2) $3,754,000 of the motor vehicle account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

(3) It is the intent of the legislature that the real estate services division of the department will recover the cost of its efforts from future sale proceeds.

(4) The legislature recognizes that the Dryden pit site (WSDOT Inventory Control (IC) No. 2-04-00103) is unused state-owned real property under the jurisdiction of the department of transportation, and that the public would benefit significantly from the complete enjoyment of the natural scenic beauty and recreational opportunities

available at the site. Therefore, pursuant to RCW 47.12.080, the legislature declares that transferring the property to the department of fish and wildlife for recreational use and fish and wildlife restoration efforts is consistent with the public interest in order to preserve the area for the use of the public and the betterment of the natural environment. The department of transportation shall work with the department of fish and wildlife, and shall transfer and convey the Dryden pit site to the department of fish and wildlife as is for an adjusted fair market value reflecting site conditions, the proceeds of which must be deposited in the motor vehicle fund. The department of transportation is not responsible for any costs associated with the cleanup or transfer of this property. By July 1, 2011, and annually thereafter until the entire Dryden pit property has been transferred, the department shall submit a status report regarding the transaction to the chairs of the legislative transportation committees.

NEW SECTION. **Sec. 214. FOR THE DEPARTMENT OF TRANSPORTATION--ECONOMIC PARTNERSHIPS--PROGRAM K**

Motor Vehicle Account--State Appropriation $622,000
Multimodal Transportation Account--State Appropriation $110,000
TOTAL APPROPRIATION $732,000

The appropriations in this section are subject to the following conditions and limitations: The department shall conduct a study on the potential to generate revenue from off-premise outdoor advertising signs that are erected or maintained adjacent and visible to the interstate system highways, primary system highways, or scenic system highways. The study must provide an evaluation of the market for outdoor advertising signs, including an evaluation of the number of potential advertisers and the amount charged by other jurisdictions for sign permits, and must provide a recommendation for a revised fee structure that recognizes the market value for off-premise signs and considers charging differential fees based on the size, type, and location of the sign.

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

Motor Vehicle Account--State Appropriation $380,327,000
Motor Vehicle Account--Federal Appropriation $7,000,000

TOTAL APPROPRIATION $387,327,000

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

(1) The department shall request an unanticipated receipt for any federal moneys received for emergency snow and ice removal and shall place an equal amount of the motor vehicle account--state appropriation into unallotted status. This exchange shall not affect the amount of funding available for snow and ice removal.

(2) $7,000,000 of the motor vehicle account--state appropriation is provided solely for third-party damages to the highway system where the responsible party is known and reimbursement is anticipated. The department shall request additional appropriation authority for any funds received for reimbursements of third-party damages that are in excess of this appropriation.

(3) $7,000,000 of the motor vehicle account--federal appropriation is for unanticipated federal funds that may be received during the 2011-2013 fiscal biennium. Upon receipt of the funds, the department shall provide a report on the use of the funds to the transportation committees of the legislature and the office of financial management.

(4) The department may work with the department of corrections to utilize corrections crews for the purposes of litter pickup on state highways.

(5) $4,530,000 of the motor vehicle account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

(6) The department shall continue to report maintenance accountability process (MAP) targets and achievements on an annual basis. The department shall use available funding to target and deliver a minimum MAP grade of C for the activity of roadway striping.

(7) $6,884,000 of the motor vehicle account--state appropriation is provided solely for the high priority maintenance backlog. Addressing the maintenance backlog must result in increased levels of service. If chapter . . . (Engrossed Substitute Senate Bill No. 5251), Laws of 2011 (electric vehicle fee) is not enacted by June 30, 2011, $500,000 of the appropriation provided in this subsection lapses.

(8) $317,000 of the motor vehicle account--state appropriation is provided solely for maintaining a new active traffic management system on Interstate 5, Interstate 90, and state route number 520. The

department shall track the costs associated with these systems on a corridor basis and report to the transportation committees of the legislature on the costs and benefits of the systems by December 1, 2011.

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

Motor Vehicle Account--State Appropriation $50,166,000
Motor Vehicle Account--Federal Appropriation $2,050,000
Motor Vehicle Account--Private/Local Appropriation $127,000
TOTAL APPROPRIATION $52,343,000

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) $145,000 of the motor vehicle account--state appropriation is provided solely for the department to continue a pilot tow truck incentive program and to expand the program to other areas of the state. The department may provide incentive payments to towing companies that meet clearance goals on accidents that involve heavy trucks.

(3) During the 2011-2013 fiscal biennium, the department shall implement 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. By June 30, 2013, the department shall report to the transportation committees of the legislature on whether private transportation provider use of high occupancy vehicle lanes under the pilot program reduces the speeds of high occupancy vehicle lanes. 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. If chapter ... (Substitute Senate Bill No. 5836), Laws of 2011 is enacted by June 30, 2011, this subsection is null and void.

(4) $9,000,000 of the motor vehicle account--state appropriation is provided solely for the department's incident response program.

(5) The department, in consultation with the Washington state patrol, must continue a pilot program for the patrol to issue infractions based on information from automated traffic safety cameras in roadway construction zones on state highways. The department must report to the joint transportation committee by January 1, 2012, and January 1, 2013, on the status of this pilot program. For the purpose of this pilot program, during the 2011-2013 fiscal biennium, a roadway construction zone includes areas where public employees or private contractors may be present or where a driving condition exists that would make it unsafe to drive at higher speeds, such as, when the department is redirecting or realigning lanes on any public roadway pursuant to ongoing construction. The department shall use the following guidelines to administer the program:

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

(b) The department shall plainly mark the locations where the automated traffic safety cameras are used by placing signs on locations

that clearly indicate to a driver that he or she is entering a roadway construction zone where traffic laws are enforced by an automated traffic safety camera;

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

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

(e) For purposes of the 2011-2013 fiscal biennium pilot program, infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW 46.52.101 and 46.52.120. Additionally, infractions generated by the use of automated traffic safety cameras must be processed in the same manner as parking infractions for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(3). However, the amount of the fine issued under this subsection (5) for an infraction generated through the use of an automated traffic safety camera is one hundred thirty-seven dollars. The court shall remit thirty-two dollars of the fine to the state treasurer for deposit into the state patrol highway account; and

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

(6) The department shall track the costs associated with active traffic management systems on a corridor basis and report to the transportation committees of the legislature on the cost and benefits of the systems by December 1, 2011.

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

Motor Vehicle Account--State Appropriation $28,430,000
Motor Vehicle Account--Federal Appropriation $30,000
Multimodal Transportation Account--State
Appropriation $973,000
TOTAL APPROPRIATION $29,433,000

The appropriations in this section are subject to the following conditions and limitations: The department shall utilize existing resources and customer service staff to develop and implement new policies and procedures to ensure compliance with new federal passenger vessel Americans with disabilities act requirements.

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

Motor Vehicle Account--State Appropriation $23,394,000
Motor Vehicle Account--Federal Appropriation $21,885,000
Multimodal Transportation Account--State
Appropriation $662,000
Multimodal Transportation Account--Federal
Appropriation $3,559,000
Multimodal Transportation Account--Private/Local
Appropriation $100,000
TOTAL APPROPRIATION $49,600,000

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

(1) $70,000 of the motor vehicle account--state appropriation is a reappropriation provided solely for a corridor study of state route number 516 from the eastern border of Maple Valley to state route number 167 to determine whether improvements are needed and the costs of any needed improvements.

(2) $200,000 of the motor vehicle account--state appropriation is provided solely for extending the freight database pilot project that

began in 2009. Global positioning system (GPS) data is intended to help guide freight investment decisions and track highway project effectiveness as it relates to freight traffic.

(3) Within available resources, the department must collaborate with the affected metropolitan planning organizations, regional transportation planning organizations, transit agencies, and private transportation providers to develop a plan to reduce vehicle demand, increase public transportation options, and reduce vehicle miles traveled on corridors affected by growth at Joint Base Lewis-McChord.

(4) As part of their ongoing regional transportation planning, the regional transportation planning organizations across the state shall work together to provide a comprehensive framework for sources and uses of next-stage investments in transportation needed to improve structural conditions and ongoing operations and lay the groundwork for the transportation systems to support the long-term economic vitality of the state. This planning must include all forms of transportation to reflect the state's interests, including: Highways, streets, and roads; ferries; public transportation; systems for freight; and walking and biking systems. The department shall support this planning by providing information on potential state transportation uses and an analysis of potential sources of revenue to implement investments. In carrying out this planning, regional transportation planning organizations must be broadly inclusive of business, civic, labor, governmental, and environmental interests in regional communities across the state.

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

Motor Vehicle Account--State Appropriation $85,209,000
Motor Vehicle Account--Federal Appropriation $400,000
Multimodal Transportation Account--State
Appropriation $3,320,000
TOTAL APPROPRIATION $88,929,000

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

(1) The office of financial management must provide a detailed accounting of the revenues and expenditures of the self-insurance fund

to the transportation committees of the legislature on December 31st and June 30th of each year.

(2) Payments in this section represent charges from other state agencies to the department of transportation.

(a) FOR PAYMENT OF OFFICE OF FINANCIAL MANAGEMENT DIVISION OF RISK MANAGEMENT FEES $1,639,000

(b) FOR PAYMENT OF COSTS OF THE OFFICE OF THE STATE AUDITOR $937,000

(c) FOR PAYMENT OF COSTS OF THE DEPARTMENT OF GENERAL ADMINISTRATION $6,060,000

(d) FOR PAYMENT OF COSTS OF THE DEPARTMENT OF PERSONNEL $6,347,000

(e) FOR PAYMENT OF SELF-INSURANCE LIABILITY PREMIUMS AND ADMINISTRATION $44,418,000

(f) FOR ARCHIVES AND RECORDS MANAGEMENT $623,000

(g) FOR OFFICE OF MINORITIES AND WOMEN BUSINESS ENTERPRISES $1,008,000

(h) FOR USE OF FINANCIAL AND REPORTING SYSTEMS PROVIDED BY THE OFFICE OF FINANCIAL MANAGEMENT $1,143,000

(i) FOR POLICY AND SYSTEM ASSISTANCE FROM THE DEPARTMENT OF INFORMATION SERVICES $1,980,000

(j) FOR LEGAL SERVICE PROVIDED BY THE ATTORNEY GENERAL'S OFFICE $8,526,000

(k) FOR LEGAL SERVICE PROVIDED BY THE ATTORNEY GENERAL'S OFFICE FOR THE SECOND PHASE OF THE BOLDT LITIGATION $672,000

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

State Vehicle Parking Account--State Appropriation $452,000

Regional Mobility Grant Program Account--State Appropriation $48,942,000

Multimodal Transportation Account--State Appropriation $41,706,000

Multimodal Transportation Account--Federal Appropriation $2,582,000

Multimodal Transportation Account--Private/Local Appropriation $1,027,000

Rural Mobility Grant Program Account--State
Appropriation $17,000,000
TOTAL APPROPRIATION $111,709,000

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

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

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

(b) $19,500,000 of the amount provided in this subsection is provided solely for grants to transit agencies to transport persons with special transportation needs. To receive a grant, the transit agency must 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 2009 as reported in the "Summary of Public Transportation - 2009" published by the department of transportation. No transit agency may receive more than thirty percent of these distributions.

(2) Funds are provided for the rural mobility grant program as follows:

(a) $8,500,000 of the rural mobility grant program account--state appropriation is provided solely for grants for those transit systems serving small cities and rural areas as identified in the "Summary of Public Transportation - 2009" published by the department of transportation. Noncompetitive grants must be distributed to the transit systems serving small cities and rural areas in a manner similar to past disparity equalization programs. If the funding provided in this subsection (2)(a) exceeds the amount required for recipient counties to reach eighty percent of the average per capita

sales tax, funds in excess of that amount may be used for the competitive grant process established in (b) of this subsection.

(b) $8,500,000 of the rural mobility grant program account--state appropriation is provided solely to providers of rural mobility service in areas not served or underserved by transit agencies through a competitive grant process.

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

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

(c) $520,000 of the amount provided in this subsection is provided solely for the purchase of additional vans for use by vanpools serving soldiers and civilian employees at Joint Base Lewis-McChord.

(4) $8,942,000 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 2007-B, as developed April 20, 2007, or LEAP Transportation Document 2009-B, as developed April 24, 2009. The department shall continue to review all projects receiving grant awards under this program at least semiannually to determine whether the projects are making satisfactory progress. 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: LEAP Transportation Document 2007-B, as developed April 20, 2007; LEAP Transportation Document 2009-B, as developed April 24, 2009; or LEAP Transportation Document 2011-B, as developed April 19, 2011. 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 and that

all funds in the regional mobility grant program be used as soon as practicable to advance eligible projects.

(5)(a) $40,000,000 of the regional mobility grant program account--state appropriation is provided solely for the regional mobility grant projects identified in LEAP Transportation Document 2011-B, as developed April 19, 2011. 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 LEAP Transportation Document 2011-B, as developed April 19, 2011. The department shall provide annual status reports on December 15, 2011, and December 15, 2012, 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.

(b) In order to be eligible to receive a grant under (a) of this subsection during the 2011-2013 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) $2,309,000 of the multimodal transportation account--state appropriation is provided solely for the tri-county connection service for Island, Skagit, and Whatcom transit agencies.

(7) $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.

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

(9) An affected urban growth area that has not previously implemented a commute trip reduction program is exempt from the requirements in RCW 70.94.527 if a solution to address the state highway deficiency that exceeds the person hours of delay threshold has been funded and is in progress during the 2011-2013 fiscal biennium.

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

Puget Sound Ferry Operations Account--State

Appropriation $467,773,000

The appropriation in this section is 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 2011-2013 supplemental and 2013-2015 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) When purchasing uniforms that are required by collective bargaining agreements, the department shall contract with the lowest cost provider.

(3) The legislature finds that measuring the performance of the Washington state ferries requires the measurement of quality, timeliness, and unit cost of services delivered to customers. Consequently, the department must develop a set of metrics that measure that performance and report to the transportation committees of the legislature and the office of financial management on the development of these measurements along with recommendations to the 2012 legislature on which measurements must become a part of the next

omnibus transportation appropriations act. If chapter ... (Substitute House Bill No. 1516), Laws of 2011 (state ferry system management) is enacted, the report under this subsection is not required.

(4) The department shall continue to identify and implement process changes that will improve on-time performance on a route-by-route basis. These changes must include considering the slowing down of vessels for fuel economy purposes and touch-and-go sailings on peak runs. The department shall report its findings to the transportation committees of the legislature by December 1, 2011.

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

(6) The department shall request from the United States coast guard variable minimum staffing levels on all of its vessels by December 31, 2011.

(7) The department shall provide fiscal year reports to the transportation committees of the legislature outlining wages and benefits provided to employees.

(8) The department shall provide support to the legislative evaluation and accountability program committee's work of upgrading the transportation executive information system to include more detailed information for ferry projects.

(9) Appropriations used for labor costs may be used only for obligations under applicable collective bargaining agreements, civil service laws, court orders, and judgments.

(10) The department shall continue to provide service to Sidney, British Columbia and shall explore the option of purchasing a foreign built vehicle and passenger ferry vessel either with safety of life at sea (SOLAS) certification or the ability to be retrofitted for SOLAS certification to operate solely on the Anacortes to Sidney, British Columbia route currently served by vessels of the Washington state ferries fleet. The vessel should have the capability of carrying at least one hundred standard vehicles and approximately four hundred to five hundred passengers. Further, the department shall explore the possibilities of contracting a commercial company to operate the vessel exclusively on this route so long as the contractor's employees

assigned to the vessel are represented by the same employee organizations as the Washington state ferries. The department shall report back to the transportation committees of the legislature regarding: The availability of a vessel; the cost of the vessel, including transport to the Puget Sound region; and the need for any statutory changes for the operation of the Sydney, British Columbia service by a private company.

(11) For the 2011-2013 fiscal biennium, the department of transportation may enter into a distributor controlled fuel hedging program.

(12) The department shall target service reductions totaling $4,000,000, such that the shortening of shoulder seasons and eliminations of off-peak runs on all routes are considered. Prior to implementing the reductions, the department shall consult with ferry employees and ferry advisory committees to determine which reductions would impact the fewest number of riders. The reductions must be identified and implementation must begin no later than the fall 2011 schedule.

(13) $135,248,000 of the Puget Sound ferry operations account--state appropriation is provided solely for auto ferry vessel operating fuel in the 2011-2013 fiscal biennium.

(14) $150,000 of the Puget Sound ferry operations account--state appropriation is provided solely for the department to increase recreation and tourist ridership by entering into agreements for marketing and outreach strategies with local economic development agencies. The department shall identify the number of tourist and recreation riders on the applicable ferry routes both before and after implementation of marketing and outreach strategies developed through the agreements. The department shall report results of the marketing and outreach strategies to the transportation committees of the legislature by October 15, 2012.

(15) The Washington state ferries shall participate in the facilities plan included in section 604 of this act and shall include an investigation and identification of less costly relocation options for the Seattle headquarters office. The department shall include relocation options for the Washington state ferries Seattle headquarters office in the facilities plan. Until September 1, 2012,

the department may not enter into a lease renewal for the Seattle headquarters office.

(16) The department, office of financial management, and transportation committees of the legislature shall make recommendations regarding an appropriate budget structure for the Washington state ferries. The recommendation may include a potential restructuring of the Washington state ferries budget. The recommendation must facilitate transparency in reporting and budgeting as well as provide the opportunity to link revenue sources with expenditures. Findings and recommendations must be reported to the office of financial management and the joint transportation committee by September 1, 2011.

(17) Two Kwa-di-tabil class ferry vessels must be placed on the Port Townsend/Coupeville (Keystone) route to provide service at the same levels provided when the steel electric vessels were in service. After the vessels as funded under section 308(7) of this act are in service, the two most appropriate of these vessels for the Port Townsend/Coupeville (Keystone) route must be placed on the route. $100,000 of the Puget Sound ferry operations account--state appropriation is provided solely for the additional staffing required to maintain a reservation system at this route when the second vessel is in service.

(18) The department shall link all vessel asset condition reports with its vessel life-cycle cost model in such a way that it will lend itself to integration with a vessel asset management system. Each quarter the department shall complete the activity of linking the asset condition of one class of vessels to the life-cycle cost model, beginning with the jumbo mark II class, followed by the Issaquah class, the jumbo mark I class, the super class, and finally the Kwa-di-tabil class. The department shall continue to regularly inspect life-cycle cost model assets and link the resulting asset condition reports with its vessel life-cycle cost model as the assessments are completed. The department shall provide the transportation committees of the legislature with progress reports of this activity as the work for each class of vessels has been completed. This activity must be completed with the results reported to the transportation committees of the legislature by June 1, 2012. The department's 2013-2015 budget request must be developed using the updated life-cycle cost model and must also

provide a project scope for implementing a vessel asset management system.

(19) $706,000 of the Puget Sound ferry operations account--state appropriation is provided solely for terminal operations to implement new federal passenger vessel Americans with disabilities act requirements.

(20) $152,000 of the Puget Sound ferry operations account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

(21) If chapter ... (Substitute House Bill No. 2053), Laws of 2011 (additive transportation funding) is not enacted by June 30, 2011, the $4,000,000 in service reductions identified in subsection (12) of this section must be restored and an identical amount must be reduced from the amount provided for the second 144-car vessel identified in section 308(8) of this act.

Sec. 221 was partially vetoed. See message at end of chapter.

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

Multimodal Transportation Account--State
Appropriation $29,688,000
Multimodal Transportation Account--Federal
Appropriation $300,000
TOTAL APPROPRIATION $29,988,000

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

(1) $24,091,000 of the multimodal transportation account--state appropriation is provided solely for the Amtrak service contract and Talgo maintenance contract associated with providing and maintaining state-supported passenger rail service. The department is directed to continue to pursue efforts to reduce costs, increase ridership, and review fares or fare schedules. Within thirty days of each annual cost/revenue reconciliation under the Amtrak service contract, the department shall report annual credits to the office of financial management and the legislative transportation committees. Annual credits from Amtrak to the department including, but not limited to, credits for increased revenue due to higher ridership, and fare or fare schedule adjustments, must be used to offset corresponding amounts of the multimodal transportation account--state appropriation, which must

be placed in reserve. Upon completion of the rail platform project in the city of Stanwood, the department shall continue to provide daily Amtrak Cascades service to the city.

(2) Amtrak Cascade runs may not be eliminated.

(3) The department shall plan for a third roundtrip Cascades train between Seattle and Vancouver, B.C.

(4) The department shall conduct a pilot program by partnering with the travel industry on the Amtrak Cascades service between Vancouver, British Columbia, and Seattle to test opportunities for increasing ridership, maximizing farebox recovery, and stimulating private investment. The pilot program must run from July 1, 2011, to June 30, 2012. The department shall report on the results of the pilot program to the office of financial management and the legislature by September 30, 2012.

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

Motor Vehicle Account--State Appropriation $8,853,000
Motor Vehicle Account--Federal Appropriation $2,567,000
TOTAL APPROPRIATION $11,420,000

The appropriations in this section are subject to the following conditions and limitations: The department shall submit a report to the transportation committees of the legislature by December 1, 2011, on the implementation of the recommendations that resulted from the evaluation of efficiencies in the delivery of transportation funding and services to local governments that was required under section 204(8), chapter 247, Laws of 2010. The report must include a description of how recommendations were implemented, what efficiencies were achieved, and an explanation of any recommendations that were not implemented.

TRANSPORTATION AGENCIES--CAPITAL

NEW SECTION. **Sec. 301. FOR THE WASHINGTON STATE PATROL**

State Patrol Highway Account--State Appropriation $6,487,000

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

(1) $653,000 of the state patrol highway account--state appropriation is provided solely for the following minor works projects: $200,000 for emergency infrastructure repairs; $75,000 for water and sewer upgrades; $210,000 for emergency backup system replacement; $85,000 for chiller replacement; and $83,000 for roof replacements.

(2) $3,226,000 of the state patrol highway account--state appropriation is provided solely for the Shelton academy of the Washington state patrol for the new waste water treatment lines, waste water plants, water lines, and water systems. However, $2,129,000 of this amount is contingent on the department of corrections receiving funding for its portion of the regional water project in the 2011-2013 omnibus capital appropriations act. If this funding is not provided by June 30, 2011, $2,129,000 of the appropriation provided in this subsection lapses.

(3) $421,000 of the state patrol highway account--state appropriation is provided solely for the reappropriation of the Shelton regional water project.

(4) $2,187,000 of the total appropriation is provided solely for mobile office platforms.

(5) It is the intent of the legislature that the omnibus operating appropriations act provide funding for the portion of any applicable debt service payments, resulting from financial contracts identified under section 601 of this act, that are attributable to the general fund as identified in the Washington state patrol's cost allocation model.

NEW SECTION. **Sec. 302. FOR THE COUNTY ROAD ADMINISTRATION BOARD**

Motor Vehicle Account--State Appropriation $874,000
Rural Arterial Trust Account--State Appropriation $37,417,000
County Arterial Preservation Account--State
Appropriation $29,360,000
TOTAL APPROPRIATION $67,651,000

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

(1) $874,000 of the motor vehicle account--state appropriation may be used for county ferry projects as developed pursuant to RCW 47.56.725(4).

(2) $37,417,000 of the rural arterial trust account--state appropriation is provided solely for county road preservation grant projects as approved by the county road administration board. These funds may be used to assist counties recovering from federally declared emergencies by providing capitalization advances and local match for federal emergency funding, and may only be made using existing fund balances. It is the intent of the legislature that the rural arterial trust account be managed based on cash flow. The county road administration board shall specifically identify any of the selected projects and shall include information concerning the selected projects in its next annual report to the legislature.

NEW SECTION. **Sec. 303. FOR THE TRANSPORTATION IMPROVEMENT BOARD**

Small City Pavement and Sidewalk Account--State
Appropriation $3,812,000

Transportation Improvement Account--State
Appropriation $201,050,000

TOTAL APPROPRIATION $204,862,000

The appropriations in this section are subject to the following conditions and limitations: The transportation improvement account--state appropriation includes up to $22,143,000 in proceeds from the sale of bonds authorized in RCW 47.26.500.

NEW SECTION. **Sec. 304. FOR THE DEPARTMENT OF TRANSPORTATION--PROGRAM D--(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)--CAPITAL**

Motor Vehicle Account--State Appropriation $5,433,000

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

(1) $1,364,000 of the motor vehicle account--state appropriation is provided solely for the Olympic region site acquisition debt service payments and administrative costs associated with capital improvement and preservation project and financial management.

(2) $3,669,000 of the motor vehicle account--state appropriation is provided solely for high priority safety projects that are directly linked to employee safety, environmental risk, or minor works that prevent facility deterioration.

(3) $400,000 of the motor vehicle account--state appropriation is

provided solely for the department's compliance with its national pollution discharge elimination system permit.

*NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION--IMPROVEMENTS--PROGRAM I**

Multimodal Transportation Account--State
Appropriation $1,000
Transportation Partnership Account--State
Appropriation $1,991,547,000
Motor Vehicle Account--State Appropriation $86,139,000
Motor Vehicle Account--Federal Appropriation $450,691,000
Motor Vehicle Account--Private/Local
Appropriation $50,485,000
Transportation 2003 Account (Nickel Account)--State
Appropriation $436,005,000
State Route Number 520 Corridor Account--State
Appropriation $1,019,460,000
TOTAL APPROPRIATION $4,034,328,000

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 2011-1 as developed April 19, 2011, Program - Highway Improvement Program (I). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 603 of this act.

(2) The department shall, on a quarterly basis beginning July 1, 2011, provide to the office of financial management and the legislature reports providing the status on each active project funded in part or whole by the transportation 2003 account (nickel account) or the transportation partnership account. Funding provided at a programmatic level for transportation partnership account and transportation 2003 account (nickel account) projects relating to bridge rail, guard rail, fish passage barrier removal, and roadside safety projects must be reported on a programmatic basis. Projects within this programmatic

level funding must be completed on a priority basis and scoped to be completed within the current programmatic budget. Report formatting and elements must be consistent with the October 2009 quarterly project report. The department shall also provide the information required under this subsection on a quarterly basis.

(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 department shall apply for surface transportation program enhancement funds to be expended in lieu of or in addition to state funds for eligible costs of projects in programs I and P including, but not limited to, the state route number 518, state route number 520, Columbia river crossing, and Alaskan Way viaduct projects.

(5) The department shall apply for the competitive portion of federal transit administration funds for eligible transit-related costs of the state route number 520 bridge replacement and HOV project and the Columbia river crossing project. The federal funds described in this subsection must not include those federal transit administration funds distributed by formula. The department shall provide a report regarding this effort to the legislature by October 1, 2011.

(6) Any redistributed federal funds received by the department must, to the greatest extent possible, be applied first to offset planned expenditures of state funds, and second, to offset planned expenditures of federal funds, on projects as identified in the LEAP transportation documents described in this act. If the redistributed federal funds cannot be used in this manner, the department must consult with the joint transportation committee prior to obligating any redistributed federal funds.

(7) The department shall work with the department of archaeology and historic preservation to ensure that the cultural resources investigation is properly conducted on all mega-highway projects and large ferry terminal projects. These projects must be conducted with active archaeological management. Additionally, the department shall establish a scientific peer review of independent archaeologists that are knowledgeable about the region and its cultural resources.

(8) For highway construction projects where the department considers agricultural lands of long-term commercial significance, as

defined in RCW 36.70A.030, in reviewing and selecting sites to meet environmental mitigation requirements under the national environmental policy act (42 U.S.C. Sec. 4321 et seq.) and the state environmental policy act (chapter 43.21C RCW), the department shall, to the greatest extent possible, consider using public land first. If public lands are not available that meet the required environmental mitigation needs, the department may use other sites while making every effort to avoid any net loss of agricultural lands that have a designation of long-term commercial significance.

(9) $361,000 of the transportation partnership account--state appropriation and $1,245,000 of the transportation 2003 account (nickel account)--state appropriation are provided solely for project 0BI4ENV, Environmental Mitigation Reserve - Nickel/TPA project, as indicated in the LEAP transportation document referenced in subsection (1) of this section. Funds may be used only for environmental mitigation work that is required by permits that were issued for projects funded by the transportation partnership account or transportation 2003 account (nickel account). As part of the 2012 budget submittal, the department shall provide a list of all projects and associated amounts that are being charged to project OBI4ENV during the 2011-2013 fiscal biennium.

(10) The transportation 2003 account (nickel account)--state appropriation includes up to $361,005,000 in proceeds from the sale of bonds authorized by RCW 47.10.861.

(11) The transportation partnership account--state appropriation includes up to $1,427,696,000 in proceeds from the sale of bonds authorized in RCW 47.10.873.

(12) The motor vehicle account--state appropriation includes up to $66,373,000 in proceeds from the sale of bonds authorized in RCW 47.10.843.

(13) The state route number 520 corridor account--state appropriation includes up to $987,717,000 in proceeds from the sale of bonds authorized in RCW 47.10.879.

(14) $391,000 of the motor vehicle account--state appropriation and $4,027,000 of the motor vehicle account--federal appropriation are provided solely for the US 2 High Priority Safety project (100224I). Expenditure of these funds is for safety projects on state route number 2 between Monroe and Gold Bar, which may include median rumble strips, traffic cameras, and electronic message signs.

(15) $687,000 of the motor vehicle account--federal appropriation, $16,308,000 of the motor vehicle account--private/local appropriation, and $22,000 of the motor vehicle account--state appropriation are provided solely for the US 2/Bickford Avenue - Intersection Safety Improvements project (100210E).

(16) $435,000 of the motor vehicle account--state appropriation is provided solely for environmental work on the Belfair Bypass project (300344C).

(17) $108,000 of the motor vehicle account--federal appropriation and $3,000 of the motor vehicle account--state appropriation are provided solely for the I-5/Vicinity of Joint Base Lewis-McChord - Install Ramp Meters project (300596M).

(18) $253,444,000 of the transportation partnership account--state appropriation and $66,034,000 of the transportation 2003 account (nickel account)--state appropriation are provided solely for the I-5/Tacoma HOV Improvements (Nickel/TPA) project (300504A). The use of funds in this subsection to renovate any buildings is subject to the requirements of section 604 of this act. The department shall report to the legislature and the office of financial management on any costs associated with building renovations funded in this subsection.

(19)(a) $8,321,000 of the transportation partnership account--state appropriation and $31,380,000 of the motor vehicle account--federal appropriation are provided solely for the I-5/Columbia River Crossing project (400506A). Of this amount, $200,000 of the transportation partnership account--state appropriation is provided solely for the department to work with the department of archaeology and historic preservation to ensure that the cultural resources investigation is properly conducted on the Columbia river crossing project. This project must be conducted with active archaeological management and result in one report that spans the single cultural area in Oregon and Washington. Additionally, the department shall establish a scientific peer review of independent archaeologists that are knowledgeable about the region and its cultural resources. No funding from any account may be expended until written confirmation has been received by the department that the state of Oregon is providing an equal amount of additional funding to the project.

(b) Consistent with the draft environmental impact statement and the Columbia river crossing project's independent review panel report,

the Columbia river crossing project's financial plan must include recognition of state transportation funding contributions from both Washington and Oregon, federal transportation funding, and a funding contribution from toll bond proceeds. Following the refinement of the finance plan as recommended by the independent review panel, the department may seek authorization from the legislature to collect tolls on the existing Columbia river crossing or on a replacement crossing over Interstate 5.

(20) $107,000 of the motor vehicle account--federal appropriation and $27,000 of the motor vehicle account--state appropriation are provided solely for the SR 9/SR 204 Intersection Improvement project (L2000040).

(21) $2,134,000 of the motor vehicle account--federal appropriation and $47,000 of the motor vehicle account--state appropriation are provided solely for the US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway project (501210T).

(22) $294,000 of the motor vehicle account--federal appropriation and $13,000 of the motor vehicle account--state appropriation are provided solely for the SR 16/Rosedale Street NW Vicinity - Frontage Road project (301639C). The frontage road must be built for driving speeds of no more than thirty-five miles per hour.

(23) $1,000,000 of the motor vehicle account--federal appropriation is provided solely for the SR 20/Race Road to Jacob's Road safety project (L2200042).

(24) $24,002,000 of the transportation partnership account--state appropriation is provided solely for the SR 28/ US 2 and US 97 Eastmont Avenue Extension project (202800D).

(25) $569,000 of the motor vehicle account--federal appropriation and $9,000 of the motor vehicle account--state appropriation are provided solely for design and right-of-way work on the I-82/Red Mountain Vicinity project (508208M). The department shall continue to work with the local partners in developing transportation solutions necessary for the economic growth in the Red Mountain American viticulture area of Benton county.

(26) $1,500,000 of the motor vehicle account--federal appropriation is provided solely for the I-90 Comprehensive Tolling Study project (100067T).

(27) $9,422,000 of the motor vehicle account--federal appropriation and $193,000 of the motor vehicle account--state appropriation are provided solely for the I-90/Sullivan Road to Barker Road - Additional Lanes project (609049N).

(28) Up to $8,000,000 in savings realized on the I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor project (509009B) may be used for design work on the next two-mile segment of the corridor. Any additional savings on this project must remain on the corridor. $590,000 of the funds appropriated for this project may be used to purchase land currently owned by the state parks department. Project funds may not be used to build or improve buildings until the plan described in section 604 of this act is complete.

(29) $932,000 of the motor vehicle account--federal appropriation is provided solely for the US 97A/North of Wenatchee - Wildlife Fence project (209790B).

(30) The department shall reconvene an expert review panel of no more than three members as described under RCW 47.01.400 for the purpose of updating the work that was previously completed by the panel on the Alaskan Way viaduct replacement project and to ensure that an appropriate and viable financial plan is created and regularly reviewed. The expert review panel must be selected cooperatively by the chairs of the senate and house of representatives transportation committees, the secretary of transportation, and the governor. The expert review panel must report findings and recommendations to the transportation committees of the legislature, the governor's Alaskan Way viaduct project oversight committee, and the transportation commission by October 2011, and annually thereafter until the project is operationally complete.

(31) It is important that the public and policymakers have accurate and timely access to information related to the Alaskan Way viaduct replacement project as it proceeds to, and during, the construction of all aspects of the project including, but not limited to, information regarding costs, schedules, contracts, project status, and neighborhood impacts. Therefore, it is the intent of the legislature that the state, city, and county departments of transportation establish a single source of accountability for integration, coordination, tracking, and information of all requisite components of the replacement project, which must include, at a minimum:

(a) A master schedule of all subprojects included in the full replacement project or program; and

(b) A single point of contact for the public, media, stakeholders, and other interested parties.

(32) Within the amounts provided in this section, $20,000 of the motor vehicle account--state appropriation and $980,000 of the motor vehicle account--federal appropriation are provided solely for the department to continue work on a comprehensive tolling study of the state route number 167 corridor (project 316718S). As funding allows, the department shall also continue work on a comprehensive tolling study of the state route number 509 corridor.

(33)(a) $131,303,000 of the transportation partnership account--state appropriation, $51,410,000 of the transportation 2003 account (nickel account)--state appropriation, and $10,000,000 of the motor vehicle account--federal 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 and must be constructed with a footprint that would accommodate potential future express toll lanes.

(b) As part of the project, the department shall conduct a traffic and revenue analysis and complete a financial plan to provide additional information on the revenues, expenditures, and financing options available for active traffic management and congestion relief in the Interstate 405 and state route number 167 corridors. A report must be provided to the transportation committees of the legislature and the office of financial management by January 2012. However, this subsection (33)(b) is null and void if chapter . . . (Engrossed House Bill No. 1382), Laws of 2011 (I-405 express toll lanes) is enacted by June 30, 2011.

(34) Funding for a signal at state route number 507 and Yew Street is included in the appropriation for intersection and spot improvements (0BI2002).

(35) $226,809,000 of the transportation partnership account--state appropriation and $1,019,460,000 of the state route number 520 corridor account--state appropriation are provided solely for the state route number 520 bridge replacement and HOV program (8BI1003). When developing the financial plan for the program, 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.

(36) $650,000 of the motor vehicle account--federal appropriation is provided solely for the SR 522 Improvements/61st Avenue NE and NE 181st Street project (L1000055).

(37) $300,000 of the motor vehicle account--federal appropriation is provided solely for the SR 523 Corridor study (L1000059).

(38) The department shall consider using the city of Mukilteo's off-site mitigation program in the event any projects on state route number 525 or 526 require environmental mitigation.

(39) Any savings on projects on the state route number 532 corridor must be used within the corridor to begin work on flood prevention and raising portions of the highway above flood and storm influences.

Sec. 305 was partially vetoed. See message at end of chapter.

*NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION--PRESERVATION--PROGRAM P**

Transportation Partnership Account--State
Appropriation $34,182,000
Motor Vehicle Account--State Appropriation $67,790,000
Motor Vehicle Account--Federal Appropriation $632,489,000
Motor Vehicle Account--Private/Local Appropriation $19,253,000
TOTAL APPROPRIATION $753,714,000

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 2011-1 as developed April 19, 2011, Program - Highway Preservation Program (P). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 603 of this act.

(2) The department shall, on a quarterly basis beginning July 1, 2011, provide to the office of financial management and the legislature reports providing the status on each active project funded in part or whole by the transportation 2003 account (nickel account) or the

transportation partnership account. Funding provided at a programmatic level for transportation partnership account projects relating to seismic bridges must be reported on a programmatic basis. Projects within this programmatic level funding must be completed on a priority basis and scoped to be completed within the current programmatic budget. The department shall work with the office of financial management and the transportation committees of the legislature to agree on report formatting and elements. Elements must include, but not be limited to, project scope, schedule, and costs. The department shall also provide the information required under this subsection on a quarterly basis.

(3) The department of transportation shall continue to implement the lowest life-cycle cost planning approach to pavement management throughout the state to encourage the most effective and efficient use of pavement preservation funds. Emphasis should be placed on increasing the number of roads addressed on time and reducing the number of roads past due.

(4) Any redistributed federal funds received by the department must, to the greatest extent possible, be applied first to offset planned expenditures of state funds, and second, to offset planned expenditures of federal funds, on projects as identified in the LEAP transportation documents described in this act. If the redistributed federal funds cannot be used in this manner, the department must consult with the joint transportation committee prior to obligating any redistributed federal funds.

(5) 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.

(6) The department shall apply for surface transportation program enhancement funds to be expended in lieu of or in addition to state funds for eligible costs of projects in programs I and P.

(7) The motor vehicle account--state appropriation includes up to $17,652,000 in proceeds from the sale of bonds authorized in RCW 47.10.843.

(8) The department must work with cities and counties to develop a comparison of direct and indirect labor costs, overhead rates, and

other costs for high-cost bridge inspections charged by the state, counties, and other entities. The comparison is due to the transportation committees of the legislature on September 1, 2011.

(9) $277,000 of the motor vehicle account--federal appropriation and $10,000 of the motor vehicle account--state appropriation are provided solely for the environmental impact statement and preliminary planning for the replacement of the state route number 9 Snohomish river bridge (project L2000018).

(10) $9,641,000 of the motor vehicle account--federal appropriation, $2,000,000 of the motor vehicle account--private/local appropriation, and $361,000 of the motor vehicle account--state appropriation are provided solely for the SR 21/Keller Ferry - Replace Boat project (602110J).

(11) $3,093,000 of the motor vehicle account--federal appropriation is provided solely for the I-90/Ritzville to Tokio - Paving of Outside Lanes project (609041G).

(12) $2,733,000 of the motor vehicle account--federal appropriation and $114,000 of the motor vehicle account--state appropriation are provided solely for the SR 167/Puyallup River Bridge Replacement project (316725A). This project must be completed as a design-build project. The department must work with local jurisdictions and the community during the environmental review process to develop appropriate esthetic design elements, at no additional cost to the department, and traffic management plans pertaining to this project. The department must report to the transportation committees of the legislature on estimated cost and/or time savings realized as a result of using the design-build process.

(13) $295,000 of the motor vehicle account--federal appropriation and $5,000 of the motor vehicle account--state appropriation are provided solely for the SR 906/Travelers Rest - Building Renovation project (090600A).

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

NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION--TRAFFIC OPERATIONS--PROGRAM Q--CAPITAL**

Motor Vehicle Account--State Appropriation $6,439,000
Motor Vehicle Account--Federal Appropriation $5,600,000
TOTAL APPROPRIATION $12,039,000

The appropriations in this section are subject to the following conditions and limitations: $1,000,000 of the motor vehicle account--state appropriation for project 000005Q is provided solely for state matching funds for federally selected competitive grants or congressional earmark projects. These moneys must be placed into reserve status until such time as federal funds are secured that require a state match.

*NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION--WASHINGTON STATE FERRIES CONSTRUCTION--PROGRAM W**

Puget Sound Capital Construction Account--State
Appropriation $68,013,000
Puget Sound Capital Construction Account--Federal
Appropriation $41,500,000
Transportation 2003 Account (Nickel Account)--State
Appropriation $118,027,000
Transportation Partnership Account--State
Appropriation $12,536,000
Multimodal Transportation Account--State
Appropriation $43,265,000
TOTAL APPROPRIATION $283,341,000

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

(1) $68,013,000 of the Puget Sound capital construction account--state appropriation, $41,500,000 of the Puget Sound capital construction account--federal appropriation, $12,536,000 of the transportation partnership account--state appropriation, $118,027,000 of the transportation 2003 account (nickel account)--state appropriation, and $43,265,000 of the multimodal transportation account--state appropriation are provided solely for ferry projects, as listed in LEAP Transportation Document 2011-2 ALL PROJECTS as developed April 19, 2011, Program - Washington State Ferries Capital Program (W).

(2) The department shall work with the department of archaeology and historic preservation to ensure that the cultural resources investigation is properly conducted on all large ferry terminal projects. These projects must be conducted with active archaeological management.

(3) The multimodal transportation account--state appropriation includes up to $43,265,000 in proceeds from the sale of bonds authorized in RCW 47.10.867.

(4) The transportation 2003 account (nickel account)--state appropriation includes up to $82,143,000 in proceeds from the sale of bonds authorized in RCW 47.10.861.

(5) The Puget Sound capital construction account--state appropriation includes up to $52,516,000 in proceeds from the sale of bonds authorized in RCW 47.10.843.

(6) Appropriations used for labor costs may be used only for obligations under applicable collective bargaining agreements, civil service laws, court orders, and judgments.

(7) $20,906,000 of the transportation 2003 account (nickel account)--state appropriation, $9,711,000 of the multimodal transportation account--state appropriation, and $1,537,000 of the Puget Sound capital construction account--state appropriation are provided solely for the acquisition of new Kwa-di-tabil class ferry vessels subject to the conditions of RCW 47.56.780.

(8) $33,404,000 of the multimodal transportation account--state appropriation, $2,000,000 of the Puget Sound capital construction account--state appropriation, $11,500,000 of the transportation partnership account--state appropriation, and $81,085,000 of the transportation 2003 account (nickel account)--state appropriation are provided solely for the acquisition of two 144-car vessels contingent upon new and sufficient resources. Of these amounts, $123,828,000 is provided solely for the first 144-car vessel. The department shall use as much already procured equipment as practicable on the 144-car vessel. The vendor must present to the joint transportation committee and the office of financial management, by August 15, 2011, a list of options that will result in significant cost savings changes in terms of construction or the long-term maintenance and operations of the vessel. The vendor must allow for exercising the options without a penalty. If neither chapter ... (Engrossed Substitute Senate Bill No. 5742), Laws of 2011 nor chapter ... (House Bill No. 2083), Laws of 2011 is enacted by June 30, 2011, $75,000,000 of the transportation 2003 account (nickel account)--state appropriation in this subsection lapses.

(9) The department shall provide to the office of financial management and the legislature quarterly reports providing the status on each project listed in this section and in the project lists submitted pursuant to this act and on any additional projects for which the department has expended funds during the 2011-2013 fiscal biennium. Elements must include, but not be limited to, project scope, schedule, and costs. The department shall also provide the information required under this subsection via the transportation executive information system. The quarterly report regarding the status of projects identified on the list referenced in subsection (1) of this section must be developed according to an earned value method of project monitoring.

(10) The department shall review and adjust its capital program staffing levels to ensure staffing is at the most efficient level necessary to implement the capital program in the omnibus transportation appropriations act. The review must include a comparison to the findings of the 2009 capital staffing levels report. The Washington state ferries shall report this review and adjustment to the office of financial management and the house and senate transportation committees of the legislature by July 2012.

(11) $3,932,000 of the total appropriation is provided solely for continued permitting work on the Mukilteo ferry terminal (project 952515P). The department shall seek additional federal funding for this project. Prior to beginning terminal improvements, the department shall report to the legislature on the final environmental impact statement by December 31, 2012. The report must include an overview of the costs and benefits of each of the alternatives considered, as well as an identification of costs and a funding plan for the preferred alternative.

(12) The department shall conduct an analysis of the Eagle Harbor slips to determine the cost benefit of replacing or repairing existing structures with new structures including, but not limited to, dolphins and wingwalls. A report on this analysis is due to the legislature by December 31, 2011.

(13) The department shall review all terminal project cost estimates to identify projects where similar design requirements could result in reduced preliminary engineering or miscellaneous items costs. The department shall report to the legislature by September 1, 2011.

The report must use programmatic design and include estimated cost savings by reducing repetitive design costs or miscellaneous costs, or both, applied to projects.

(14) $2,000,000 of the Puget Sound capital construction account--state appropriation is provided solely for emergency capital repair costs. Funds may be spent only after approval from the office of financial management.

(15) $7,167,000 of the Puget Sound capital construction account--state appropriation is provided solely for the reservation and communications system project.

Sec. 308 was partially vetoed. See message at end of chapter.

NEW SECTION. **Sec. 309. FOR THE DEPARTMENT OF TRANSPORTATION--RAIL--PROGRAM Y--CAPITAL**

Essential Rail Assistance Account--State
Appropriation $1,000,000
Transportation Infrastructure Account--State
Appropriation $5,838,000
Multimodal Transportation Account--State
Appropriation $52,000,000
Multimodal Transportation Account--Federal
Appropriation $366,314,000
Multimodal Transportation Account--Private/Local
Appropriation $1,292,000
TOTAL APPROPRIATION $426,444,000

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

(1)(a) Except as provided otherwise in this section, the entire appropriations in this section are provided solely for the projects and activities as listed by project and amount in LEAP Transportation Document 2011-2 ALL PROJECTS as developed April 19, 2011, Program - Rail Capital Program (Y).

(b) Within the amounts provided in this section, $2,903,000 of the transportation infrastructure account--state appropriation is for low-interest loans through the freight rail investment bank program for specific projects listed as recipients of these loans in the LEAP transportation document identified in (a) of this subsection. The department shall issue freight rail investment bank program loans with

a repayment period of no more than ten years, and only so much interest as is necessary to recoup the department's costs to administer the loans.

(c) Within the amounts provided in this section, $1,754,000 of the multimodal transportation account--state appropriation and $1,000,000 of the essential rail assistance account--state appropriation are for statewide emergent freight rail assistance projects identified in the LEAP transportation document identified in (a) of this subsection.

(2)(a) If any funds remain in the program reserves (F01001A & F01000A) for the program and projects listed in subsection (1)(b) and (c) of this section, the department shall issue a call for projects for the freight rail investment bank (FRIB) loan program and the emergent freight rail assistance program (FRAP) grants, and shall evaluate the applications according to the cost-benefit methodology developed during the 2008 interim using the legislative priorities specified in (c) of this subsection. Unsuccessful FRAP grant applicants should be encouraged to apply to the FRIB loan program, if eligible. By November 1, 2011, the department shall submit a prioritized list of recommended projects to the office of financial management and the transportation committees of the legislature.

(b) When the department identifies a prospective rail project that may have strategic significance for the state, or at the request of a proponent of a prospective rail project or a member of the legislature, the department shall evaluate the prospective project according to the cost-benefit methodology developed during the 2008 interim using the legislative priorities specified in (c) of this subsection. The department shall report its cost-benefit evaluation of the prospective rail project, as well as the department's best estimate of an appropriate construction schedule and total project costs, to the office of financial management and the transportation committees of the legislature.

(c) The legislative priorities to be used in the cost-benefit methodology are, in order of relative importance:

(i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes;

(ii) Self-sustaining economic development that creates family-wage jobs;

(iii) Preservation of transportation corridors that would otherwise be lost;

(iv) Increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products;

(v) Better integration and cooperation within the regional, national, and international systems of freight distribution; and

(vi) Mitigation of impacts of increased rail traffic on communities.

(3) The department is directed to expend unallocated federal rail crossing funds in lieu of or in addition to state funds for eligible costs of projects in program Y.

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

(5) The department shall, on a quarterly basis, provide to the office of financial management and the legislature reports providing the status on active projects identified in the LEAP transportation document described in subsection (1)(a) of this section. Report formatting and elements must be consistent with the October 2009 quarterly project report.

(6) The multimodal transportation account--state appropriation includes up to $19,684,000 in proceeds from the sale of bonds authorized in RCW 47.10.867.

(7) When the balance of that portion of the miscellaneous program account apportioned to the department for the grain train program reaches $1,180,000, the department shall acquire additional grain train railcars.

(8) $1,087,000 of the multimodal transportation account--state appropriation is provided solely as state matching funds for successful grant applications to either the federal rail line relocation and improvement program (project 798999D) or new federal high-speed rail grants.

(9) The Burlington Northern Santa Fe Skagit river bridge is an integral part of the rail system. Constructed in 1916, the bridge does not meet current design standards and is at risk during flood events that occur on the Skagit river. The department shall work with

Burlington Northern Santa Fe and local jurisdictions to secure federal funding for the Skagit river bridge and to develop an appropriate replacement plan and schedule.

(10) $339,139,000 of the multimodal transportation account--federal appropriation and $5,099,000 of the multimodal transportation account--state appropriation are provided solely for expenditures related to passenger high-speed rail grants. At one and one-half percent of the total project funds, the multimodal transportation account--state funds are provided solely for expenditures that are not federally reimbursable. Funding in this subsection is the initial portion of multiyear high-speed rail program grants awarded to Washington state for high-speed intercity passenger rail investments. Funding will allow for two additional round trips between Seattle and Portland and other rail improvements.

(11) $750,000 of the multimodal transportation account--state appropriation is provided solely for the Port of Royal Slope rehabilitation project (L1000053). Funding is contingent upon the project completing the rail cost-benefit methodology process developed during the 2008 interim using the legislative priorities outlined in subsection (2)(c) of this section.

NEW SECTION. **Sec. 310. FOR THE DEPARTMENT OF TRANSPORTATION--LOCAL PROGRAMS--PROGRAM Z--CAPITAL**

Highway Infrastructure Account--State Appropriation $207,000
Highway Infrastructure Account--Federal
Appropriation $1,602,000
Motor Vehicle Account--State Appropriation $3,754,000
Motor Vehicle Account--Federal Appropriation $31,856,000
Freight Mobility Investment Account--State
Appropriation $11,278,000
Transportation Partnership Account--State
Appropriation $6,035,000
Freight Mobility Multimodal Account--State
Appropriation $15,117,000
Freight Mobility Multimodal Account--Local
Appropriation $4,752,000
Multimodal Transportation Account--State
Appropriation $18,453,000

Passenger Ferry Account--State Appropriation $1,115,000
TOTAL APPROPRIATION $94,169,000

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

(1) The department shall, on a quarterly basis beginning July 1, 2011, provide to the office of financial management and the legislature reports providing the status on each active project funded in part or whole by the transportation 2003 account (nickel account) or the transportation partnership account. Report formatting and elements must be consistent with the October 2009 quarterly project report. The department shall also provide the information required under this subsection on a quarterly basis via the transportation executive information system.

(2) $1,115,000 of the passenger ferry account--state appropriation is provided solely for near and long-term costs of capital improvements and operating expenses that are consistent with the business plan approved by the governor for passenger ferry service.

(3) The department shall apply for surface transportation program enhancement funds to be expended in lieu of or in addition to state funds for eligible costs of projects in local programs, program Z--capital.

(4) Federal funds may be transferred from program Z to programs I and P and state funds must be transferred from programs I and P to program Z to replace those federal funds in a dollar-for-dollar match. Fund transfers authorized under this subsection shall not affect project prioritization status. Appropriations must initially be allotted as appropriated in this act. The department may not transfer funds as authorized under this subsection without approval of the office of financial management. The department shall submit a report on those projects receiving fund transfers to the office of financial management and the transportation committees of the legislature by December 1, 2011, and December 1, 2012.

(5) The city of Winthrop may utilize a design-build process for the Winthrop bike path project.

(6) $11,557,000 of the multimodal transportation account--state appropriation, $12,136,000 of the motor vehicle account--federal appropriation, and $5,195,000 of the transportation partnership account--state appropriation are provided solely for the pedestrian and

bicycle safety program projects and safe routes to schools program projects identified in: LEAP Transportation Document 2011-A, pedestrian and bicycle safety program projects and safe routes to schools program projects, as developed April 19, 2011; LEAP Transportation Document 2009-A, pedestrian and bicycle safety program projects and safe routes to schools program projects, as developed March 30, 2009; LEAP Transportation Document 2007-A, pedestrian and bicycle safety program projects and safe routes to schools program projects, as developed April 20, 2007; and LEAP Transportation Document 2006-B, pedestrian and bicycle safety program projects and safe routes to schools program projects, as developed March 8, 2006. Projects must be allocated funding based on order of priority. 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 identify where unused grant funds remain because actual project costs were lower than estimated in the grant award.

(7) 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 2011-2 ALL PROJECTS as developed April 19, 2011, Program - Local Program (Z).

(8) For the 2011-2013 project appropriations, unless otherwise provided in this act, the director of the office of financial management may authorize a transfer of appropriation authority between projects managed by the freight mobility strategic investment board in order for the board to manage project spending and efficiently deliver all projects in the respective program.

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

(10) The department shall prepare a list of main street projects, consistent with chapter ... (Engrossed Substitute House Bill No. 1071), Laws of 2011, for approval in the 2013-2015 fiscal biennium. In order to ensure that any proposed list of projects is consistent with legislative intent, the department shall provide a report to the joint transportation committee by December 1, 2011. The report must identify the eligible segments of main streets highways, the department's proposed project selection and ranking method, criteria to be considered, and a plan for soliciting project proposals.

(11) $267,000 of the motor vehicle account--state appropriation and $2,859,000 of the motor vehicle account--federal appropriation are provided solely for completion of the US 101 northeast peninsula safety rest area and associated roadway improvements east of Port Angeles at the Deer Park scenic view point (3LP187A). The department must surplus any right-of-way previously purchased for this project near Sequim. Approval to proceed with construction is contingent on surplus of previously purchased right-of-way.

(12) Up to $3,650,000 of the motor vehicle account--federal appropriation and $23,000 of the motor vehicle account--state appropriation are provided solely to reimburse the cities of Kirkland and Redmond for pavement and bridge deck rehabilitation on state route number 908 (1LP611A). These funds may not be expended unless the cities sign an agreement stating that the cities agree to take ownership of state route number 908 in its entirety and agree that the payment of these funds represents the entire state commitment to the cities for state route number 908 expenditures.

(13) $225,000 of the multimodal transportation account--state appropriation is provided solely for the Shell Valley emergency road and bicycle/pedestrian path (L1000036).

(14) $150,000 of the motor vehicle account--state appropriation is provided solely for flood reduction solutions on state route number 522 caused by the lower McAleer and Lyon creek basins (L1000041).

(15) $896,000 of the multimodal transportation account--state appropriation is provided solely for realignment of Parker Road and construction of secondary access off of state route number 20 (L2200040).

(16) An additional $2,500,000 of the motor vehicle account--federal appropriation is provided solely for the Strander Blvd/SW 27th St

Connection project (1LP902F), which amount is reflected in the LEAP transportation document identified in subsection (7) of this section. These funds may only be committed if needed, may not be used to supplant any other committed project partnership funding, and must be the last funds expended.

(17) $500,000 of the motor vehicle account--federal appropriation is provided solely for safety improvements at the intersection of South Wapato and McDonald Road (L1000052).

(18) $2,000,000 of the multimodal transportation account--state appropriation is provided solely for the state route number 432 rail realignment and highway improvements project (L1000056).

(19) $500,000 of the multimodal transportation account--state appropriation is provided solely for a multimodal corridor plan on state route number 520 between Interstate 405 and Avondale Road in Redmond (L1000054).

(20) $100,000 of the motor vehicle account--federal appropriation is provided solely for state route number 164 and Auburn Way South pedestrian improvements (L1000057).

(21) $115,000 of the motor vehicle account--federal appropriation is provided solely for median street lighting on state route number 410 (L1000058).

(22) $60,000 of the multimodal transportation account--state appropriation is provided solely for a cross docking study for the port of Douglas county (L1000060).

(23) $100,000 of the motor vehicle account--federal appropriation is provided solely for city of Auburn - 8th and R Street NE intersection improvements (L2200043).

(24) $65,000 of the multimodal transportation account--state appropriation is provided solely for the Puget Sound regional council to further the implementation of multimodal concurrency practice through a transit service overlay zone implemented at the local level (L1000061). This approach will improve the linkage of land use and transportation investment decisions, improve the efficiency of transit service by encouraging transit-supportive development, provide incentives for developers, and support integrated regional growth, economic development, and transportation plans. In carrying out this work, the council shall involve representatives from cities and counties, developers, transit agencies, and other interested

stakeholders, and shall consult with other regional transportation planning organizations across the state. The council shall report the results of their work and recommendations to the joint transportation committee by December 2011, with a final report to the transportation committees of the legislature by January 31, 2012.

NEW SECTION. **Sec. 311. 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**

Highway Bond Retirement Account--State Appropriation . . . $920,560,000
Ferry Bond Retirement Account--State Appropriation $31,801,000
State Route Number 520 Corridor Account--State
Appropriation $1,075,000
Transportation Improvement Board Bond Retirement
Account--State Appropriation $16,544,000
Nondebt-Limit Reimbursable Account Appropriation $25,200,000
Transportation Partnership Account--State
Appropriation $3,142,000
Motor Vehicle Account--State Appropriation $333,000
Transportation 2003 Account (Nickel Account)--State
Appropriation $1,140,000
Transportation Improvement Account--State Appropriation $29,000
Multimodal Transportation Account--State
Appropriation $138,000
Toll Facility Bond Retirement Account--State
Appropriation $33,792,000
Toll Facility Bond Retirement Account--Federal
Appropriation $14,649,000

TOTAL APPROPRIATION $1,048,403,000

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

(1) $4,610,000 of the highway bond retirement account--state appropriation is provided solely for debt service on bonds issued to construct a ferry boat vessel with a carrying capacity of one hundred forty-four cars. If neither chapter ... (House Bill No. 2083), Laws of 2011 nor chapter ... (Engrossed Substitute Senate Bill No. 5742) is enacted by June 30, 2011, the amount provided in this subsection lapses.

(2) $165,000 of the transportation 2003 account (nickel account)--state appropriation is provided solely for discounts on bonds sold to construct a ferry boat vessel with a carrying capacity of one hundred forty-four cars. If neither chapter ... (House Bill No. 2083), Laws of 2011 nor chapter ... (Engrossed Substitute Senate Bill No. 5742) is enacted by June 30, 2011, the amount provided in this subsection lapses.

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**

State Route Number 520 Corridor Account--State
Appropriation $68,000
Transportation Partnership Account--State
Appropriation $608,000
Motor Vehicle Account--State Appropriation $60,000
Transportation 2003 Account (Nickel Account)--State
Appropriation $219,000
Transportation Improvement Account--State Appropriation $5,000
Multimodal Transportation Account--State
Appropriation $26,000
TOTAL APPROPRIATION $986,000

The appropriations in this section are subject to the following conditions and limitations: $30,000 of the transportation 2003 account (nickel account)--state appropriation is provided solely for expenses associated with bonds sold to construct a ferry boat vessel with a carrying capacity of one hundred forty-four cars. If neither chapter

... (House Bill No. 2083), Laws of 2011 nor chapter ... (Engrossed Substitute Senate Bill No. 5742) is enacted by June 30, 2011, the amount provided in this subsection lapses.

NEW SECTION. **Sec. 403. FOR THE STATE TREASURER--BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR MVFT BONDS AND TRANSFERS**

Motor Vehicle Account--State Appropriation: For transfer to the Puget Sound Capital Construction Account $52,516,000

The department of transportation is authorized to sell up to $52,516,000 in bonds authorized by RCW 47.10.843 for vessel and terminal acquisition, major and minor improvements, and long lead-time materials acquisition for the Washington state ferries. Of the authorized amounts, $14,500,000 is provided solely for expenditures made during the fiscal biennium ending June 30, 2011.

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 $478,155,000

NEW SECTION. **Sec. 405. FOR THE STATE TREASURER--TRANSFERS**

Motor Vehicle Account--State Appropriation: For motor vehicle fuel tax refunds and statutory transfers $1,246,357,000

NEW SECTION. **Sec. 406. FOR THE DEPARTMENT OF LICENSING--TRANSFERS**

Motor Vehicle Account--State Appropriation: For motor vehicle fuel tax refunds and transfers $127,984,000

NEW SECTION. **Sec. 407. FOR THE STATE TREASURER--ADMINISTRATIVE TRANSFERS**

(1) Tacoma Narrows Toll Bridge Account--State Appropriation: For transfer to the Motor Vehicle Account--State $543,000

(2) Motor Vehicle Account--State Appropriation: For transfer to the Puget Sound Ferry Operations Account--State $46,500,000

(3) Recreational Vehicle Account--State Appropriation: For transfer to the Motor Vehicle Account--State $1,450,000

(4) License Plate Technology Account--State Appropriation: For transfer to the Highway Safety Account--State $3,200,000

(5) Multimodal Transportation Account--State Appropriation: For transfer to the Puget Sound Ferry Operations Account--State $43,000,000

(6) Highway Safety Account--State Appropriation: For transfer to the Motor Vehicle Account--State $23,000,000

(7) Department of Licensing Services Account--State Appropriation: For transfer to the Motor Vehicle Account--State $400,000

(8) Advanced Right-of-Way Revolving Fund: For transfer to the Motor Vehicle Account--State $5,000,000

(9) State Route Number 520 Civil Penalties Account--State Appropriation: For transfer to the State Route Number 520 Corridor Account--State $754,000

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

(11) Motor Vehicle Account--State Appropriation: For transfer to the State Patrol Highway Account--State $14,000,000

(12) State Route Number 520 Corridor Account--State Appropriation: For transfer to the Motor Vehicle Account--State, in an amount equal to funds dispersed during the 2009-2011 fiscal biennium authorized under section 805(7) of this act.

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

(14) Regional Mobility Grant Program Account--State Appropriation: For transfer to the Multimodal Transportation Account--State $1,000,000

(15) State Patrol Highway Account--State

Appropriation: For transfer to the Vehicle Licensing Fraud Account $100,000

(16) State Route Number 520 Corridor Account--State Appropriation: For transfer to the Motor Vehicle Account $2,435,000

(17) The transfers identified in this section are subject to the following conditions and limitations:

(a) The amount transferred in subsection (1) of this section represents repayment of operating loans and reserve payments provided to the Tacoma Narrows toll bridge account from the motor vehicle account in the 2005-2007 fiscal biennium.

(b) The transfer in subsection (9) of this section represents toll revenue collected from toll violations.

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

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

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. COLLECTIVE BARGAINING AGREEMENTS**

Provisions or terms and conditions of collective bargaining

agreements contained in this act are described in general terms. The collective bargaining agreements or terms and conditions contained in this section and sections 502 through 505 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. 502. COLLECTIVE BARGAINING AGREEMENTS--WSP TROOPERS ASSOCIATION**

No agreement has been reached between the governor and the Washington state patrol trooper's association under chapter 41.56 RCW for the 2011-2013 fiscal biennium. Appropriations for the Washington state patrol in this act are sufficient to fund the provisions of the 2009-2011 agreement.

NEW SECTION. **Sec. 503. COLLECTIVE BARGAINING AGREEMENTS--WSP LIEUTENANTS ASSOCIATION**

No agreement has been reached between the governor and the Washington state patrol lieutenant's association under chapter 41.56 RCW for the 2011-2013 fiscal biennium. Appropriations for the Washington state patrol in this act are sufficient to fund the provisions of the 2009-2011 agreement.

NEW SECTION. **Sec. 504. DEPARTMENT OF TRANSPORTATION MARINE DIVISION COLLECTIVE BARGAINING AGREEMENTS--IBU, METAL TRADES, OPEIU, MEBA-UL, MEBA-L, MM&P, FASSPA, SEIU LOCAL NO. 6**

(1) Agreements have been reached between the governor and the following unions effective July 1, 2011: Inlandboatmen's union of the pacific; Puget Sound metal trades council; office and professional employees international union local No. 8; marine engineers' beneficial association (unlicensed engine room employees); marine engineers' beneficial association (licensed engineer officers); masters, mates, and pilots; ferry agents, supervisors, and project administrators association and service employees international union local No. 6 under chapter 47.64 RCW for the 2011-2013 fiscal biennium.

(2) Funding is reduced to reflect a reduction to overtime calculation, travel pay for relief employees, and reduced vacation leave accruals.

(3) Except for office and professional employees international union local No. 8, funding is reduced to reflect a three percent temporary salary reduction for all employees for fiscal years 2012 and 2013 through June 29, 2013. Entry level rates for employees under the inlandboatmen's union of the pacific and service employees international union local No. 6 are not subject to the three percent temporary salary reduction.

(4) For employees covered under the office and professional employees international union local No. 8 agreement, funding is reduced to reflect a three percent temporary salary reduction for all employees whose monthly full-time equivalent salary is two thousand five hundred dollars or more per month for fiscal years 2012 and 2013 through June 29, 2013. Temporary salary reduction leave is granted for employees covered under the office and professional employees international union local No. 8 agreement for the term of the 2011-2013 agreement.

(5) Effective June 30, 2013, the salary schedules effective July 1, 2009, through June 29, 2011, will be reinstated for all of the agreements.

(6) Appropriations in this act reflect funding to staff vessels according to United States coast guard certificates of inspection per the agreement noted in subsection (1) of this section.

(7) Appropriations in this act do not reflect funding to fund state employee health benefits for employees represented by the super coalition on health benefits or employees outside of the super coalition on health benefits. Acceptance of the super coalition on health benefits agreement will be contingent upon sufficient funding in the 2011-2013 omnibus operating appropriations act. Funding for health benefits for employees outside of the super coalition on health benefits will be in accordance with appropriations in the 2011-2013 omnibus operating appropriations act.

NEW SECTION. **Sec. 505. DEPARTMENT OF TRANSPORTATION MARINE DIVISION COLLECTIVE BARGAINING AGREEMENTS--TERMS AND CONDITIONS**

No agreement has been reached between the governor and the masters, mates, and pilots marine operations watch supervisors under chapter 47.64 RCW for the 2011-2013 fiscal biennium. Appropriations in this act reflect funding to maintain the provisions or terms and conditions

of the 2009-2011 agreements for fiscal year 2012. Fiscal year 2013 appropriations are reduced to reflect management priorities in collective bargaining.

IMPLEMENTING PROVISIONS

NEW SECTION. **Sec. 601. ACQUISITION OF PROPERTIES AND FACILITIES THROUGH FINANCIAL CONTRACTS**

(1) The following agencies may enter into financial contracts, paid from any funds of an agency, appropriated or nonappropriated, for the purposes indicated and in not more than the principal amounts indicated, plus financing expenses and required reserves pursuant to chapter 39.94 RCW. When securing properties under this section, agencies shall use the most economical financial contract option available, including long-term leases, lease-purchase agreements, lease-development with option to purchase agreements, or financial contracts using certificates of participation. Expenditures made by an agency for one of the indicated purposes before the issue date of the authorized financial contract and any certificates of participation therein are intended to be reimbursed from proceeds of the financial contract and any certificates of participation therein to the extent provided in the agency's financing plan approved by the state finance committee.

(2) State agencies may enter into agreements with the department of general administration and the state treasurer's office to develop requests to the legislature for the acquisition of properties and facilities through financial contracts. The agreements may include charges for services rendered.

(a) Department of transportation: Enter into a financing contract for up to $10,824,000 plus financing expenses and required reserves pursuant to chapter 39.94 RCW for the acquisition and implementation of a time, leave, and labor distribution system that is integrated with the state's accounting and human resource management systems.

(b) Department of licensing: Enter into a financing contract for up to $7,414,000 plus financing expenses and required reserves pursuant to chapter 39.94 RCW for the purchase of a prorate and fuel tax system.

(c) Washington state patrol: (i) Enter into a financing contract for up to $8,241,000 plus financing expenses and required reserves pursuant to chapter 39.94 RCW to purchase and install mobile office platforms in state patrol and pursuit vehicles.

(ii) Enter into a financing contract for up to $40,100,000 plus financing expenses and required reserves pursuant to chapter 39.94 RCW to purchase equipment and engineering services to convert to a narrowband digital system.

NEW SECTION. **Sec. 602. MEGA-PROJECT REPORTING**

Mega-projects are defined as individual or groups of related projects that cost $1,000,000,000 or more. These projects include, but are not limited to: Alaskan Way viaduct, SR 520, SR 167, I-405, North Spokane corridor, I-5 Tacoma HOV, I-90 Snoqualmie Pass, and the Columbia river crossing. The department of transportation shall track mega-projects and report the financial status and schedule of these projects at least once a year to the transportation committees of the legislature and the office of financial management. The design of mega-projects must be evaluated considering cost, capacity, safety, mobility needs, and how well the design of the facility fits within its urban environment.

NEW SECTION. **Sec. 603. FUND TRANSFERS**

(1) The transportation 2003 projects or improvements and the 2005 transportation partnership projects or improvements are listed in LEAP Transportation Document 2011-1 as developed April 19, 2011, 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 is expected to use the flexibility provided in this section to assist in the delivery and completion of all transportation partnership account and transportation 2003 account (nickel account) projects on the LEAP transportation documents referenced in this act. For the 2009-2011 and 2011-2013 project appropriations, unless otherwise provided in this act, the director of financial management may authorize a transfer of appropriation authority between projects funded with transportation 2003 account (nickel account) appropriations, or transportation

partnership account appropriations, in order to manage project spending and efficiently deliver all projects in the respective program under the following conditions and limitations:

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

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

(c) Each transfer between projects may only occur if the director of financial management finds that any resulting change will not hinder the completion of the projects as approved by the legislature. Until the legislature reconvenes to consider the 2012 supplemental transportation budget, any unexpended 2009-2011 appropriation balance as approved by the office of financial management, in consultation with the legislative staff of the house of representatives and senate transportation committees, may be considered when transferring funds between projects;

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

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

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

(g) Transfers between projects may be made by the department of transportation until the transfer amount by project exceeds two hundred fifty thousand dollars, or ten percent of the total project, whichever is less. These transfers must be reported quarterly to the director of financial management and the chairs of the house of representatives and senate transportation committees.

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

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

(4) The office of financial management shall document approved transfers and schedule changes in the transportation executive

information system, compare changes to the legislative baseline funding and schedules identified by project identification number identified in the LEAP transportation documents referenced in this act, and transmit revised project lists to chairs of the transportation committees of the legislature on a quarterly basis.

NEW SECTION. **Sec. 604.** (1) The department of transportation shall prepare a plan to improve the oversight of real estate procurement and management practices across all departmental programs and regions, including the Washington state ferries. The plan must be submitted to the governor and the joint transportation committee by September 1, 2012. The plan must include:

(a) An inventory of all currently owned and leased office space, tunnel and bridge operations and maintenance facilities, and traffic management centers;

(b) A list of all facilities that will be needed for tunnel and bridge operations or maintenance in the next ten years and the funding source that is assumed for these facilities;

(c) A prioritized list of all buildings that are planned to be constructed, renovated, or remodeled in the next ten years and the funding source that is assumed for these facility improvements;

(d) A list of options for consolidating staff, equipment, and operations activities to reduce costs. This list must include an evaluation of the costs and benefits of owning properties as compared to leasing them using a life-cycle cost analysis; and

(e) A process and plan for regularly evaluating needs for office space, tunnel and bridge operations and maintenance facilities, and traffic management.

(2) Except as provided otherwise in the act, until September 1, 2012, the department of transportation may not enter into new leases, equal value exchanges, or property acquisitions for office needs without first consulting with the office of financial management and the joint transportation committee.

NEW SECTION. **Sec. 605.** Executive Order number 05-05, archaeological and cultural resources, was issued effective November 10, 2005. Agencies and higher education institutions that issue grants

or loans for capital projects shall comply with the requirements set forth in this executive order.

NEW SECTION. **Sec. 606. FOR THE DEPARTMENT OF TRANSPORTATION**

As part of its annual budget submittal, the department shall provide an annual update to the legislature and the office of financial management that:

(1) Compares the original project cost estimates approved in the transportation 2003 and 2005 transportation partnership 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;

(2) Identifies highway projects that may be reduced in scope and still achieve a functional benefit;

(3) Identifies highway projects that have experienced scope increases and that can be reduced in scope;

(4) Identifies highway projects that have lost significant local or regional contributions that were essential to completing the project; and

(5) Identifies contingency amounts allocated to projects.

NEW SECTION. **Sec. 607. FOR THE DEPARTMENT OF TRANSPORTATION**

As part of its 2012 supplemental budget submittal, the department shall provide a report to the legislature and the office of financial management that:

(1) Identifies, by capital project, the amount of state funding that has been reappropriated from the 2009-2011 fiscal biennium into the 2011-2013 fiscal biennium; and

(2) Identifies, for each project, the amount of cost savings or increases in funding that have been identified as compared to the 2011 enacted transportation budget.

NEW SECTION. **Sec. 608. STAFFING LEVELS**

(1) As the department of transportation completes delivery of the projects funded by the 2003 and 2005 transportation revenue packages, it is clear that the current staffing levels necessary to deliver these projects are not sustainable into the future. Therefore, the department is directed to quickly move forward to develop and implement new business practices so that a smaller, more nimble state workforce

can effectively and efficiently deliver transportation improvement programs as they are approved in the future, in strong partnership with the private sector, while protecting the public's interests and assets.

(2) To this end, the department of transportation is directed to reduce the size of its engineering and technical workforce to a level sustained by current law revenue levels currently estimated at two thousand FTEs by the end of the 2013-2015 fiscal biennium. The department's current two thousand eight hundred FTE engineering and technical workforce levels for highway construction will be reduced in the 2011-2013 fiscal biennium, with a target of two thousand four hundred FTEs by June 30, 2013, and to a level of two thousand FTEs by June 30, 2015.

(3) In order to successfully deliver the highway construction program as funded, the department of transportation may continue to contract out engineering and technical services. In addition, the department may continue the incentive program for retirements and employee separations. The department shall report quarterly to the office of financial management and the transportation committees of the legislature on its progress and plans to reduce highway construction workforce levels to two thousand FTEs by June 2015. This report must also be posted on the department's web site.

NEW SECTION. **Sec. 609. VOLUNTARY RETIREMENT, SEPARATION, AND DOWNSHIFTING INCENTIVES**

As a management tool to reduce costs and make more effective use of resources, while improving employee productivity and morale, agencies may implement a voluntary retirement, separation, and/or downshifting incentive program that is cost neutral or results in cost savings over a two-year period following the commencement of the program, provided that such a program is approved by the director of financial management.

Agencies participating in this authorization may offer voluntary retirement, separation, and/or downshifting incentives and options according to procedures and guidelines established by the office of financial management, in consultation with the department of personnel and the department of retirement systems. The options may include, but are not limited to, financial incentives for: Voluntary separation or retirement, voluntary leave-without-pay, voluntary workweek or work

hour reduction, voluntary downward movement, or temporary separation for development purposes. An employee does not have a contractual right to a financial incentive offered pursuant to this section.

Offers must be reviewed and monitored jointly by the department of personnel and the department of retirement systems. Agencies are required to submit a report by June 30, 2013, to the legislature and the office of financial management on the outcome of their approved incentive program. The report must include information on the details of the program, including resulting service delivery changes, agency efficiencies, the cost of the incentive per participant, the total cost to the state, and the projected or actual net dollar savings over the 2011-2013 fiscal biennium.

***NEW SECTION.** Sec. 610. (1) The department of transportation shall provide a report to the joint transportation committee by August 1, 2011, providing recommendations on the department's future business model, staffing scenarios, and methods of program and project delivery. The report must:*

(a) Detail the sustainable staffing level by program to deliver core functions of the department in the context of forecasted resources as of March 2011;

(b) Analyze the effect new funding scenarios would have on the sustainable staffing levels for core functions and recommend appropriate staffing levels;

(c) Describe how the department's sustainable staffing levels would be affected by new funding scenarios and any other actions the department would need to deliver the program associated with the new funding; and

(d) Evaluate alternative program and project delivery methods to improve efficiency and effectiveness and provide recommendations on legislative changes, if necessary, for their implementation.

(2) The department shall provide stakeholder involvement opportunities in the development of the report. There must be a minimum of two such meetings: One for the purpose of providing contextual and background information; and a second for review and comment of conclusions and recommendations. Stakeholders must include labor, private engineering contractors, general business interests,

representatives of various transportation modes, and others groups as appropriate.

**Sec. 610 was vetoed. See message at end of chapter.*

NEW SECTION. **Sec. 611. FOR THE DEPARTMENT OF TRANSPORTATION**

The department is given the authority to provide up to $3,000,000 in toll credits to Kitsap transit for its role in new passenger-only ferry service and ferry corridor-related projects. The number of toll credits provided to Kitsap transit 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 shall not exceed the amount authorized in this section.

MISCELLANEOUS 2011-2013 FISCAL BIENNIUM

Sec. 701. RCW 47.29.170 and 2009 c 470 s 702 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, ((~~2011~~)) 2013.

NEW SECTION. **Sec. 702.** 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 prior to 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.

Sec. 703. RCW 46.18.060 and 2010 1st sp.s. c 7 s 94 and 2010 c 161 s 604 are each reenacted and amended to read as follows:

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

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

(a) Review and approve the annual financial reports submitted by sponsoring organizations with active special license plate series and

present those annual financial reports to the ((~~senate and house transportation committees~~)) joint transportation committee;

(b) Report annually to the ((~~senate and house of representatives transportation committees~~)) joint transportation committee on the special license plate applications that were considered by the department;

(c) Issue approval and rejection notification letters to sponsoring organizations, the department, the ((~~chairs of the senate and house of representatives transportation committees~~)) executive committee of the joint transportation committee, and the legislative sponsors identified in each application. The letters must be issued within seven days of making a determination on the status of an application; and

(d) Review annually the number of plates sold for each special license plate series created after January 1, 2003. The department may submit a recommendation to discontinue a special plate series to the ((~~chairs of the senate and house of representatives transportation committees~~)) executive committee of the joint transportation committee.

(3) Except as provided in RCW 46.18.245, in order to assess the effects and impact of the proliferation of special license plates, the legislature declares a temporary moratorium on the issuance of any additional plates until July 1, ((~~2011~~)) 2013. During this period of time, the department is prohibited from accepting, reviewing, processing, or approving any applications. Additionally, a special license plate may not be enacted by the legislature during the moratorium, unless the proposed license plate has been approved by the former special license plate review board before February 15, 2005.

Sec. 704. RCW 46.63.170 and 2010 c 161 s 1127 are each amended to read as follows:

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

(a) The appropriate local legislative authority must first enact an ordinance allowing for their use to detect one or more of the following: Stoplight, railroad crossing, or school speed zone violations. At a minimum, the local ordinance must contain the restrictions described in this section and provisions for public notice and signage. Cities and counties using automated traffic safety

cameras before July 24, 2005, are subject to the restrictions described in this section, but are not required to enact an authorizing ordinance.

(b) Use of automated traffic safety cameras is restricted to two-arterial intersections, railroad crossings, and school speed zones only.

(c) During the ((~~2009-2011~~)) 2011-2013 fiscal biennium, automated traffic safety cameras may be used to detect speed violations for the purposes of ((~~section 201(2), chapter 470, Laws of 2009~~)) section 201(2) of this act if the local legislative authority first enacts an ordinance authorizing the use of cameras to detect speed violations.

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

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

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

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

(h) All locations where an automated traffic safety camera is used must be clearly marked by placing signs in locations that clearly indicate to a driver that he or she is entering a zone where traffic laws are enforced by an automated traffic safety camera.

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

(2) Infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW 46.52.101 and 46.52.120. Additionally, infractions generated by the use of automated traffic safety cameras under this section shall be processed in the same manner as parking infractions, including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120, and 46.20.270(3). However, the amount of the fine issued for an infraction generated through the use of an automated traffic safety camera shall not exceed the amount of a fine issued for other parking infractions within the jurisdiction.

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

(a) A statement under oath stating the name and known mailing

address of the individual driving or renting the vehicle when the infraction occurred; or

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

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

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

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

(5) For the purposes of this section, "automated traffic safety camera" means a device that uses a vehicle sensor installed to work in conjunction with an intersection traffic control system, a railroad grade crossing control system, or a speed measuring device, and a camera synchronized to automatically record one or more sequenced photographs, microphotographs, or electronic images of the rear of a motor vehicle at the time the vehicle fails to stop when facing a steady red traffic control signal or an activated railroad grade crossing control signal, or exceeds a speed limit in a school speed zone as detected by a speed measuring device. During the ((~~2009-2011~~)) 2011-2013 fiscal biennium, an automated traffic safety camera includes a camera used to detect speed violations for the purposes of ((~~section 201(2), chapter 470, Laws of 2009~~)) section 201(2) of this act.

(6) During the ((~~2009-2011~~)) 2011-2013 fiscal biennium, this section does not apply to automated traffic safety cameras for the purposes of ((~~section 218(2), chapter 470, Laws of 2009~~)) section 216(5) of this act.

Sec. 705. RCW 46.63.160 and 2010 c 249 s 6 are each amended to read as follows:

(1) This section applies only to civil penalties for nonpayment of tolls detected through use of photo toll systems.

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

(3) A notice of civil penalty may be issued by the department of transportation when a toll is assessed through use of a photo toll system and the toll is not paid by the toll payment due date, which is eighty days from the date the vehicle uses the toll facility and incurs the toll charge.

(4) Any registered owner or renter of a vehicle traveling upon a toll facility operated under chapter 47.56 or 47.46 RCW is subject to a civil penalty governed by the administrative procedures set forth in this section when the vehicle incurs a toll charge and the toll is not paid by the toll payment due date, which is eighty days from the date the vehicle uses the toll facility and incurs the toll charge.

(5) Consistent with chapter 34.05 RCW, the department of transportation shall develop an administrative adjudication process to review appeals of civil penalties issued by the department of transportation for toll nonpayment detected through the use of a photo toll system under this section.

(6) The use of a photo toll system is subject to the following requirements:

(a) Photo toll systems may take photographs, digital photographs, microphotographs, videotapes, or other recorded images of the vehicle and vehicle license plate only.

(b) A notice of civil penalty must include with it a certificate or facsimile thereof, based upon inspection of photographs, microphotographs, videotape, or other recorded images produced by a photo toll system, stating the facts supporting the notice of civil penalty. This certificate or facsimile is prima facie evidence of the facts contained in it and is admissible in a proceeding established under subsection (5) of this section. The photographs, digital photographs, microphotographs, videotape, or other recorded images evidencing the toll nonpayment civil penalty must be available for inspection and admission into evidence in a proceeding to adjudicate the liability for the civil penalty.

(c) Notwithstanding any other provision of law, all photographs, digital photographs, microphotographs, videotape, other recorded

images, or other records identifying a specific instance of travel prepared under this chapter are for the exclusive use of the tolling agency for toll collection and enforcement purposes and are not open to the public and may not be used in a court in a pending action or proceeding unless the action or proceeding relates to a civil penalty under this chapter. No photograph, digital photograph, microphotograph, videotape, other recorded image, or other record identifying a specific instance of travel may be used for any purpose other than toll collection or enforcement of civil penalties under this section. Records identifying a specific instance of travel by a specific person or vehicle must be retained only as required to ensure payment and enforcement of tolls and to comply with state records retention policies.

(d) All locations where a photo toll system is used must be clearly marked by placing signs in locations that clearly indicate to a driver that he or she is entering a zone where tolls are assessed and enforced by a photo toll system.

(e) Within existing resources, the department of transportation shall conduct education and outreach efforts at least six months prior to activating an all-electronic photo toll system. Methods of outreach shall include a department presence at community meetings in the vicinity of a toll facility, signage, and information published in local media. Information provided shall include notice of when all electronic photo tolling shall begin and methods of payment. Additionally, the department shall provide quarterly reporting on education and outreach efforts and other data related to the issuance of civil penalties.

(7) Civil penalties for toll nonpayment detected through the use of photo toll systems must be issued to the registered owner of the vehicle identified by the photo toll system, but are not part of the registered owner's driving record under RCW 46.52.101 and 46.52.120.

(8) The civil penalty for toll nonpayment detected through the use of a photo toll system is forty dollars plus the photo toll and associated fees.

(9) Except as provided otherwise in this subsection, all civil penalties, including the photo toll and associated fees, collected under this section must be deposited into the toll facility account of the facility on which the toll was assessed. However, ((~~beginning on~~

~~July 1, 2011~~)) through June 30, 2013, civil penalties deposited into the Tacoma Narrows toll bridge account created under RCW 47.56.165 that are in excess of amounts necessary to support the toll adjudication process applicable to toll collection on the Tacoma Narrows bridge must first be allocated toward repayment of operating loans and reserve payments provided to the account from the motor vehicle account under section 1005(15), chapter 518, Laws of 2007. Additionally, all civil penalties, resulting from nonpayment of tolls on the state route number 520 corridor, shall be deposited into the state route number 520 civil penalties account created under section 4, chapter 248, Laws of 2010 but only if chapter 248, Laws of 2010 is enacted by June 30, 2010.

(10) If the registered owner of the vehicle is a rental car business, the department of transportation shall, before a toll bill is issued, provide a written notice to the rental car business that a toll bill may be issued to the rental car business if the rental car business does not, within thirty days of the mailing of the written notice, provide to the issuing agency by return mail:

(a) A statement under oath stating the name and known mailing address of the individual driving or renting the vehicle when the toll was assessed; or

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

(c) In lieu of identifying the vehicle operator, the rental car business may pay the applicable toll and fee.

Timely mailing of this statement to the issuing agency relieves a rental car business of any liability under this section for the payment of the toll.

(11) Consistent with chapter 34.05 RCW, the department of transportation shall develop rules to implement this section.

(12) For the purposes of this section, "photo toll system" means the system defined in RCW 47.56.010 and 47.46.020.

Sec. 706. RCW 43.19.642 and 2010 c 247 s 701 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) 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, 2006, file biannual reports with the department of general administration documenting the use of the fuel and a description of how any problems encountered were resolved.

(4) For the 2009-2011 fiscal biennium, all fuel purchased by the Washington state ferries at Harbor Island for the operation of the Washington state ferries diesel powered vessels must be a minimum of five percent biodiesel blend so long as the per gallon price of diesel containing a five percent biodiesel blend level does not exceed the per gallon price of diesel by more than five percent. If the per gallon price of diesel containing a five percent biodiesel blend level exceeds the per gallon price of diesel by more than five percent, the requirements of this section do not apply to vessel fuel purchases by the Washington state ferries.

(5) By December 1, 2009, the department of general administration 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.

(6) During the 2011-2013 fiscal biennium, this section does not apply to fuel purchased by the Washington state ferries.

**Sec. 706 was vetoed. See message at end of chapter.*

Sec. 707. RCW 43.19.534 and 2009 c 470 s 717 are each amended to read as follows:

(1) State agencies, the legislature, and departments shall purchase for their use all goods and services required by the legislature, agencies, or departments that are produced or provided in whole or in part from class II inmate work programs operated by the department of corrections through state contract. These goods and services shall not be purchased from any other source unless, upon application by the department or agency: (a) The department of general administration finds that the articles or products do not meet the reasonable requirements of the agency or department, (b) are not of equal or better quality, or (c) the price of the product or service is higher than that produced by the private sector. However, the criteria contained in (a), (b), and (c) of this section for purchasing goods and services from sources other than correctional industries do not apply to goods and services produced by correctional industries that primarily replace goods manufactured or services obtained from outside the state. The department of corrections and department of general administration shall adopt administrative rules that implement this section.

(2) During the 2009-2011 and 2011-2013 fiscal ((~~biennium~~)) biennia, and in conformance with section 223(11), chapter 470, Laws of 2009 and section 221(2) of this act, this section does not apply to the purchase of uniforms by the Washington state ferries.

Sec. 708. RCW 47.01.380 and 2009 c 470 s 705 are each amended to read as follows:

The department shall not commence construction on any part of the state route number 520 bridge replacement and HOV project until a record of decision has been reached providing reasonable assurance that project impacts will be avoided, minimized, or mitigated as much as practicable to protect against further adverse impacts on neighborhood environmental quality as a result of repairs and improvements made to the state route number 520 bridge and its connecting roadways, and that any such impacts will be addressed through engineering design choices, mitigation measures, or a combination of both. The requirements of this section shall not apply to off-site pontoon construction supporting the state route number 520 bridge replacement and HOV project. The requirements of this section shall not apply during the 2009-2011 and 2011-2013 fiscal ((~~biennium~~)) biennia.

Sec. 709. RCW 47.56.403 and 2005 c 312 s 3 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) ((~~Four years after toll collection begins under this section~~)) <u>If high occupancy vehicle tolls are being collected on June 30, 2013</u>.

(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. 710. RCW 47.28.030 and 2010 c 283 s 9 and 2010 c 5 s 11 are each reenacted and amended to read as follows:

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

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

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

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

(2) The rules adopted under this section:

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

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

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

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

(4)(a) For the period of March 15, 2010, through June 30, ((~~2011~~)) 2013, work for less than one hundred twenty thousand dollars may be performed on ferry vessels and terminals by state forces.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sec. 711. RCW 43.105.330 and 2006 c 76 s 2 are each amended to read as follows:

(1) The board shall appoint a state interoperability executive committee, the membership of which must include, but not be limited to, representatives of the military department, the Washington state patrol, the department of transportation, the department of information services, the department of natural resources, city and county governments, state and local fire chiefs, police chiefs, and sheriffs, and state and local emergency management directors. The chair and legislative members of the board will serve as nonvoting ex officio members of the committee. Voting membership may not exceed fifteen members.

(2) The chair of the board shall appoint the chair of the committee from among the voting members of the committee.

(3) The state interoperability executive committee has the following responsibilities:

(a) Develop policies and make recommendations to the board for technical standards for state wireless radio communications systems, including emergency communications systems. The standards must address, among other things, the interoperability of systems, taking into account both existing and future systems and technologies;

(b) Coordinate and manage on behalf of the board the licensing and use of state-designated and state-licensed radio frequencies, including the spectrum used for public safety and emergency communications, and serve as the point of contact with the federal communications commission on matters relating to allocation, use, and licensing of radio spectrum;

(c) ((~~Coordinate the purchasing of all state wireless radio communications system equipment to ensure that:~~

~~(i) After the transition from a radio over internet protocol network, any new trunked system shall be, at a minimum, project-25;~~

~~(ii) Any new system that requires advanced digital features shall be, at a minimum, project-25; and~~

~~(iii) Any new system or equipment purchases shall be, at a minimum, upgradeable to project-25;~~

~~(d)~~)) Seek support, including possible federal or other funding, for state-sponsored wireless communications systems;

((~~(e)~~)) (d) Develop recommendations for legislation that may be required to promote interoperability of state wireless communications systems;

((~~(f)~~)) (e) Foster cooperation and coordination among public safety and emergency response organizations;

((~~(g)~~)) (f) Work with wireless communications groups and associations to ensure interoperability among all public safety and emergency response wireless communications systems; and

((~~(h)~~)) (g) Perform such other duties as may be assigned by the board to promote interoperability of wireless communications systems.

(4) During the 2011-2013 fiscal biennium, the requirement that any state or local entity must purchase radios or communication systems that are the P25 communication standard is suspended.

Sec. 712. RCW 47.64.170 and 2010 c 283 s 11 are each amended to read as follows:

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

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

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

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

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

(6)(a) Within ten working days after the first Monday in September of every odd-numbered year, the parties shall attempt to agree on an interest arbitrator to be used if the parties are not successful in negotiating a comprehensive collective bargaining agreement. If the parties cannot agree on an arbitrator within the ten-day period, either party may request a list of seven arbitrators from the federal mediation and conciliation service. The parties shall select an interest arbitrator using the coin toss/alternate strike method within thirty calendar days of receipt of the list. Immediately upon selecting an interest arbitrator, the parties shall cooperate to reserve dates with the arbitrator for potential arbitration between August 1st and September 15th of the following even-numbered year. The parties shall also prepare a schedule of at least five negotiation dates for the following year, absent an agreement to the contrary. The parties shall execute a written agreement before November 1st of each odd-numbered year setting forth the name of the arbitrator and the

dates reserved for bargaining and arbitration. This subsection (6)(a) imposes minimum obligations only and is not intended to define or limit a party's full, good faith bargaining obligation under other sections of this chapter.

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

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

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

(8) The office of financial management shall conduct a salary survey, for use in collective bargaining and arbitration, which must be conducted through a contract with a firm nationally recognized in the field of human resources management consulting.

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

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

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

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

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

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

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

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

(10) If, after the compensation and fringe benefit provisions of an agreement are approved by the legislature, a significant revenue shortfall occurs resulting in reduced appropriations, as declared by

proclamation of the governor or by resolution of the legislature, both parties shall immediately enter into collective bargaining for a mutually agreed upon modification of the agreement.

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

(b) For the 2011-2013 fiscal biennium, a collective bargaining agreement related to employee health care benefits negotiated between the employer and coalition pursuant to RCW 41.80.020(3) regarding the dollar amount expended on behalf of each employee must be a separate agreement for which the governor may request funds necessary to implement the agreement. If such an agreement is negotiated and funded by the legislature, this agreement will supersede any terms and conditions of an expired 2009-2011 biennial master collective bargaining agreement under this chapter regarding health care benefits.

Sec. 713. RCW 47.64.270 and 2010 c 283 s 13 are each amended to read as follows:

(1) The employer and one coalition of all the exclusive bargaining representatives subject to this chapter and chapter 41.80 RCW shall conduct negotiations regarding the dollar amount expended on behalf of each employee for health care benefits.

(2) Absent a collective bargaining agreement to the contrary, the department of transportation shall provide contributions to insurance and health care plans for ferry system employees and dependents, as determined by the state health care authority, under chapter 41.05 RCW.

(3) The employer and employee organizations may collectively bargain for insurance plans other than health care benefits, and employer contributions may exceed that of other state agencies as provided in RCW 41.05.050.

(4) For the 2011-2013 fiscal biennium, a collective bargaining agreement related to employee health care benefits negotiated between the employer and coalition pursuant to RCW 41.80.020(3) regarding the dollar amount expended on behalf of each employee must be a separate

agreement for which the governor may request funds necessary to implement the agreement. If such an agreement is negotiated and funded by the legislature, this agreement will supersede any terms and conditions of an expired 2009-2011 biennial collective bargaining agreement under this chapter regarding health care benefits.

Sec. 714. RCW 47.64.280 and 2010 c 283 s 14 are each amended to read as follows:

(1) There is created the marine employees' commission. The governor shall appoint the commission with the consent of the senate. The commission shall consist of three members: One member to be appointed from labor, one member from industry, and one member from the public who has significant knowledge of maritime affairs. The public member shall be chair of the commission. One of the original members shall be appointed for a term of three years, one for a term of four years, and one for a term of five years. Their successors shall be appointed for terms of five years each, except that any person chosen to fill a vacancy shall be appointed only for the unexpired term of the member whom he or she succeeds. Commission members are eligible for reappointment. Any member of the commission may be removed by the governor, upon notice and hearing, for neglect of duty or malfeasance in office, but for no other cause. Commission members are not eligible for state retirement under chapter 41.40 RCW by virtue of their service on the commission. Members of the commission shall be compensated in accordance with RCW 43.03.250 and shall receive reimbursement for official travel and other expenses at the same rate and on the same terms as provided for the transportation commission by RCW 47.01.061. The payments shall be made from the Puget Sound ferry operations account.

(2) The commission shall: (a) Adjust all complaints, grievances, and disputes between labor and management arising out of the operation of the ferry system as provided in RCW 47.64.150; (b) provide for impasse mediation as required in RCW 47.64.210; and (c) perform those duties required in RCW 47.64.300. However, through June 30, 2013, the commission's duties identified in this subsection are subject to the availability of amounts appropriated for these specific purposes.

(3)(a) In adjudicating all complaints, grievances, and disputes, the party claiming labor disputes shall, in writing, notify the

commission, which shall make careful inquiry into the cause thereof and issue an order advising the ferry employee, or the ferry employee organization representing him or her, and the department of transportation, as to the decision of the commission.

(b) The parties are entitled to offer evidence relating to disputes at all hearings conducted by the commission. The orders and awards of the commission are final and binding upon any ferry employee or employees or their representative affected thereby and upon the department.

(c) The commission shall adopt rules of procedure under chapter 34.05 RCW.

(d) The commission has the authority to subpoena any ferry employee or employees, or their representatives, and any member or representative of the department, and any witnesses. The commission may require attendance of witnesses and the production of all pertinent records at any hearings held by the commission. The subpoenas of the commission are enforceable by order of any superior court in the state of Washington for the county within which the proceeding may be pending. The commission may hire staff as necessary, appoint consultants, enter into contracts, and conduct studies as reasonably necessary to carry out this chapter.

****Sec. 714 was vetoed. See message at end of chapter.***

Sec. 715. RCW 46.68.170 and 2009 c 470 s 701 are each amended to read as follows:

There is hereby created in the motor vehicle fund the RV account. All moneys hereafter deposited in said account shall be used by the department of transportation for the construction, maintenance, and operation of recreational vehicle sanitary disposal systems at safety rest areas in accordance with the department's highway system plan as prescribed in chapter 47.06 RCW. During the ((~~2007-2009 — and~~)) 2009-2011 <u>and 2011-2013</u> fiscal biennia, the legislature may transfer from the RV account to the motor vehicle fund such amounts as reflect the excess fund balance of the RV account to accomplish the purposes identified in this section.

Sec. 716. RCW 46.68.370 and 2010 c 161 s 818 are each amended to read as follows:

The license plate technology account is created in the state

treasury. All receipts collected under RCW 46.17.015 must be deposited into this account. Expenditures from this account must support current and future license plate technology and systems integration upgrades for both the department and correctional industries. Moneys in the account may be spent only after appropriation. Additionally, the moneys in this account may be used to reimburse the motor vehicle account for any appropriation made to implement the digital license plate system. During the ((~~2009-2011~~)) 2011-2013 fiscal biennium, the legislature may transfer from the license plate technology account to the highway safety account such amounts as reflect the excess fund balance of the license plate technology account.

Sec. 717. RCW 47.12.244 and 2009 c 470 s 709 are each amended to read as follows:

There is created the "advance right-of-way revolving fund" in the custody of the treasurer, into which the department is authorized to deposit directly and expend without appropriation:

(1) An initial deposit of ten million dollars from the motor vehicle fund included in the department of transportation's 1991-93 budget;

(2) All moneys received by the department as rental income from real properties that are not subject to federal aid reimbursement, except moneys received from rental of capital facilities properties as defined in chapter 47.13 RCW; and

(3) Any federal moneys available for acquisition of right-of-way for future construction under the provisions of section 108 of Title 23, United States Code.

During the ((~~2007-2009 and~~)) 2009-2011 and 2011-2013 fiscal biennia, the legislature may transfer from the advance right-of-way revolving fund to the motor vehicle account amounts as reflect the excess fund balance of the advance right-of-way revolving fund.

Sec. 718. RCW 46.68.060 and 2009 c 470 s 711 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 shall be deposited all moneys directed by law to be deposited therein. This fund shall 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. During the ((~~2007-2009 and~~)) 2009-2011 and 2011-2013 fiscal biennia, the legislature may transfer from the highway safety fund to the motor vehicle fund and the multimodal transportation account such amounts as reflect the excess fund balance of the highway safety fund.

Sec. 719. RCW 46.68.220 and 2010 c 161 s 807 are each amended to read as follows:

The department of licensing services account is created in the motor vehicle fund. All receipts from service fees received under RCW 46.17.025 must be deposited into the account. Moneys in the account may be spent only after appropriation. Expenditures from the account may be used only for:

(1) Information and service delivery systems for the department;

(2) Reimbursement of county licensing activities; and

(3) County auditor or other agent and subagent support including, but not limited to, the replacement of department-owned equipment in the possession of county auditors or other agents and subagents appointed by the director. During the ((~~2007-2009 and 2009-2011~~)) 2011-2013 fiscal ((~~biennia~~)) biennium, the legislature may transfer from the department of licensing services account such amounts as reflect the excess fund balance of the account.

Sec. 720. RCW 47.56.876 and 2010 c 248 s 5 are each amended to read as follows:

(1) 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 2011-2013 fiscal biennium, 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 (8BI1003).

(2) This section is contingent on the enactment by June 30, 2010, of either chapter 249, Laws of 2010 or chapter . . . (Substitute House Bill No. 2897), Laws of 2010, but if the enacted bill does not designate the department as the toll penalty adjudicating agency, this section is null and void.

Sec. 721. RCW 46.68.--- and 2011 c ... (SHB 1897) s 1 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 section 2 ((~~of this act~~)), chapter ... (SHB 1897), Laws of 2011.

(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 2011-2013 fiscal 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.

***NEW SECTION.** Sec. 722. 2010 c 161 s 1126 is repealed.*

**Sec. 722 was vetoed. See message at end of chapter.*

2009-2011 FISCAL BIENNIUM

TRANSPORTATION AGENCIES--OPERATING

Sec. 801. 2010 c 247 s 205 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION COMMISSION

Motor Vehicle Account--State Appropriation . . . . . .((~~$2,328,000~~))
$2,157,000

Multimodal Transportation Account--State Appropriation . .((~~$112,000~~))
$111,000

TOTAL APPROPRIATION . . . . . ((~~$2,440,000~~))
$2,268,000

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

(1) Pursuant to RCW 43.135.055, during the 2009-11 fiscal biennium, the transportation commission shall periodically review and, if necessary, modify the schedule of fares for the Washington state ferry system. The transportation commission may increase ferry fares, except no fare schedule modifications may be made prior to September 1, 2009. For purposes of this subsection, "modify" includes increases or decreases to the schedule.

(2) Pursuant to RCW 43.135.055, during the 2009-11 fiscal biennium, the transportation commission shall periodically review and, if necessary, modify a schedule of toll charges applicable to the state route number 167 high occupancy toll lane pilot project, as required under RCW 47.56.403. For purposes of this subsection, "modify" includes increases or decreases to the schedule.

(3) Pursuant to RCW 43.135.055, during the 2009-11 fiscal biennium, the transportation commission shall periodically review and, if necessary, modify the schedule of toll charges applicable to the Tacoma Narrows bridge, taking into consideration the recommendations of the citizen advisory committee created under RCW 47.46.091. For purposes of this subsection, "modify" includes increases or decreases to the schedule.

(4) The commission may name state ferry vessels consistent with its authority to name state transportation facilities under RCW 47.01.420. When naming or renaming state ferry vessels, the commission shall investigate selling the naming rights and shall make recommendations to the legislature regarding this option.

(5) $350,000 of the motor vehicle account--state appropriation is provided solely for consultant support services to assist the commission in updating the statewide transportation plan. The updated plan must be submitted to the legislature by December 1, 2010.

(6) If the commission considers implementing a ferry fuel surcharge, it must first submit an analysis and business plan to the office of financial management and either the joint transportation

committee or the transportation committees of the legislature. The commission may impose a ferry fuel surcharge effective July 1, 2011. When implementing a ferry fuel surcharge, the commission must regard ferry fuel surcharges as fare policy changes and thus, ferry fuel surcharges should be included in all public procedures and processes currently used for fare pricing per RCW 47.60.290.

(7) The commission shall work with the department of transportation's economic partnerships (Program K) in conducting a best practices review of nontoll, public-private partnerships. The purpose of this review is to identify the policies and procedures that would be appropriate for application in Washington state. The commission must report its findings and recommendations, including draft legislation if warranted, to the house of representatives and senate transportation committees by January 2011.

(8) As part of its development of the statewide transportation plan, the commission shall review prioritized projects, including preservation and maintenance projects, from regional transportation and metropolitan planning organizations to identify statewide transportation needs. The review should include a brief description and status of each project along with the funding required and associated timeline from start to completion. The commission shall submit the review, along with recommendations, to the house of representatives and senate transportation committees by January 2011.

Sec. 802. 2010 c 247 s 207 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL--FIELD OPERATIONS BUREAU

State Patrol Highway Account--State
Appropriation . . . . . ((~~$227,958,000~~))
<u>$224,558,000</u>

State Patrol Highway Account--Federal
Appropriation $10,903,000

State Patrol Highway Account--Private/Local
Appropriation . . . . . ((~~$867,000~~))
<u>$939,000</u>

TOTAL APPROPRIATION . . . . . ((~~$239,728,000~~))
<u>$236,400,000</u>

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 shall 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, and Cessna pilots funded from the state patrol highway account who are certified to fly the King Airs may pilot those aircraft for general fund purposes with the general fund reimbursing the state patrol highway account an hourly rate to cover the costs incurred during the flights since the aviation section will no longer be part of the Washington state patrol cost allocation system as of July 1, 2009.

(2) The patrol shall not account for or record locally provided DUI cost reimbursement payments as expenditure credits to the state patrol highway account. The patrol shall report the amount of expected locally provided DUI cost reimbursements to the office of financial management and transportation committees of the legislature by September 30th of each year.

(3) During the 2009-11 fiscal biennium, the Washington state patrol shall continue to perform traffic accident investigations on Thurston county roads, and shall work with the county to transition the traffic accident investigations on Thurston county roads to the county by July 1, 2011.

(4) Within existing resources, the Washington state patrol shall make every reasonable effort to increase the enrollment in each academy class that commences during the 2009-11 fiscal biennium to fifty-five cadets.

(5) The Washington state patrol shall collaborate with the Washington traffic safety commission to develop and implement the target zero trooper pilot program referenced in section 201 of this act.

(6) $370,000 of the state patrol highway account--state appropriation is provided solely for costs associated with the pilot program described under section 218(2) of this act. The Washington

state patrol may incur costs related only to the assignment of cadets and necessary computer equipment and to the reimbursement of the Washington state department of transportation for contract costs. The appropriation in this subsection must be funded from the portion of the automated traffic safety camera fines deposited into the state patrol highway account; however, if the fines deposited into the state patrol highway account from automated traffic safety camera infractions do not reach three hundred seventy thousand dollars, the department of transportation shall remit funds necessary to the Washington state patrol to ensure the completion of the pilot program. The Washington state patrol may not incur overtime as a result of this pilot program. The Washington state patrol shall not assign troopers to operate or deploy the pilot program equipment used in the roadway construction zones.

(7) If, as a result of lower than average rate of attrition among troopers, the Washington state patrol postpones the year 2011 training for trooper cadets beyond June 30, 2011, funding provided in section 207, chapter 470, Laws of 2009 for the class must be used to fund the salaries and benefits associated with the existing commissioned Washington state patrol troopers that are funded within the field operations bureau.

(8) $2,832,000 of the state patrol highway account--state appropriation is provided solely for the aerial traffic enforcement program. The Washington state patrol shall evaluate the costs associated with aerial traffic highway enforcement to determine if the costs are accurately apportioned between the state patrol highway account and the general fund. It is the intent of the legislature that the state patrol highway account incurs costs that result only from highway enforcement activities and that the general fund incurs costs associated with the King Airs. The Washington state patrol shall report the results of the evaluation to the legislature by June 30, 2010.

(9) For the remainder of the 2009-11 fiscal biennium, the Washington state patrol shall continue to work with Island county on traffic accident investigations.

(10) $3,601,000 of the state patrol highway account--state appropriation is provided solely for the costs associated with a basic trooper class.

(11) After May 1, 2011, unless specifically prohibited, the Washington state patrol may transfer state patrol highway account--state appropriations for the 2009-2011 fiscal biennium between operating programs after approval by the director of the office of financial management. However, the state patrol shall not transfer state moneys that are provided solely for a specified purpose.

Sec. 803. 2010 c 247 s 208 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL--INVESTIGATIVE SERVICES BUREAU

State Patrol Highway Account--State Appropriation . . . ((~~$1,648,000~~))
$1,196,000

The appropriation in this section is subject to the following conditions and limitations: After May 1, 2011, unless specifically prohibited, the Washington state patrol may transfer state patrol highway account--state appropriations for the 2009-2011 fiscal biennium between operating programs after approval by the director of the office of financial management. However, the state patrol shall not transfer state moneys that are provided solely for a specified purpose.

Sec. 804. 2010 c 247 s 209 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL--TECHNICAL SERVICES BUREAU

State Patrol Highway Account--State Appropriation . . ((~~$108,560,000~~))
$105,488,000

State Patrol Highway Account--Private/Local
Appropriation $2,510,000

TOTAL APPROPRIATION . . . . . ((~~$111,070,000~~))
$107,998,000

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

(1) The Washington state patrol shall work with the risk management division in the office of financial management in compiling the Washington state patrol's data for establishing the agency's risk management insurance premiums to the tort claims account. The office of financial management and the Washington state patrol shall submit a report to the legislative transportation committees by December 31st of

each year on the number of claims, estimated claims to be paid, method of calculation, and the adjustment in the premium.

(2) ((~~$10,425,000~~)) $10,676,000 of the total appropriation is provided solely for automobile fuel in the 2009-11 fiscal biennium.

(3) $7,421,000 of the total appropriation is provided solely for the purchase of pursuit vehicles.

(4) $6,611,000 of the total appropriation is provided solely for vehicle repair and maintenance costs of vehicles used for highway purposes.

(5) $1,724,000 of the total appropriation is provided solely for the purchase of mission vehicles used for highway purposes in the commercial vehicle and traffic investigation sections of the Washington state patrol.

(6) The Washington state patrol may submit information technology-related requests for funding only if the patrol has coordinated with the department of information services as required under section 601 of this act.

(7) ((~~$345,000 of the state patrol highway account--state appropriation is provided solely for the implementation of Engrossed Substitute House Bill No. 1445 (domestic partners/Washington state patrol retirement system). If Engrossed Substitute House Bill No. 1445 is not enacted by June 30, 2009, the amount provided in this subsection shall lapse~~)) After May 1, 2011, unless specifically prohibited, the Washington state patrol may transfer state patrol highway account--state appropriations for the 2009-2011 fiscal biennium between operating programs after approval by the director of the office of financial management. However, the state patrol shall not transfer state moneys that are provided solely for a specified purpose.

Sec. 805. 2010 c 247 s 211 (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 . . . . . ((~~$2,852,000~~))
$2,732,000

Motor Vehicle Account--State Appropriation . . . . . .((~~$575,000~~))
$2,945,000

Tacoma Narrows Toll Bridge Account--State
Appropriation $26,543,000
State Route Number 520 Corridor Account--State
Appropriation . . . . . ((~~$28,000,000~~))
<u>$736,000</u>
State Route Number 520 Civil Penalties
Account--State Appropriation . . . . . .((~~$2,130,000~~))
<u>$130,000</u>
TOTAL APPROPRIATION . . . . . .((~~$60,100,000~~))
<u>$33,086,000</u>

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

(1) 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 revenue generated by tolls on the Tacoma Narrows bridge and an itemized depiction of the use of that revenue.

(2) The department shall work with the office of financial management to review insurance coverage, deductibles, and limitations on tolled facilities to assure that the assets are well protected at a reasonable cost. Results from this review must be used to negotiate any future new or extended insurance agreements.

(3) ((~~$28,000,000~~)) <u>$736,000</u> of the state route number 520 corridor account--state appropriation is provided solely for the costs directly related to tolling the state route number 520 floating bridge. ((~~Of this amount, $8,000,000 must be retained in unallotted status, and may only be released by the office of financial management after consultation with the joint transportation committee.~~))

(4) The department shall consider transitioning to all electronic tolling on the Tacoma Narrows bridge toll facility and discontinuing a cash toll option.

(5) ((~~$2,130,000~~)) <u>$130,000</u> of the state route number 520 civil penalties account--state appropriation and $140,000 of the Tacoma Narrows toll bridge account--state appropriation are provided solely for expenditures related to the toll adjudication process. The amount provided in this subsection is contingent on the enactment by June 30, 2010, of either Engrossed Substitute Senate Bill No. 6499 or Substitute

House Bill No. 2897; however, if the enacted bill does not specify the department as the toll penalty adjudicating agency, the amounts provided in this subsection lapse.

(6) The department shall review, and revise where appropriate, current signage and ingress/egress locations on the state route number 167 high occupancy toll lanes pilot project. The department shall continue to work with the Washington state patrol on educating the public on the rules of the road related to crossing a double white line. The department shall continue to monitor the performance of the high occupancy toll lanes to ensure that driving conditions for high occupancy vehicles that share these lanes are not significantly changed.

(7) Up to $2,435,000 of the motor vehicle account--state appropriation is provided solely as an expenditure reserve in the event that toll revenue collection on the state route number 520 floating bridge is delayed beyond April 2, 2011. This appropriation must remain in unallotted status and may be released by the office of financial management only to cover shortfalls in the state route number 520 corridor account due to delayed toll revenue collection in order to support the activities funded in subsection (3) of this section. Repayment from the state route number 520 corridor account to the motor vehicle account regarding this appropriation is assumed in the 2011-2013 biennial transportation budget.

Sec. 806. 2010 c 247 s 212 (uncodified) is amended to read as follows:

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

Transportation Partnership Account--State
Appropriation . . . . . ((~~$2,675,000~~))
$2,425,000

Motor Vehicle Account--State Appropriation . . . . . ((~~$68,650,000~~))
$67,546,000

Motor Vehicle Account--Federal Appropriation $240,000

Multimodal Transportation Account--State
Appropriation $363,000

Transportation 2003 Account (Nickel Account)--State
Appropriation . . . . . ((~~$2,676,000~~))

$2,426,000

TOTAL APPROPRIATION . . . . . .((~~$74,604,000~~))

$73,000,000

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

(1) The department shall consult with the office of financial management and the department of information services to: (a) Ensure that the department's current and future system development is consistent with the overall direction of other key state systems; and (b) when possible, use or develop common statewide information systems to encourage coordination and integration of information used by the department and other state agencies and to avoid duplication.

(2) ((~~$1,216,000~~)) $966,000 of the transportation partnership account--state appropriation and ((~~$1,216,000~~)) $966,000 of the transportation 2003 account (nickel account)--state appropriation are provided solely for the department to develop a project management and reporting system which is a collection of integrated tools for capital construction project managers to use to perform all the necessary tasks associated with project management. The department shall integrate commercial off-the-shelf software with existing department systems and enhanced approaches to data management to provide web-based access for multi-level reporting and improved business work flows and reporting. On a quarterly basis, the department shall report to the office of financial management and the transportation committees of the legislature on the status of the development and integration of the system. At a minimum, the reports shall indicate the status of the work as it compares to the work plan, any discrepancies, and proposed adjustments necessary to bring the project back on schedule or budget if necessary.

(3) The department may submit information technology-related requests for funding only if the department has coordinated with the department of information services as required under section 601 of this act.

(4) $573,000 of the motor vehicle account--state appropriation is provided solely for the department to maintain the investment in the electronic fare system at Washington's ferry terminals. Investment in the electronic fare system must include the following: Replacement of critical hardware components that are at risk of failure;

implementation of software to allow ORCA cards to be used for vehicles; repair of the turnstiles to ensure that the turnstiles properly record ORCA credit and debit card charges; and dedication of a communication line for transmission of ORCA data to the clearinghouse.

Sec. 807. 2010 c 247 s 213 (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 . . . . . ((~~$25,292,000~~))
$24,639,000

Sec. 808. 2010 c 247 s 214 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--AVIATION--PROGRAM F

Aeronautics Account--State Appropriation . . . . . .((~~$5,960,000~~))
$5,761,000

Aeronautics Account--Federal Appropriation $2,150,000

TOTAL APPROPRIATION . . . . . ((~~$8,110,000~~))
$7,911,000

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

(1) $50,000 of the aeronautics account--state appropriation is a reappropriation provided solely to pay any outstanding obligations of the aviation planning council, which expires July 1, 2009.

(2) $150,000 of the aeronautics account--state appropriation is a reappropriation provided solely to complete runway preservation projects.

(3) Within the amounts provided in this section, the department shall develop guidelines setting forth consultation procedures and a process to assist counties and cities to identify land uses that may be incompatible with airports and aircraft operations, and to encourage and facilitate the adoption and implementation of comprehensive plan policies and development regulations consistent with RCW 36.70.547 and 36.70A.510.

Sec. 809. 2010 c 247 s 215 (uncodified) is amended to read as follows:

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

Motor Vehicle Account--State Appropriation . . . . . ((~~$49,331,000~~))
<u>$45,219,000</u>

Motor Vehicle Account--Federal Appropriation $500,000

Multimodal Transportation Account--State
Appropriation $250,000

TOTAL APPROPRIATION . . . . . .((~~$50,081,000~~))
<u>$45,969,000</u>

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

(1) The department shall develop a plan for all current and future surplus property parcels based on the recommendations from the surplus property legislative work group that were presented to the senate transportation committee on February 26, 2009. The plan must include, at a minimum, strategies for maximizing the number of parcels sold, a schedule that optimizes proceeds, a recommended cash discount, a plan to report to the joint transportation committee, a recommendation for regional incentives, and a recommendation for equivalent value exchanges. This plan must accompany the department's 2010 supplemental budget request. If the department determines that all or a portion of real property or an interest in real property that was acquired through condemnation within the previous ten years is no longer necessary for a transportation purpose, the former owner has a right of repurchase as described in this subsection. For the purposes of this subsection, "former owner" means the person or entity from whom the department acquired title. At least ninety days prior to the date on which the property is intended to be sold by the department, the department must mail notice of the planned sale to the former owner of the property at the former owner's last known address or to a forwarding address if that owner has provided the department with a forwarding address. If the former owner of the property's last known address, or forwarding address if a forwarding address has been provided, is no longer the former owner of the property's address, the right of repurchase is extinguished. If the former owner notifies the department within thirty days of the date of the notice that the former owner intends to repurchase the property, the department shall proceed with the sale of the property to the former owner for fair market value and shall not

list the property for sale to other owners. If the former owner does not provide timely written notice to the department of the intent to exercise a repurchase right, or if the sale to the former owner is not completed within seven months of the date of notice that the former owner intends to repurchase the property, the right of repurchase is extinguished. By December 1, 2010, the department shall report to the legislative transportation committees on the individuals and entities eligible to receive surplus property provided in RCW 47.12.063 to determine the frequency with which the department transfers property to those individuals and entities and the implications to the department. It is the intent of the legislature that the list of individuals and entities eligible to receive surplus property be periodically evaluated to determine whether the list is appropriate and provides utility to the department.

(2) The legislature recognizes that the Dryden pit site (WSDOT Inventory Control (IC) No. 2-04-00103) is unused state-owned real property under the jurisdiction of the department of transportation, and that the public would benefit significantly from the complete enjoyment of the natural scenic beauty and recreational opportunities available at the site. Therefore, pursuant to RCW 47.12.080, the legislature declares that transferring the property to the department of fish and wildlife for recreational use and fish and wildlife restoration efforts is consistent with the public interest in order to preserve the area for the use of the public and the betterment of the natural environment. The department of transportation shall work with the department of fish and wildlife, and shall transfer and convey the Dryden pit site to the department of fish and wildlife as is for an adjusted fair market value reflecting site conditions, the proceeds of which must be deposited in the motor vehicle fund. The department of transportation is not responsible for any costs associated with the cleanup or transfer of this property. By July 1, 2010, and annually thereafter until the entire Dryden pit property has been transferred, the department shall submit a status report regarding the transaction to the chairs of the legislative transportation committees.

(3) $3,175,000 of the motor vehicle account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

(4) The department shall provide updated information on six project milestones for all active projects, funded in part or in whole with 2005 transportation partnership account funds or 2003 nickel account funds, on a quarterly basis in the transportation executive information system (TEIS). The department shall also provide updated information on six project milestones for projects, funded with preexisting funds and that are agreed to by the legislature, office of financial management, and the department, on a quarterly basis in TEIS.

Sec. 810. 2010 c 247 s 216 (uncodified) is amended to read as follows:

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

Motor Vehicle Account--State Appropriation . . . . . ((~~$673,000~~)) $643,000

Multimodal Transportation Account--State Appropriation . . . . . ((~~$200,000~~)) $90,000

TOTAL APPROPRIATION . . . . . ((~~$873,000~~)) $733,000

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

(1) $200,000 of the multimodal transportation account--state appropriation is provided solely for the department to develop and implement public private partnerships at high priority terminals as identified in the January 12, 2009, final report on joint development opportunities at Washington state ferries terminals. The department shall first consider a mutually beneficial agreement at the Edmonds terminal.

(2) $50,000 of the motor vehicle account--state appropriation is provided solely for the department to investigate the potential to generate revenue from web site sponsorships and similar ventures and, if feasible, pursue partnership opportunities.

(3) ((~~$75,000~~)) $45,000 of the motor vehicle account--state appropriation is provided solely for the implementation of a pilot project allowing advertisements and sponsorships on select web pages. The pilot project must be organized under the partnership model described in the department's web site monetizing feasibility study,

which was prepared under subsection (2) of this section. Once operational, the pilot project must operate for at least twelve consecutive months. After twelve months of continuous operation, the department shall provide a report with recommendations on whether to continue project operations to the office of financial management and the chairs of the transportation committees. The department may end the pilot project after less than twelve consecutive months of operation if insufficient bids or proposals are received from potential sponsors or advertisers. For the purpose of this subsection, if a consultant contract is warranted, the consultant contract is deemed a revenue generation activity as that term is construed in section 602(2), chapter 3, Laws of 2010.

Sec. 811. 2010 c 247 s 217 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--HIGHWAY MAINTENANCE--PROGRAM M

Motor Vehicle Account--State Appropriation . . . . . .((~~$347,645,000~~))
$349,778,000

Motor Vehicle Account--Federal Appropriation $7,000,000

Motor Vehicle Account--Private/Local Appropriation . . .((~~$5,797,000~~))
$7,997,000

TOTAL APPROPRIATION . . . . . ((~~$360,442,000~~))
$364,775,000

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

(1) If portions of the appropriations in this section are required to fund maintenance work resulting from major disasters not covered by federal emergency funds such as fire, flooding, snow, and major slides, supplemental appropriations must be requested to restore state funding for ongoing maintenance activities.

(2) The department shall request an unanticipated receipt for any federal moneys received for emergency snow and ice removal and shall place an equal amount of the motor vehicle account--state into unallotted status. This exchange shall not affect the amount of funding available for snow and ice removal.

(3) The department shall request an unanticipated receipt for any private or local funds received for reimbursements of third party

damages that are in excess of the motor vehicle account--private/local appropriation.

(4) $7,000,000 of the motor vehicle account--federal appropriation is for unanticipated federal funds that may be received during the 2009-11 fiscal biennium. Upon receipt of the funds, the department shall provide a report on the use of the funds to the transportation committees of the legislature and the office of financial management.

(5) The department may incur costs related to the maintenance of the decorative lights on the Tacoma Narrows bridge only if:

(a) The nonprofit corporation, narrows bridge lights organization, maintains an account balance sufficient to reimburse the department for all costs; and

(b) The department is reimbursed from the narrows bridge lights organization within three months from the date any maintenance work is performed. If the narrows bridge lights organization is unable to reimburse the department for any future costs incurred, the lights must be removed at the expense of the narrows bridge lights organization subject to the terms of the contract.

(6) The department may work with the department of corrections to utilize corrections crews for the purposes of litter pickup on state highways.

(7) $650,000 of the motor vehicle account--state appropriation is provided solely for increased asphalt costs.

(8) $16,800,000 of the motor vehicle account--state appropriation is provided solely for the high priority maintenance backlog. Addressing the maintenance backlog must result in increased levels of service.

(9) $750,000 of the motor vehicle account--state appropriation is provided solely for the department's compliance with its national pollution discharge elimination system permit.

(10) $317,000 of the motor vehicle account--state appropriation is provided solely for maintaining a new active traffic management system on Interstate 5, Interstate 90, and SR 520. The department shall track the costs associated with these systems on a corridor basis and report to the legislative transportation committees on the cost and benefits of the system.

(11) $286,000 of the motor vehicle account--state appropriation is

provided solely for storm water assessment fees charged by local governments.

(12) $835,000 of the motor vehicle account--state appropriation is provided solely for disaster-related maintenance expenditures that the department has incurred since the 2010 supplemental transportation budget on state route number 97A and state route number 401.

Sec. 812. 2010 c 247 s 218 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--TRAFFIC OPERATIONS--PROGRAM Q--OPERATING

Motor Vehicle Account--State Appropriation . . . . . ((~~$51,128,000~~)) $49,764,000

Motor Vehicle Account--Federal Appropriation $2,050,000

Motor Vehicle Account--Private/Local Appropriation $127,000

TOTAL APPROPRIATION . . . . . .((~~$53,305,000~~)) $51,941,000

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

(1) $2,400,000 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) The department, in consultation with the Washington state patrol, may continue a pilot program for the patrol to issue infractions based on information from automated traffic safety cameras in roadway construction zones on state highways. For the purpose of this pilot program, during the 2009-11 fiscal biennium, a roadway construction zone includes areas where public employees or private contractors are not present but where a driving condition exists that would make it unsafe to drive at higher speeds, such as, when the department is redirecting or realigning lanes on any public roadway

pursuant to ongoing construction. The department shall use the following guidelines to administer the program:

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

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

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

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

(e) For purposes of the 2009-11 fiscal biennium pilot program, infractions detected through the use of automated traffic safety cameras are not part of the registered owner's driving record under RCW 46.52.101 and 46.52.120. Additionally, infractions generated by the use of automated traffic safety cameras must be processed in the same manner as parking infractions for the purposes of RCW 3.50.100, 35.20.220, 46.16.216, and 46.20.270(3). However, the amount of the fine issued under this subsection (2) for an infraction generated through the use of an automated traffic safety camera is one hundred thirty-seven dollars. The court shall remit thirty-two dollars of the fine to the state treasurer for deposit into the state patrol highway account; and

(f) If a notice of infraction is sent to the registered owner and the registered owner is a rental car business, the infraction must be dismissed against the business if it mails to the patrol, within fourteen days of receiving the notice, a declaration under penalty of perjury of the name and known mailing address of the individual driving or renting the vehicle when the infraction occurred. If the business is unable to determine who was driving or renting the vehicle at the

time the infraction occurred, the business must sign a declaration under penalty of perjury to this effect. The declaration must be mailed to the patrol within fourteen days of receiving the notice of traffic infraction. Timely mailing of this declaration to the issuing agency relieves a rental car business of any liability under this section for the notice of infraction. A declaration form suitable for this purpose must be included with each automated traffic infraction notice issued, along with instructions for its completion and use.

(3) The department shall implement a pilot project to evaluate the benefits of using electronic traffic flagging devices. Electronic traffic flagging devices must be tested by the department at multiple sites and reviewed for efficiency and safety. The department shall report to the transportation committees of the legislature on the best use and practices involving electronic traffic flagging devices, including recommendations for future use, by June 30, 2010.

(4) $173,000 of the motor vehicle account--state appropriation is provided solely for the department to continue a pilot tow truck incentive program and to expand the program to other areas of the state. The department may provide incentive payments to towing companies that meet clearance goals on accidents that involve heavy trucks. The department shall report to the office of financial management and the transportation committees of the legislature on the effectiveness of the clearance goals and submit recommendations to improve the pilot program with the department's 2010 supplemental omnibus transportation appropriations act submittal. The tow truck incentive program may continue to provide incentives for quick clearance of traffic incidents involving large vehicles. The department shall make recommendations as part of its biennial budget proposal for expanding the use of the incentive program.

(5) $92,000 of the motor vehicle account--state appropriation is provided solely for operating a new active traffic management system on Interstate 5, Interstate 90, and SR 520. The department shall track the costs associated with these systems on a corridor basis and report to the legislative transportation committees on the cost and benefits of the system.

(6) To the extent practicable, the department shall synchronize traffic lights on state route number 161 in the vicinity of Puyallup.

(7) During the 2009-11 biennium, the department shall implement 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 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. By June 30, 2011, the department shall report to the transportation committees of the legislature on whether private transportation provider use of high occupancy vehicle lanes under the pilot program reduces the speeds of high occupancy vehicle lanes. 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.

Sec. 813. 2010 c 247 s 219 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--TRANSPORTATION MANAGEMENT AND SUPPORT--PROGRAM S

Motor Vehicle Account--State Appropriation . . . . . ((~~$28,468,000~~))
<u>$27,968,000</u>

Motor Vehicle Account--Federal Appropriation $30,000

Multimodal Transportation Account--State
Appropriation $971,000

State Route Number 520 Corridor Account--State
Appropriation $264,000

TOTAL APPROPRIATION . . . . . .((~~$29,733,000~~))
<u>$29,233,000</u>

The appropriations in this section are subject to the following conditions and limitations: $264,000 of the state route number 520 corridor account--state appropriation is provided solely for the costs directly related to tolling the state route number 520 floating bridge. This amount must be retained in unallotted status, and may only be released by the office of financial management after consultation with the joint transportation committee.

Sec. 814. 2010 c 247 s 220 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--TRANSPORTATION PLANNING, DATA, AND RESEARCH--PROGRAM T

Motor Vehicle Account--State Appropriation . . . . . ((~~$25,955,000~~))
<u>$25,384,000</u>
Motor Vehicle Account--Federal Appropriation $22,002,000
Multimodal Transportation Account--State
Appropriation $1,090,000
Multimodal Transportation Account--Federal
Appropriation $3,287,000
Multimodal Transportation Account--Private/Local
Appropriation $99,000
TOTAL APPROPRIATION . . . . . .((~~$52,433,000~~))
<u>$51,862,000</u>

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

(1) $150,000 of the motor vehicle account--federal appropriation is provided solely for the costs to develop an electronic map-based computer application that will enable law enforcement officers and others to more easily locate collisions and other incidents in the field.

(2) $400,000 of the multimodal transportation account--state appropriation is provided solely for a diesel multiple unit feasibility and initial planning study. The study must evaluate potential service on the Stampede Pass line from Maple Valley to Auburn via Covington. The study must evaluate the potential demand for service, the business model and capital needs for launching and running the line, and the need for improvements in switching, signaling, and tracking. The study must also consider the interconnectivity benefits of, and potential

for, future Amtrak Cascades stops in south King county and north Pierce county. As part of its consideration, the department shall conduct a thorough market analysis of the potential for adding or changing stops on the Amtrak Cascades route. The department shall amend the scope, schedule, and budget of the current study process to accommodate the market analysis. A report on the study must be submitted to the legislature by September 30, 2010.

(3) $365,000 of the motor vehicle account--state appropriation and $81,000 of the motor vehicle account--federal appropriation are provided solely for the development of a freight database to help guide freight investment decisions and track project effectiveness. The database must be based on truck movement tracked through geographic information system technology. For the remainder of the biennium, the department may expand data collection to any highways that have high truck volumes. TransNow shall contribute additional federal funds that are not appropriated in this act. The department shall work with the freight mobility strategic investment board to implement this database.

(4) $2,000,000 of the motor vehicle account--state appropriation is provided solely for scoping unfunded state highway projects to ensure that a well-vetted project list is available for future program funding discussions.

(a) It is the intent of the legislature that the funding provided in this subsection support the development of transportation solutions that benefit all state residents, including addressing the impacts of traffic diversion from tolled facilities. It is further the intent of the legislature that the buying power of future revenue packages is maximized.

(b) Scoping work must be consistent with achieving transportation system policy goals as stated in RCW 47.04.280.

(c) The department shall provide cost-effective design solutions that achieve the desired functional outcomes. This may be achieved by providing one or more design alternatives for legislative consideration, based on a reasonable range of assumptions about traffic volume and speeds.

(d) Prior to the commencement of the 2011 legislative session, the department shall provide a report to the legislative transportation committees and the office of financial management that includes estimated costs and construction time frames.

(5) ((~~$150,000~~)) $80,000 of the motor vehicle account--state appropriation is provided solely for a corridor study of state route number 516 from the eastern border of Maple Valley to state route number 167 to determine whether improvements are needed and the costs of any needed improvements.

(6) $500,000 of the multimodal transportation account--federal appropriation is provided solely for continued support of the International Mobility and Trade Corridor project and for the department to work with the Whatcom council of governments to examine potential improvements to international border freight and passenger rail movement and the use of diesel multiple units.

(7) $80,000 of the motor vehicle account--state appropriation is provided solely to continue existing work regarding feasibility of a new interchange between Rochester and Harrison Avenue on Interstate 5.

Sec. 815. 2010 c 247 s 221 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--PUBLIC TRANSPORTATION--PROGRAM V

Regional Mobility Grant Program Account--State
Appropriation . . . . . ((~~$65,274,000~~))
$56,332,000

Multimodal Transportation Account--State
Appropriation . . . . . ((~~$65,667,000~~))
$65,547,000

Multimodal Transportation Account--Federal
Appropriation $2,573,000

Multimodal Transportation Account--Private/Local
Appropriation $1,025,000

TOTAL APPROPRIATION . . . . . ((~~$134,539,000~~))
$125,477,000

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

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

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

(b) $19,500,000 of the amount provided in this subsection is provided solely for grants to transit agencies to transport persons with special transportation needs. To receive a grant, the transit agency must 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 shall be prorated based on the amount expended for demand response service and route deviated service in calendar year 2007 as reported in the "Summary of Public Transportation - 2007" published by the department of transportation. No transit agency may receive more than thirty percent of these distributions.

(2) Funds are provided for the rural mobility grant program as follows:

(a) $8,500,000 of the multimodal transportation account--state appropriation is provided solely for grants for those transit systems serving small cities and rural areas as identified in the "Summary of Public Transportation - 2007" published by the department of transportation. Noncompetitive grants must be distributed to the transit systems serving small cities and rural areas in a manner similar to past disparity equalization programs.

(b) $8,500,000 of the multimodal transportation account--state appropriation is provided solely to providers of rural mobility service in areas not served or underserved by transit agencies through a competitive grant process.

(3) $7,000,000 of the multimodal transportation account--state appropriation is provided solely for a vanpool grant program for: (a) Public transit agencies to add vanpools or replace vans; and (b) incentives for employers to increase employee vanpool use. The grant program for public transit agencies will cover capital costs only; operating costs for public transit agencies are not eligible for funding under this grant program. Additional employees may not be hired from the funds provided in this section for the vanpool grant

program, and supplanting of transit funds currently funding vanpools is not allowed. The department shall encourage grant applicants and recipients to leverage funds other than state funds. At least $1,600,000 of this amount must be used for vanpool grants in congested corridors.

(4) ((~~$400,000~~)) $280,000 of the multimodal transportation account--state appropriation is provided solely for a grant for a flexible carpooling pilot project program to be administered and monitored by the department. Funds are appropriated for one time only. The pilot project program must: Test and implement at least one flexible carpooling system in a high-volume commuter area that enables carpooling without prearrangement; utilize technologies that, among other things, allow for transfer of ride credits between participants; and be a membership system that involves prescreening to ensure safety of the participants. The program must include a pilot project that targets commuter traffic on the state route number 520 bridge. The department shall submit to the legislature by December 2010 a report on the program results and any recommendations for additional flexible carpooling programs.

(5) $3,318,000 of the multimodal transportation account--state appropriation and ((~~$21,248,000~~)) $17,778,000 of the regional mobility grant program account--state appropriation are reappropriated and provided solely for the regional mobility grant projects identified on the LEAP Transportation Document 2007-B, as developed April 20, 2007, or the LEAP Transportation Document 2006-D, as developed March 8, 2006. The department shall continue to review all projects receiving grant awards under this program at least semiannually to determine whether the projects are making satisfactory progress. The department shall promptly close out grants when projects have been completed, and any remaining funds available to the office of transit mobility must be used only to fund projects on the LEAP Transportation Document 2006-D, as developed March 8, 2006; the LEAP Transportation Document 2007-B, as developed April 20, 2007; or the LEAP Transportation Document 2009-B, as developed April 24, 2009. 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. However, the Chuckanut park and ride project (101100G) is recognized as a crucial investment in the transportation system. For this reason, the department shall

not close out the grant for the Chuckanut park and ride project until Skagit transit has exhausted all other pending opportunities for federal and local funds. If additional funds cannot be secured, the department shall consider this project a priority in the 2011-13 grant process. The department shall make every effort to advance the Chuckanut park and ride project within existing resources.

(6) ((~~$33,429,000~~)) $32,882,000 of the regional mobility grant program account--state appropriation is provided solely for the regional mobility grant projects identified in LEAP Transportation Document 2009-B, as developed April 24, 2009. 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 available to the office of transit mobility must be used only to fund projects identified in LEAP Transportation Document 2009-B, as developed April 24, 2009. The department shall provide annual status reports on December 15, 2009, and December 15, 2010, 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.

(7) ((~~$10,596,768~~)) $5,671,768 of the regional mobility grant program account--state appropriation must be obligated no later than December 31, 2010, and is provided solely for the following recommended contingency regional mobility grant projects identified in the 2009-11 omnibus transportation appropriations act, LEAP Transportation Document 2009-B, as developed April 24, 2009, as follows:

(a) ((~~$4,000,000~~)) $975,000 is provided solely for the Rainier/Jackson transit priority corridor improvements;

(b) ((~~$2,100,000~~)) $200,000 is provided solely for the state route number 522 west city limits to Northeast 180th stage 2A (91st Ave NE to west of 96th Ave NE) project; and

(c) $4,496,768 is provided solely for the sound transit express bus expansion - Snohomish to King county project.

(8) $300,000 of the multimodal transportation account--state appropriation is provided solely for a transportation demand management program, developed by the Whatcom council of governments, to further reduce drive-alone trips and maximize the use of sustainable transportation choices. The community-based program must focus on all trips, not only commute trips, by providing education, assistance, and incentives to four target audiences: (a) Large work sites; (b) employees of businesses in downtown areas; (c) school children; and (d) residents of Bellingham.

(9) $130,000 of the multimodal transportation account-- state appropriation is provided solely to the department to distribute to support Engrossed Substitute House Bill No. 2072 (special needs transportation).

(a) $80,000 of the amount provided in this subsection is provided solely for implementation of the work group related to federal requirements in section 1, chapter . . . (Engrossed Substitute House Bill No. 2072), Laws of 2009.

(b) $50,000 of the amount provided in this subsection is provided solely to support the pilot project to be developed or implemented by the local coordinating coalition comprised of a single county, described in sections 9, 10, and 11, chapter . . . (Engrossed Substitute House Bill No. 2072), Laws of 2009. The department shall assist the local coordinating coalition to seek funding sufficient to fully fund the pilot project from a variety of sources including, but not limited to, the regional transit authority serving the county, the regional transportation planning organization serving the county, and other appropriate state and federal agencies and grants. Development or implementation of the pilot project is contingent on securing funding sufficient to fully fund the pilot project.

(c) If Engrossed Substitute House Bill No. 2072 is not enacted by June 30, 2009, the amount provided in this subsection (9) lapses. If Engrossed Substitute House Bill No. 2072 is enacted by June 30, 2009, but a commitment from other sources to fully fund the pilot project described in (b) of this subsection has not been obtained by September 30, 2009, the amount provided in (b) of this subsection lapses.

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

(11) An affected urban growth area that has not previously implemented a commute trip reduction program is exempt from the requirements in RCW 70.94.527 if a solution to address the state highway deficiency that exceeds the person hours of delay threshold has been funded and is in progress during the 2009-11 fiscal biennium.

(12) $2,309,000 of the multimodal transportation account--state appropriation is provided solely for the tri-county connection service for Island, Skagit, and Whatcom transit agencies.

Sec. 816. 2010 c 247 s 222 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--MARINE--PROGRAM X

Puget Sound Ferry Operations Account--State

Appropriation . . . . . ((~~$425,922,000~~)) $446,961,000

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

(1) ((~~$78,754,952~~)) $97,053,000 of the Puget Sound ferry operations account--state appropriation is provided solely for auto ferry vessel operating fuel in the 2009-11 fiscal biennium. This appropriation is contingent upon the enactment of sections 716 and 701 of this act. All fuel purchased by the Washington state ferries at Harbor Island truck terminal for the operation of the Washington state ferries diesel powered vessels must be a minimum of five percent biodiesel blend so long as the per gallon price of diesel containing a five percent biodiesel blend level does not exceed the per gallon price of diesel by more than five percent.

(2) To protect the waters of Puget Sound, the department shall investigate nontoxic alternatives to fuel additives and other commercial products that are used to operate, maintain, and preserve vessels.

(3) If, after the department's review of fares and pricing policies, the department proposes a fuel surcharge, the department must evaluate other cost savings and fuel price stabilization strategies that would be implemented before the imposition of a fuel surcharge. The department shall report to the legislature and transportation commission on its progress of implementing new fuel forecasting and

budgeting practices, price hedging contracts for fuel purchases, and fuel conservation strategies by November 30, 2010.

(4) The department shall strive to significantly reduce the number of injuries suffered by Washington state ferries employees. By December 15, 2009, the department shall submit to the office of financial management and the transportation committees of the legislature its implementation plan to reduce such injuries.

(5) The department shall continue to provide service to Sidney, British Columbia. The department may place a Sidney terminal departure surcharge on fares for out of state residents riding the Washington state ferry route that runs between Anacortes, Washington and Sidney, British Columbia, if the cost for landing/license fee, taxes, and additional amounts charged for docking are in excess of $280,000 CDN. The surcharge must be limited to recovering amounts above $280,000 CDN.

(6) The department shall analyze operational solutions to enhance service on the Bremerton to Seattle ferry run. The Washington state ferries shall report its analysis to the transportation committees of the legislature by December 1, 2009.

(7) 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 2011-13 omnibus transportation appropriations act request, as determined jointly by the office of financial management, the Washington state ferries, and the legislative transportation committees.

(8) ((~~$4,794,000~~)) $6,116,000 of the Puget Sound ferry operations account--state appropriation is provided solely for commercial insurance for ferry assets. The office of financial management, after consultation with the transportation committees of the legislature, must present a business plan for the Washington state ferry system's insurance coverage to the 2010 legislature. The business plan must include a cost-benefit analysis of Washington state ferries' current commercial insurance purchased for ferry assets and a review of self-insurance for noncatastrophic events.

(9) $1,100,000 of the Puget Sound ferry operations account--state appropriation is provided solely for a marketing program. The department shall present a marketing program proposal to the transportation committees of the legislature during the 2010 legislative session before implementing this program. Of this amount,

$10,000 is for the city of Port Townsend and $10,000 is for the town of Coupeville for mitigation expenses related to only one vessel operating on the Port Townsend/Keystone ferry route. The moneys provided to the city of Port Townsend and town of Coupeville are not contingent upon the required marketing proposal.

(10) $350,000 of the Puget Sound ferry operations account--state appropriation is provided solely for two extra trips per day during the summer of 2009 season, beyond the current schedule, on the Port Townsend/Keystone route.

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

(12) The legislature finds that measuring the performance of Washington state ferries requires the measurement of quality, timeliness, and unit cost of services delivered to customers. Consequently, the department must develop a set of metrics that measure that performance and report to the transportation committees of the legislature and to the office of financial management on the development of these measurements along with recommendations to the 2010 legislature on which measurements must become a part of the next omnibus transportation appropriations act.

(13) As a priority task, the department is directed to propose a comprehensive incident and accident investigation policy and appropriate procedures, and to provide the proposal to the legislature by November 1, 2009, using existing resources and staff expertise. In addition to consulting with ferry system unions and the United States coast guard, the Washington state ferries is encouraged to solicit independent outside expertise on incident and accident investigation best practices as they may be found in other organizations with a similar concern for marine safety. It is the intent of the legislature to enact the policies into law and to publish that law and procedures as a manual for Washington state ferries' accident/incident investigations. Until that time, the Washington state ferry system must exercise particular diligence to assure that any incident or accident investigations are conducted within the spirit of the guidelines of this act. The proposed policy must contain, at a minimum:

(a) The definition of an incident and an accident and the type of investigation that is required by both types of events;

(b) The process for appointing an investigating officer or officers and a description of the authorities and responsibilities of the investigating officer or officers. The investigating officer or officers must:

(i) Have the appropriate training and experience as determined by the policy;

(ii) Not have been involved in the incident or accident so as to avoid any conflict of interest;

(iii) Have full access to all persons, records, and relevant organizations that may have information about or may have contributed to, directly or indirectly, the incident or accident under investigation, in compliance with any affected employee's or employees' respective collective bargaining agreement and state laws and rules regarding public disclosure under chapter 42.56 RCW;

(iv) Be provided with, if requested by the investigating officer or officers, appropriate outside technical expertise; and

(v) Be provided with staff and legal support by the Washington state ferries as may be appropriate to the type of investigation;

(c) The process of working with the affected employee or employees in accordance with the employee's or employees' respective collective bargaining agreement and the appropriate union officials, within protocols afforded to all public employees;

(d) The process by which the United States coast guard is kept informed of, interacts with, and reviews the investigation;

(e) The process for review, approval, and implementation of any approved recommendations within the department; and

(f) The process for keeping the public informed of the investigation and its outcomes, in compliance with any affected employee's or employees' respective collective bargaining agreement and state laws and rules regarding public disclosure under chapter 42.56 RCW.

(14) $7,300,000 of the Puget Sound ferry operations account--state appropriation is provided solely for the purposes of travel time associated with Washington state ferries employees. However, if Engrossed Substitute House Bill No. 3209 (managing costs of ferry

system) is enacted by June 30, 2010, containing an appropriation for purposes of travel time associated with Washington state ferries employees, the amount provided in this subsection lapses.

(15) $50,000 of the Puget Sound ferry operations account--state appropriation is provided solely to implement a mechanism to report on-time performance statistics.

(a) The department shall conduct a study to identify process changes that would improve on-time performance on a route-by-route basis. The study must include looking into the slowing down of vessels for fuel economy purposes and touch-and-go sailings on peak runs. The department shall report its findings to the transportation committees of the senate and house of representatives by December 1, 2010.

(b) The department shall, by November 1, 2010, report to the transportation committees of the legislature statistics regarding its on-time arrival and departure status on a route-by-route and month-by-month basis, as well as an annual route-by-route and systemwide basis, weighted by the number of customers on each sailing and distinguishing peak period on-time performance. The statistics must include reasons for any delays over ten minutes from the scheduled time. The statistics must be prominently displayed on the Washington state ferries' web site. Each Washington state ferries vessel and terminal must prominently display the statistics as they relate to their specific route.

(16) The department shall investigate outsourcing the call center functions planned for the ferry reservation system and report its findings to the transportation committees of the senate and house of representatives by December 15, 2010.

(17) By July 1, 2010, the department shall provide to the governor and the transportation committees of the senate and house of representatives a listing of all benefits that Washington state ferries union employees receive that other state employees do not traditionally receive. The listing must include any costs associated with these benefits.

Sec. 817. 2010 c 247 s 223 (uncodified) is amended to read as follows:

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

Multimodal Transportation Account--State

Appropriation . . . . . ((~~$37,371,000~~)) $29,871,000

Multimodal Transportation Account--Federal

Appropriation $100,000

TOTAL APPROPRIATION $29,971,000

The appropriations in this section ((~~is~~)) are subject to the following conditions and limitations:

(1) ((~~$31,591,000~~)) $24,091,000 of the multimodal transportation account--state appropriation is provided solely for the Amtrak service contract and Talgo maintenance contract associated with providing and maintaining the state-supported passenger rail service. Upon completion of the rail platform project in the city of Stanwood, the department shall provide daily Amtrak Cascades service to the city.

(2) Amtrak Cascade runs may not be eliminated.

(3) The department shall begin planning for a third roundtrip Cascades train between Seattle and Vancouver, B.C. by 2010.

**Sec. 817 was vetoed. See message at end of chapter.*

Sec. 818. 2010 c 247 s 224 (uncodified) is amended to read as follows:

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

Motor Vehicle Account--State

Appropriation . . . . . ((~~$8,621,000~~)) $8,618,000

Motor Vehicle Account--Federal Appropriation $2,545,000

TOTAL APPROPRIATION . . . . . .((~~$11,166,000~~)) $11,163,000

NEW SECTION. **Sec. 819.** A new section is added to 2010 c 247 (uncodified) to read as follows:

The appropriations to the department of transportation in chapter 247, Laws of 2010 and this act must be expended for the programs and in the amounts specified in this act. However, after May 1, 2011, unless specifically prohibited, the department may transfer state appropriations for the 2009-2011 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 appropriate transportation committees of the legislature prior to 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.

TRANSPORTATION AGENCIES--CAPITAL

Sec. 901. 2009 c 470 s 301 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL

State Patrol Highway Account--State Appropriation . . . ((~~$3,126,000~~)) $2,481,000

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

(1) $1,626,000 of the state patrol highway account--state appropriation is provided solely for the following minor works projects: $450,000 for Shelton training academy roofs; ((~~$150,000 for HVAC control replacements;~~)) $168,000 for upgrades to scales; $50,000 for Bellevue electrical equipment upgrades; ((~~$90,000~~)) $16,000 for South King detachment window replacement; $200,000 for the replacement of the Naselle radio tower, generator shelter, and fence; $200,000 for unforeseen emergency repairs; and $318,000 for the Shelton training academy drive course/skid pan repair.

(2) ((~~$1,500,000~~)) $1,079,000 of the state patrol highway account--state appropriation is provided solely for the Shelton academy of the Washington state patrol and is contingent upon a signed agreement between the city of Shelton, the department of corrections, and the Washington state patrol that provides for an on-going payment to these three entities, based on their percentage of the total investment in

the project, from all hookup fees, late comer fees, LIDS, and all other initial fees collected for the new waste water treatment lines, waste water plants, water lines, and water systems.

Sec. 902. 2010 c 247 s 301 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Rural Arterial Trust Account--State Appropriation . . . ((~~$73,000,000~~)) $71,500,000

Motor Vehicle Account--State Appropriation $1,048,000

County Arterial Preservation Account--State Appropriation . . . . . ((~~$31,400,000~~)) $30,400,000

TOTAL APPROPRIATION . . . . . ((~~$105,448,000~~)) $102,948,000

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

(1) $1,048,000 of the motor vehicle account--state appropriation may be used for county ferry projects as developed pursuant to RCW 47.56.725(4).

(2) The appropriations in this section include funding to counties to assist them in efforts to recover from federally declared emergencies, by providing capitalization advances and local match for federal emergency funding as determined by the county road administration board. The county road administration board shall specifically identify any such selected projects and shall include information concerning such selected projects in its next annual report to the legislature.

(3) $22,000,000 of the rural arterial trust account--state appropriation is provided solely for additional grants for county road projects as approved by the county road administration board.

Sec. 903. 2010 c 247 s 302 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION IMPROVEMENT BOARD

Small City Pavement and Sidewalk Account--State Appropriation . . . . . ((~~$3,927,000~~)) $3,737,000

Urban Arterial Trust Account--State Appropriation . . ((~~$123,900,000~~)) $121,900,000

Transportation Improvement Account--State Appropriation . . . . . ((~~$81,643,000~~)) $80,643,000

TOTAL APPROPRIATION . . . . . ((~~$209,470,000~~)) $206,280,000

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

(1) The transportation improvement account--state appropriation includes up to $7,143,000 in proceeds from the sale of bonds authorized in RCW 47.26.500.

(2) The urban arterial trust account--state appropriation includes up to ((~~$7,143,000~~)) $15,000,000 in proceeds from the sale of bonds authorized in RCW 47.26.420.

Sec. 904. 2009 c 470 s 305 (uncodified) is amended to read as follows:

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

Motor Vehicle Account--State Appropriation . . . . . .((~~$4,810,000~~)) $4,623,000

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

(1) $1,198,000 of the motor vehicle account--state appropriation is provided solely for the Olympic region site acquisition debt service payments and administrative costs associated with capital improvement and preservation project and financial management.

(2) ((~~$3,612,000~~)) $3,425,000 of the motor vehicle account--state appropriation is provided solely for high priority safety projects that are directly linked to employee safety, environmental risk, or minor works that prevent facility deterioration. This includes the administrative costs associated with those projects and the reconstruction of the Wandermere facility that was destroyed in the 2008-09 winter storms.

Sec. 905. 2010 c 247 s 303 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--IMPROVEMENTS--PROGRAM I

Multimodal Transportation Account--State
Appropriation . . . . . ((~~$98,000~~))
$2,000

Transportation Partnership Account--State
Appropriation . . . . . ((~~$1,665,644,000~~))
$1,325,624,000

Motor Vehicle Account--State Appropriation . . . . . ((~~$85,534,000~~))
$66,880,000

Motor Vehicle Account--Federal Appropriation . . . . .((~~$570,107,000~~))
$532,458,000

Motor Vehicle Account--Private/Local
Appropriation . . . . . ((~~$70,714,000~~))
$83,270,000

Special Category C Account--State Appropriation $25,221,000

Transportation 2003 Account (Nickel Account)--State
Appropriation . . . . . ((~~$713,205,000~~))
$590,797,000

Freight Mobility Multimodal Account--State
Appropriation . . . . . ((~~$4,574,000~~))
$4,575,000

Tacoma Narrows Toll Bridge Account--State
Appropriation . . . . . ((~~$789,000~~))
$797,000

State Route Number 520 Corridor Account--State
Appropriation . . . . . ((~~$231,763,000~~))
$229,838,000

((~~State Route Number 520 Civil Penalties Account--State Appropriation . . . . . $1,190,000~~))

TOTAL APPROPRIATION . . . . . ((~~$3,368,839,000~~))
$2,859,462,000

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 ((~~2010-1~~)) 2011-1 as developed

((~~March 8, 2010~~)) April 19, 2011, Program - Highway Improvement Program (I). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 603 ((~~of this act~~)), chapter . . . (Engrossed Substitute House Bill No. 1175), Laws of 2011.

(2) ((~~$163,385,000~~)) $158,094,000 of the transportation partnership account--state appropriation and ((~~$231,763,000~~)) $229,838,000 of the state route number 520 corridor account--state appropriation are provided solely for the state route number 520 bridge replacement and HOV project. The department shall submit an application for the eastside transit and HOV project to the supplemental discretionary grant program for regionally significant projects as provided in the American Recovery and Reinvestment Act of 2009.

(3) As required under section 305(6), chapter 518, Laws of 2007, the department shall report by January 2010 to the transportation committees of the legislature on the findings of the King county noise reduction solutions pilot project.

(4) Funding allocated for mitigation costs is provided solely for the purpose of project impact mitigation, and shall not be used to develop or otherwise participate in the environmental assessment process.

(5) The department shall apply for surface transportation program (STP) enhancement funds to be expended in lieu of or in addition to state funds for eligible costs of projects in Programs I and P including, but not limited to, the SR 518, SR 520, Columbia river crossing, and Alaskan Way viaduct projects.

(6) The department shall, on a quarterly basis beginning July 1, 2009, provide to the office of financial management and the legislature reports providing the status on each active project funded in part or whole by the transportation 2003 account (nickel account) or the transportation partnership account. Funding provided at a programmatic level for transportation partnership account and transportation 2003 account (nickel account) projects relating to bridge rail, guard rail, fish passage barrier removal, and roadside safety projects should be reported on a programmatic basis. Projects within this programmatic level funding should be completed on a priority basis and scoped to be completed within the current programmatic budget. Report formatting

and elements must be consistent with the October 2009 quarterly project report. On a representative sample of new construction contracts valued at fifteen million dollars or more, the department must also use an earned value method of project monitoring.

(7) The transportation 2003 account (nickel account)--state appropriation includes up to ((~~$653,630,000~~)) $567,964,000 in proceeds from the sale of bonds authorized by RCW 47.10.861.

(8) The transportation partnership account--state appropriation includes up to ((~~$1,347,939,000~~)) $1,261,092,000 in proceeds from the sale of bonds authorized in RCW 47.10.873.

(9) The special category C account--state appropriation includes up to ((~~$25,221,000~~)) $25,056,000 in proceeds from the sale of bonds authorized in RCW 47.10.812.

(10) The motor vehicle account--state appropriation includes up to ((~~$43,000,000~~)) $42,960,000 in proceeds from the sale of bonds authorized in RCW 47.10.843.

(11) The state route number 520 corridor account--state appropriation includes up to ((~~$231,763,000~~)) $229,838,000 in proceeds from the sale of bonds authorized in RCW 47.10.879.

(12) The department must prepare a tolling study for the Columbia river crossing project. While conducting the study, the department must coordinate with the Oregon department of transportation to perform the following activities:

(a) Evaluate the potential diversion of traffic from Interstate 5 to other parts of the transportation system when tolls are implemented on Interstate 5 in the vicinity of the Columbia river;

(b) Evaluate the most advanced tolling technology to maintain travel time speed and reliability for users of the Interstate 5 bridge;

(c) Evaluate available active traffic management technology to determine the most effective options for technology that could maintain travel time speed and reliability on the Interstate 5 bridge;

(d) Confer with the project sponsor's council, as well as local and regional governing bodies adjacent to the Interstate 5 Columbia river crossing corridor and the Interstate 205 corridor regarding the implementation of tolls, the impacts that the implementation of tolls might have on the operation of the corridors, the diversion of traffic to local streets, and potential mitigation measures;

(e) Regularly report to the Washington transportation commission regarding the progress of the study for the purpose of guiding the commission's potential toll setting on the facility;

(f) Research and evaluate options for a potential toll-setting framework between the Oregon and Washington transportation commissions;

(g) Conduct public work sessions and open houses to provide information to citizens, including users of the bridge and business and freight interests, regarding implementation of tolls on the Interstate 5 and to solicit citizen views on the following items:

(i) Funding a portion of the Columbia river crossing project with tolls;

(ii) Implementing variable tolling as a way to reduce congestion on the facility; and

(iii) Tolling Interstate 205 separately as a management tool for the broader state and regional transportation system; and

(h) Provide a report to the governor and the legislature by January 2010.

(13)(a) By January 2010, the department must prepare a traffic and revenue study for Interstate 405 in King county and Snohomish county that includes funding for improvements and high occupancy toll lanes, as defined in RCW 47.56.401, for traffic management. The department must develop a plan to operate up to two high occupancy toll lanes in each direction on Interstate 405.

(b) For the facility listed in (a) of this subsection, the department must:

(i) Confer with the mayors and city councils of jurisdictions in the vicinity of the project regarding the implementation of high occupancy toll lanes and the impacts that the implementation of these high occupancy toll lanes might have on the operation of the corridor and adjacent local streets;

(ii) Conduct public work sessions and open houses to provide information to citizens regarding implementation of high occupancy toll lanes and to solicit citizen views;

(iii) Regularly report to the Washington transportation commission regarding the progress of the study for the purpose of guiding the commission's toll setting on the facility; and

(iv) Provide a report to the governor and the legislature by January 2010.

(14) ((~~$6,488,000~~)) $1,323,000 of the motor vehicle account--state appropriation and ((~~$5,000~~)) $3,628,000 of the motor vehicle account--federal appropriation are provided solely for project 100224I, US 2 high priority safety project. Expenditure of these funds is for safety projects on state route number 2 between Monroe and Gold Bar, which may include median rumble strips, traffic cameras, and electronic message signs.

(15) Expenditures for the state route number 99 Alaskan Way viaduct replacement project must be made in conformance with Engrossed Substitute Senate Bill No. 5768.

(16) The department shall conduct a public outreach process to identify and respond to community concerns regarding the Belfair bypass. The process must include representatives from Mason county, the legislature, area businesses, and community members. The department shall use this process to consider and develop design alternatives that alter the project's scope so that the community's needs are met within the project budget. The department shall provide a report on the process and outcomes to the legislature by June 30, 2010.

(17) The legislature is committed to the timely completion of R8A which supports the construction of sound transit's east link. Following the completion of the independent analysis of the methodologies to value the reversible lanes on Interstate 90 which may be used for high capacity transit as directed in section 204 of this act, the department shall complete the process of negotiations with sound transit. Such agreement shall be completed no later than December 1, 2009.

(18) $250,000 of the motor vehicle account--state appropriation is provided solely for the design and construction of a right turn lane to improve visibility and traffic flow on state route number 195 and Cheney-Spokane Road (project L1000001).

(19) ((~~$730,000~~)) $724,000 of the motor vehicle account--federal appropriation and ((~~$16,000~~)) $17,000 of the motor vehicle account--state appropriation are provided solely for the Westview school noise wall (project WESTV).

(20) ((~~$2,000~~)) $3,000 of the motor vehicle account--state appropriation and $131,000 of the motor vehicle account--federal

appropriation are provided solely for interchange design and planning work on US 12 at A Street and Tank Farm Road (project PASCO).

(21) ((~~$21,566,000~~)) $13,246,000 of the transportation partnership account--state appropriation, ((~~$26,000~~)) $27,000 of the motor vehicle account--state appropriation, ((~~$30,000,000~~)) $40,000,000 of the motor vehicle account--private/local appropriation, and ((~~$4,334,000~~)) $9,422,000 of the motor vehicle account--federal appropriation are provided solely for project 400506A, the I-5/Columbia river crossing/Vancouver project. The funding described in this subsection includes a ((~~$30,000,000~~)) $40,000,000 contribution from the state of Oregon.

(22) It is important that the public and policymakers have accurate and timely access to information related to the Alaskan Way viaduct replacement project as it proceeds to, and during, the construction of all aspects of the project including, but not limited to, information regarding costs, schedules, contracts, project status, and neighborhood impacts. Therefore, it is the intent of the legislature that the state, city, and county departments of transportation establish a single source of accountability for integration, coordination, tracking, and information of all requisite components of the replacement project, which must include, at a minimum:

(a) A master schedule of all subprojects included in the full replacement project or program; and

(b) A single point of contact for the public, media, stakeholders, and other interested parties.

(23) The department shall evaluate a potential deep bore culvert for the state route number 305/Bjorgen creek fish barrier project identified as project 330514A in LEAP Transportation Document ALL PROJECTS 2009-2, as developed April 24, 2009. The department shall evaluate whether a deep bore culvert will be a less costly alternative than a traditional culvert since a traditional culvert would require extensive road detours during construction.

(24) Project number 330215A in the LEAP transportation document described in subsection (1) of this section is expanded to include safety and congestion improvements from the Key Peninsula Highway to the vicinity of Purdy. The department shall consult with the Washington traffic safety commission to ensure that this project

includes improvements at intersections and along the roadway to reduce the frequency and severity of collisions related to roadway conditions and traffic congestion.

(25) ((~~$8,890,000~~)) $5,831,000 of the transportation partnership account--state appropriation is provided solely for project 109040Q, the Interstate 90 Two Way Transit and HOV Improvements--Stage 2 and 3 project, as indicated in the LEAP transportation document referenced in subsection (1) of this section.

(26) The department shall continue to work with the local partners in developing transportation solutions necessary for the economic growth in the Red Mountain American Viticulture Area of Benton county.

(27) For highway construction projects where the department considers agricultural lands of long-term commercial significance, as defined in RCW 36.70A.030, in reviewing and selecting sites to meet environmental mitigation requirements under the national environmental policy act (42 U.S.C. Sec. 4321 et seq.) and the state environmental policy act (chapter 43.21C RCW), the department shall, to the greatest extent possible, consider using public land first. If public lands are not available that meet the required environmental mitigation needs, the department may use other sites while making every effort to avoid any net loss of agricultural lands that have a designation of long-term commercial significance.

(28) 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.

(29) Within the amounts provided in this section, $200,000 of the transportation partnership account--state appropriation is provided solely for the department to prepare a comprehensive tolling study of the state route number 167 corridor to determine the feasibility of administering tolls within the corridor, identified as project number 316718A in the LEAP transportation document described in subsection (1) of this section. The department shall report to the joint transportation committee by September 30, 2010. The department shall regularly report to the Washington transportation commission regarding the progress of the study for the purpose of guiding the commission's potential toll setting on the facility. The elements of the study must include, at a minimum:

(a) The potential for value pricing to generate revenues for needed transportation facilities within the corridor;

(b) Maximizing the efficient operation of the corridor; and

(c) Economic considerations for future system investments.

(30) Within the amounts provided in this section, $200,000 of the transportation partnership account--state appropriation is provided solely for the department to prepare a comprehensive tolling study of the state route number 509 corridor to determine the feasibility of administering tolls within the corridor, identified as project number 850901F in the LEAP transportation document described in subsection (1) of this section. The department shall report to the joint transportation committee by September 30, 2010. The department shall regularly report to the Washington transportation commission regarding the progress of the study for the purpose of guiding the commission's potential toll setting on the facility. The elements of the study must include, at a minimum:

(a) The potential for value pricing to generate revenues for needed transportation facilities within the corridor;

(b) Maximizing the efficient operation of the corridor; and

(c) Economic considerations for future system investments.

(31) Within the amounts provided in this section, $28,000,000 of the transportation partnership account--state appropriation is for project 600010A, as identified in the LEAP transportation document in subsection (1) of this section: NSC-North Spokane corridor ((~~design and right-of-way - new alignment~~)). Expenditure of these funds is for preliminary engineering and right-of-way purchasing to prepare for four lanes to be built from where existing construction ends at Francis Avenue for three miles to the Spokane river. Additionally, any savings realized on project 600001A, as identified in the LEAP transportation document in subsection (1) of this section: US 395/NSC-Francis Avenue to Farwell Road - New Alignment, must be applied to project 600010A.

(32) $400,000 of the motor vehicle account--state appropriation is provided solely for the department to conduct a state route number 2 route development plan (project L2000016) that will identify essential improvements needed between the port of Everett/Naval station and approaching the state route number 9 interchange near the city of Snohomish.

(33) If the SR 26 - Intersection and Illumination Improvements are not completed by June 30, 2009, the department shall ensure that the improvements are completed as soon as practicable after June 30, 2009, and shall submit monthly progress reports on the improvements beginning July 1, 2009.

(34) $200,000 of the transportation partnership account--state appropriation, identified on project number 400506A in the LEAP transportation document described in subsection (1) of this section, is provided solely for the department to work with the department of archaeology and historic preservation to ensure that the cultural resources investigation is properly conducted on the Columbia river crossing project. This project must be conducted with active archaeological management and result in one report that spans the single cultural area in Oregon and Washington. Additionally, the department shall establish a scientific peer review of independent archaeologists that are knowledgeable about the region and its cultural resources.

(35) The department shall work with the department of archaeology and historic preservation to ensure that the cultural resources investigation is properly conducted on all mega-highway projects and large ferry terminal projects. These projects must be conducted with active archaeological management. Additionally, the department shall establish a scientific peer review of independent archaeologists that are knowledgeable about the region and its cultural resources.

(36) Within the amounts provided in this section, $1,500,000 of the motor vehicle account--state appropriation is provided solely for necessary work along the south side of SR 532, identified as project number 053255C in the LEAP transportation document described in subsection (1) of this section.

(37) $10,000,000 of the transportation partnership account--state appropriation is provided solely for the Spokane street viaduct portion of project 809936Z, SR 99/Alaskan Way Viaduct – Replacement project as indicated in the LEAP transportation document referenced in subsection (1) of this section.

(38) The department shall conduct a public outreach process to identify and respond to community concerns regarding the portion of John's Creek Road that connects state route number 3 and state route number 101. The process must include representatives from Mason

county, the legislature, area businesses, and community members. The department shall use this process to consider, develop, and design a project scope so that the community's needs are met for the lowest cost. The department shall provide a report on the process and outcomes to the legislature by June 30, 2010.

(39) The department shall apply for the competitive portion of federal transit administration funds for eligible transit-related costs of the state route number 520 bridge replacement and HOV project and the Columbia river crossing project. The federal funds described in this subsection must not include those federal transit administration funds distributed by formula. The department shall provide a report regarding this effort to the legislature by January 1, 2010.

(40) ((~~$5,500,000~~)) $3,388,000 of the motor vehicle account--federal appropriation ((~~is~~)) and $1,405,000 of the motor vehicle account--state appropriation are provided solely for the Alaskan Way Viaduct - Automatic Shutdown project, identified as project L1000034.

(41) ((~~$2,244,000~~)) $2,937,000 of the motor vehicle account--federal appropriation and ((~~$122,000~~)) $163,000 of the motor vehicle account--state appropriation are provided solely for the US 12/Nine Mile Hill to Woodward Canyon Vic -Build New Highway project, identified as project 501210T.

(42) ((~~$790,000~~)) $1,116,000 of the motor vehicle account--federal appropriation is provided solely for the Express Lanes System Concept Study project, identified as project 800020A. As part of this project, the department shall prepare a comprehensive tolling study of the Interstate 5 express lanes to determine the feasibility of administering tolls within the corridor. The department shall regularly report to the Washington transportation commission regarding the progress of the study. The elements of the study must include, at a minimum:

(i) The potential for value pricing to generate revenues for needed transportation facilities;

(ii) Maximizing the efficient operation of the corridor;

(iii) Economic considerations for future system investments; and

(iv) An analysis of the impacts to the regional transportation system.

(b) The department shall submit a final report on the study to the joint transportation committee by June 30, 2011.

((~~(44) $226,000~~)) (43) $110,000 of the motor vehicle account--federal appropriation and ((~~$9,000~~)) $5,000 of the motor vehicle account--state appropriation are provided solely for the SR 16/Rosedale Street NW Vicinity - Frontage Road project (301639C). These funds must not be expended before an agreement stating that the city of Gig Harbor will take ownership of the road has been signed. The frontage road must be built for driving speeds of no more than thirty-five miles per hour.

((~~(45)~~)) (44) The department shall work with the Washington state transportation commission, the Oregon state department of transportation, and the Oregon state transportation commission to analyze and review potential options for a bistate, toll setting framework. As part of the analysis, the department shall undertake the following actions: Review statutory provisions and the governance structures of toll facilities in the United States that are located within two or more states; review relevant federal law regarding transportation facilities that are located within two or more states; consult with the state treasurers in Washington and Oregon regarding the appropriate structure for the issuance of debt for toll facilities that are located within two states; report findings and recommendations to the Columbia river project sponsor's council by October 1, 2010; and provide a final report to the governor and the legislature by June 30, 2011.

((~~(46)~~)) (45) $750,000 of the motor vehicle account--state appropriation is provided solely for improvements from Allan Road to state route number 12 (501207Z).

((~~(47) $500,000~~)) (46) $455,000 of the motor vehicle account--state appropriation is provided solely for a traffic signal at the intersection of state route number 7 and state route number 702 (300738A).

((~~(48) $750,000~~)) (47) $316,000 of the motor vehicle account--state appropriation is provided solely for environmental work on the Belfair Bypass (project 300344C).

((~~(49)~~)) (48) The legislature finds that state route number 522 corridor provides an important link between Interstates 5 and 405 and will be impacted by diversion from tolling elsewhere in the region. State route number 522 must be reviewed as part of the scoping work conducted under section 220(4) of this act. As such, the legislature

intends to provide additional funding for the corridor as a priority in the next revenue package. The state will work with the affected cities and the federal government to secure the necessary resources to address the needs of this critical corridor.

((~~(50) $500,000~~)) (49) $558,000 of the motor vehicle account--state appropriation is provided solely for the US 12/SR 122/Mossyrock - Intersection project (401212R) for safety improvements.

((~~(51)~~)) (50) $200,000 of the motor vehicle account--federal appropriation is provided solely for project US 97A/North of Wenatchee - Wildlife Fence (209790B), and an offsetting reduction is anticipated in the 2011-13 biennium.

((~~(52)~~)) (51) If a planned roundabout in the vicinity of state route number 526 and 84th Street SW would divert commercial traffic onto neighborhood streets, the department may not proceed with improvements at state route number 526 and 84th Street SW until the traffic impacts in the vicinity of state route number 526 and 40th Avenue West are addressed.

((~~(53)~~)) (52) The department shall conduct a collision analysis corridor study on state route number 167 from milepost 0 to milepost 5 and report to the transportation committees of the legislature on the analysis results by December 1, 2010.

((~~(54) $2,600,000~~)) (53) $357,000 of the motor vehicle account--federal appropriation is provided solely for the ITS Advanced Traveler Information System project in Whatcom county (100589B).

((~~(55) $900,000~~)) (54) $94,000 of the motor vehicle account--federal appropriation is provided solely for the US 97/Cameron Lake Road intersection improvements project in Okanogan county (209700W).

((~~(56) $400,000~~)) (55) $294,000 of the motor vehicle account--federal appropriation and ((~~$100,000~~)) $74,000 of the motor vehicle account--state appropriation are provided solely for the SR 9/SR 204 Intersection Improvement project (L2000040).

((~~(57)~~)) (56) The legislature finds that the state route number 12 widening from state route number 124 to Walla Walla is an important east-west corridor in the southeast region of the state. Widening the highway to four lanes will increase safety and improve freight mobility. Therefore, the legislature intends for the department to use up to two million dollars in future redistributed federal obligation

authority that may be received by the department for right-of-way purchase for the US 12/Nine Mile Hill to Woodward Canyon Vicinity - Phase 7-A project (501210T).

Sec. 906. 2010 c 247 s 304 (uncodified) is amended to read as follows:

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

Transportation Partnership Account--State
Appropriation . . . . . ((~~$75,305,000~~)) $67,381,000

Motor Vehicle Account--State Appropriation . . . . . ((~~$96,884,000~~)) $92,733,000

Motor Vehicle Account--Federal Appropriation . . . . .((~~$556,705,000~~)) $528,158,000

Motor Vehicle Account--Private/Local Appropriation . . ((~~$18,768,000~~)) $19,675,000

Transportation 2003 Account (Nickel Account)--State
Appropriation . . . . . ((~~$6,328,000~~)) $6,148,000

Puyallup Tribal Settlement Account--State
Appropriation . . . . . ((~~$6,636,000~~)) $6,647,000

TOTAL APPROPRIATION . . . . . ((~~$760,626,000~~)) $720,742,000

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 ((~~2010-1~~)) 2011-1 as developed ((~~March 8, 2010~~)) April 19, 2011, Program - Highway Preservation Program (P). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 603 ((~~of this act~~)), chapter . . . (Engrossed Substitute House Bill No. 1175), Laws of 2011.

(2) ((~~$542,000~~)) $546,000 of the motor vehicle account--federal appropriation and ((~~$453,000~~)) $188,000 of the motor vehicle account--state appropriation are provided solely for project 602110F, SR 21/Keller ferry boat - Preservation. Funds are provided solely for preservation work on the existing vessel, the Martha S.

(3) The department shall apply for surface transportation program (STP) enhancement funds to be expended in lieu of or in addition to state funds for eligible costs of projects in Programs I and P.

(4) ((~~$6,636,000~~)) $6,647,000 of the Puyallup tribal settlement account--state appropriation is provided solely for costs associated with the Murray Morgan/11th Street bridge project. The city of Tacoma may use the Puyallup tribal settlement account appropriation and other appropriated funds for bridge rehabilitation, bridge replacement, bridge demolition, and related mitigation. The department's participation, including prior expenditures, may not exceed ((~~$40,270,000~~)) $40,281,000. The city of Tacoma has taken ownership of the bridge in its entirety, and the payment of these funds extinguishes any real or implied agreements regarding future bridge expenditures.

(5) The department and the city of Tacoma must present to the legislature an agreement on the timing of the transfer of ownership of the Murray Morgan/11th Street bridge and any additional necessary state funding required to achieve the transfer and rehabilitation of the bridge by January 1, 2010.

(6) The department shall, on a quarterly basis beginning July 1, 2009, provide to the office of financial management and the legislature reports providing the status on each active project funded in part or whole by the transportation 2003 account (nickel account) or the transportation partnership account. Funding provided at a programmatic level for transportation partnership account projects relating to seismic bridges should be reported on a programmatic basis. Projects within this programmatic level funding should be completed on a priority basis and scoped to be completed within the current programmatic budget. The department shall work with the office of financial management and the transportation committees of the legislature to agree on report formatting and elements. Elements must include, but not be limited to, project scope, schedule, and costs. For new construction contracts valued at fifteen million dollars or more, the department must also use an earned value method of project

monitoring. The department shall also provide the information required under this subsection on a quarterly basis via the transportation executive information systems (TEIS).

(7) The department of transportation shall continue to implement the lowest life cycle cost planning approach to pavement management throughout the state to encourage the most effective and efficient use of pavement preservation funds. Emphasis should be placed on increasing the number of roads addressed on time and reducing the number of roads past due.

(8)(a) The department shall conduct an analysis of state highway pavement replacement needs for the next ten years. The report must include:

(i) The current backlog of asphalt and concrete pavement preservation projects;

(ii) The level of investment needed to reduce or eliminate the backlog and resume the lowest life-cycle cost;

(iii) Strategies for addressing the recent rapid escalation of asphalt prices, including alternatives to using hot mix asphalt;

(iv) Criteria for determining which type of pavement will be used for specific projects, including annualized cost per mile, traffic volume per lane mile, and heavy truck traffic volume per lane mile; and

(v) The use of recycled asphalt and concrete in state highway construction and the effect on highway pavement replacement needs.

(b) Additionally, the department shall work with the department of ecology, the county road administration board, and the transportation improvement board to explore and explain the potential use of permeable asphalt and concrete pavement in state highway construction as an alternative method of storm water mitigation and the potential effects on highway pavement replacement needs.

(c) The department shall submit the report to the office of financial management and the transportation committees of the legislature by September 1, 2010, in order to inform the development of the 2011-13 omnibus transportation appropriations act.

(9) ((~~$299,000~~)) $581,000 of the motor vehicle account--state appropriation, ((~~$23,425,000~~)) $25,207,000 of the motor vehicle account--federal appropriation, and ((~~$373,000~~)) $273,000 of the transportation partnership account--state appropriation are provided

solely for the SR 104/Hood Canal bridge - replace east half project, identified as project 310407B in the LEAP transportation document described in subsection (1) of this section.

(10) 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.

(11) Within the amounts provided in this section, $1,510,000 of the motor vehicle account--state appropriation is provided solely to complete the rehabilitation of the SR 532/84th Avenue NW bridge deck.

(12) ((~~$1,440,000~~)) $1,160,000 of the motor vehicle account--federal appropriation and ((~~$60,000~~)) $54,000 of the motor vehicle account--state appropriation are provided solely for the environmental impact statement and preliminary planning for the replacement of the state route number 9 Snohomish river bridge (project L2000018).

(13) ((~~$12,503,000~~)) $13,833,000 of the motor vehicle account--federal appropriation and ((~~$497,000~~)) $479,000 of the motor vehicle account--state appropriation are provided solely for the SR 410/Nile Valley Landslide - Establish Interim Detour project (541002R).

(14) ((~~$4,239,000~~)) $3,933,000 of the motor vehicle account--federal appropriation and ((~~$662,000~~)) $615,000 of the motor vehicle account--state appropriation are provided solely for the SR 410/Nile Valley Landslide - Reconstruct Route project (541002T).

((~~(16)~~)) (15) The legislature anticipates a report in September 2010 that will outline the department's recommendation for developing a Keller Ferry replacement at the lowest cost. The legislature supports the request to the federal government for federal aid for a replacement vessel and intends to provide reasonable matching amounts as necessary.

((~~(17) $2,100,000~~)) (16) $194,000 of the motor vehicle account--federal appropriation is provided solely for the SR 21/Kettle River to Malo paving project in Ferry county (602117A).

Sec. 907. 2010 c 247 s 305 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION--TRAFFIC OPERATIONS--PROGRAM Q--CAPITAL

Motor Vehicle Account--State Appropriation . . . . . .((~~$8,158,000~~))

$6,847,000

Motor Vehicle Account--Federal Appropriation . . . . . ((~~$18,037,000~~)) $11,412,000

Motor Vehicle Account--Private/Local Appropriation . . . .((~~$173,000~~)) $174,000

TOTAL APPROPRIATION . . . . . .((~~$26,368,000~~)) $18,433,000

Sec. 908. 2010 c 283 s 19 (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 . . . . . ((~~$126,824,000~~)) $102,289,000

Puget Sound Capital Construction Account--Federal Appropriation . . . . . ((~~$60,364,000~~)) $51,194,000

Puget Sound Capital Construction Account--Local Appropriation $200,000

Transportation 2003 Account (Nickel Account)--State Appropriation . . . . . ((~~$51,734,000~~)) $51,735,000

Transportation Partnership Account--State Appropriation . . . . . ((~~$66,879,000~~)) $102,660,000

Multimodal Transportation Account--State Appropriation $149,000

TOTAL APPROPRIATION . . . . . ((~~$306,150,000~~)) $308,227,000

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

(1) ((~~$126,824,000~~)) $102,289,000 of the Puget Sound capital construction account--state appropriation, ((~~$60,364,000~~)) $51,194,000 of the Puget Sound capital construction account--federal appropriation, $200,000 of the Puget Sound capital construction account--local appropriation, ((~~$66,879,000~~)) $102,660,000 of the transportation partnership account--state appropriation, ((~~$51,734,000~~)) $51,735,000

of the transportation 2003 account (nickel account)--state appropriation, and $149,000 of the multimodal transportation account--state appropriation are provided solely for ferry capital projects, project support, and administration as listed in LEAP Transportation Document 2011-2 ALL PROJECTS ((~~2010-2~~)) as developed ((~~March 8, 2010~~)) April 19, 2011, Program -Washington State Ferries ((~~Construction~~)) Capital Program (W). Of the total appropriation, a maximum of $10,627,000 may be used for administrative support, a maximum of ((~~$8,184,000~~)) $7,635,000 may be used for terminal project support, and a maximum of $4,497,000 may be used for vessel project support. Of the total appropriation, ((~~$5,851,000~~)) $2,016,000 is provided solely for a reservation system and associated communications projects.

(2) ((~~$51,734,000~~)) $51,735,000 of the transportation 2003 account (nickel account)--state appropriation, ((~~$63,100,000~~)) $99,891,000 of the transportation partnership account--state appropriation, and ((~~$10,164,000~~)) $10,165,000 of the Puget Sound capital construction account--state appropriation are provided solely for the acquisition of three new Island Home class ferry vessels subject to the conditions of RCW 47.56.780. The department shall pursue a contract for the second and third Island Home class ferry vessels with an option to purchase a fourth Island Home class ferry vessel. However, if sufficient resources are available to build one 144-auto vessel prior to exercising the option to build the fourth Island Home class ferry vessel, procurement of the fourth Island Home class ferry vessel will be postponed and the department shall pursue procurement of a 144-auto vessel.

(a) The first two Island Home class ferry vessels must be placed on the Port Townsend-Keystone route.

(b) The department may add additional passenger capacity to one of the Island Home class ferry vessels to make it more flexible within the system in the future, if doing so does not require additional staffing on the vessel.

(c) Cost savings from the following initiatives will be included in the funding of these vessels: The department's review and update of the vessel life-cycle cost model as required under this section; and the implementation of technology efficiencies as required under section 602 of this act.

(3)(a) $8,450,000 of the Puget Sound capital construction account--state appropriation ((~~and $2,450,000~~)), $2,000 of the Puget Sound capital construction account--federal appropriation, and $1,450,000 of the transportation partnership account--state appropriation are provided solely for the following projects related to the design of a 144-vehicle vessel class: (i) ((~~$1,380,000~~)) $700,000 is provided solely for completion of the contract for owner-furnished equipment; (ii) $8,320,000 is provided solely for completion of the technical design, detail design, and production drawings((~~, all of which must plan for an aluminum superstructure~~)); (iii) ((~~$480,000~~)) $300,000 is provided solely for the storage of owner-furnished equipment; and (iv) a maximum of ((~~$720,000~~)) $582,000 is for construction engineering. In completing the contract for owner-furnished equipment, the department shall use as much of the already procured equipment as is practicable on the Island Home class ferry vessels if it is likely to be obsolete before it is used in procured 144-vehicle vessels.

(b) The department shall conduct a cost-benefit study on alternative furnishings and fittings for the 144-vehicle vessel class. The study must review the proposed interior furnishings and fittings for the long-term maintenance and out-of-service vessel costs and, if appropriate, propose alternative interior furnishings and fittings that will decrease long-term maintenance and out-of-service vessel costs. The study must include a projection of out-of-service time and a life-cycle cost analysis of planned out-of-service time, including the impact on fleet size. The department must submit the study to the joint transportation committee by August 1, 2010.

((~~(c) The department shall identify costs for any additional detail design and production drawings costs related to incorporating the aluminum superstructure and any changes in the proposed furnishings and fittings.~~))

(4) ((~~$6,300,000~~)) $2,000,000 of the Puget Sound capital construction account--state appropriation is provided solely for emergency capital costs.

(5) ((~~$3,000,000~~)) $1,235,000 of the ((~~Puget Sound capital construction account--federal~~)) total appropriation is provided solely for completing the Anacortes terminal design up to the maximum allowable construction cost phase. Beyond preparing environmental work, these funds may be spent only after the following conditions have

been met: (a) A value engineering process is conducted on the existing design and the concept of a terminal building smaller than preferred alternative; (b) the office of financial management participates in the value engineering process; (c) the office of financial management concurs with the recommendations of the value engineering process; and (d) the office of financial management gives its approval to proceed with the design work.

(6) ((~~$3,965,000 of the Puget Sound capital construction account--state appropriation is provided solely for the following vessel projects: Waste heat recovery pilot project for the Issaquah; jumbo Mark 1 class steering gear ventilation pilot project; and improvements to the Yakima and Kaleetan propulsion controls to allow for two engine operation. Before beginning these projects, the Washington state ferries must ensure the vessels' out-of-service time does not negatively impact service to the system.~~

~~(7)~~)) The department shall pursue purchasing a foreign-flagged vessel for service on the Anacortes, Washington to Sidney, British Columbia ferry route.

((~~(8)~~)) (7) The department shall provide to the office of financial management and the legislature quarterly reports providing the status on each project listed in this section and in the project lists submitted pursuant to this act and on any additional projects for which the department has expended funds during the 2009-11 fiscal biennium. Elements must include, but not be limited to, project scope, schedule, and costs. The department shall also provide the information required under this subsection via the transportation executive information systems (TEIS). The quarterly report regarding the status of projects identified on the list referenced in subsection (1) of this section must be developed according to an earned value method of project monitoring.

((~~(9)~~)) (8) The department shall review and adjust its capital program staffing levels to ensure staffing is at the most efficient level necessary to implement the capital program in the omnibus transportation appropriations act. The Washington state ferries shall report this review and adjustment to the office of financial management and the house and senate transportation committees of the legislature by July 2009.

((~~(10)~~)) (9) $1,200,000 of the total appropriation is provided solely for improving the toll booth configuration at the Port Townsend and Keystone ferry terminals.

((~~(11)~~)) (10) $2,636,000 of the total appropriation is provided solely for continued permitting work on the Mukilteo ferry terminal. The department shall seek additional federal funding for this project.

((~~(12)~~)) (11) The department shall develop a proposed ferry vessel maintenance, preservation, and improvement program and present it to the transportation committees of the legislature by July 1, 2010. The proposal must:

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

(b) Limit the amount of planned out-of-service time to the greatest extent possible, including options associated with department staff as well as commercial shipyards. At a minimum, the department shall consider the following:

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

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

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

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

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

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

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

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

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

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

((~~(13)~~)) (12) $247,000 of the Puget Sound capital construction account-- state appropriation is provided solely for the Washington state ferries to review and update its vessel life-cycle cost model and report the results to the house of representatives and senate transportation committees of the legislature by December 1, 2010. This review will evaluate the impact of the planned out-of-service periods scheduled for each vessel on the ability of the overall system to deliver uninterrupted service and will assess the risk of service disruption from unscheduled maintenance or longer than planned maintenance periods.

((~~(14)~~)) (13) The department shall work with the department of archaeology and historic preservation to ensure that the cultural resources investigation is properly conducted on all large ferry terminal projects. These projects must be conducted with active archaeological management. Additionally, the department shall establish a scientific peer review of independent archaeologists that are knowledgeable about the region and its cultural resources.

((~~(15)~~)) (14) The Puget Sound capital construction account--state appropriation includes up to ((~~$114,000,000~~)) $91,000,000 in proceeds from the sale of bonds authorized in RCW 47.10.843.

((~~(16)~~)) (15) The Puget Sound capital construction account--state appropriation reflects the reduction of three terminal positions due to decreased terminal activity and funding.

((~~(17)~~)) (16) The department shall provide data to the transportation committees of the senate and house of representatives for a transparent analysis of travel pay policies.

Sec. 909. 2010 c 247 s 307 (uncodified) is amended to read as follows:

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

Essential Rail Assistance Account--State

Appropriation . . . . . ((~~$333,000~~)) $334,000

Transportation Infrastructure Account--State

Appropriation . . . . . ((~~$13,184,000~~)) $12,348,000

Multimodal Transportation Account--State

Appropriation . . . . . ((~~$102,202,000~~)) $82,091,000

Multimodal Transportation Account--Federal

Appropriation . . . . . ((~~$619,527,000~~)) $48,445,000

((~~Multimodal Transportation Account--Private/Local Appropriation . . . . . $81,000~~))

TOTAL APPROPRIATION . . . . . ((~~$735,327,000~~)) $143,218,000

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

(1)(a) Except as provided otherwise in this section, the entire appropriations in this section are provided solely for the projects and activities as listed by project and amount in LEAP Transportation Document 2011-2 ALL PROJECTS ((~~2010-2~~)) as developed ((~~March 8, 2010~~)) April 19, 2011, Program - Rail Capital Program (Y).

(b)(i) Within the amounts provided in this section, $116,000 of the transportation infrastructure account--state appropriation is for a low-interest loan through the freight rail investment bank program to the Port of Ephrata (BIN 722710A) for rehabilitation of a rail spur.

(ii) Within the amounts provided in this section, ((~~$1,200,000~~)) $400,000 of the transportation infrastructure account--state appropriation is for a low-interest loan through the freight rail investment bank program to the Port of Everett (BIN 722810A) for a new rail track to connect a cement loading facility to the mainline.

(iii) The department shall issue the loans referenced in this subsection (1)(b) with a repayment period of no more than ten years, and only so much interest as is necessary to recoup the department's costs to administer the loans.

(c)(i) Within the amounts provided in this section, $1,713,000 of the multimodal transportation account--state appropriation and $333,000 of the essential rail assistance account--state appropriation are for statewide - emergent freight rail assistance projects as follows: Port of Ephrata/Ephrata - additional spur rehabilitation (BIN 722710A) $363,000; Tacoma Rail/Tacoma - new refinery spur tracks (BIN 711010A)

$420,000; CW Line/Lincoln County - grade crossing rehabilitation (BIN 700610A) $371,000; Chelatchie Prairie owned railroad/Vancouver - track rehabilitation (BIN 710110A) $367,000; Tacoma Rail/Tacoma - improved locomotive facility (BIN 711010B) $525,000.

(ii) Within the amounts provided in this section, ((~~$338,000~~)) $346,000 of the multimodal transportation account--state appropriation is for a statewide - emergent freight rail assistance project grant for the Lincoln County PDA/Creston - new rail spur (BIN ((~~710510A~~)) F01001E) project, provided that the grantee first documents to the satisfaction of the department sufficient commitments from the new shipper or shippers to locate in the publicly owned industrial park west of Creston to ensure that the net present value of the public benefits of the project is greater than the grant amount.

(d) Within the amounts provided in this section, ((~~$8,115,000~~)) $8,079,000 of the transportation infrastructure account--state appropriation is for grants to any intergovernmental entity or local rail district to which the department of transportation assigns the management and oversight responsibility for the business and economic development elements of existing operating leases on the Palouse River and Coulee City (PCC) rail lines. $300,000 of the transportation infrastructure account--state appropriation is provided solely for the fence line replacement project on the CW line. The PCC rail line system is made up of the CW, P&L, and PV Hooper rail lines. Business and economic development elements include such items as levels of service and business operating plans, but must not include the state's oversight of railroad regulatory compliance, rail infrastructure condition, or real property management issues. The PCC rail system must be managed in a self-sustaining manner and best efforts must be used to ensure that it does not require state capital or operating subsidy beyond the level of state funding expended on it to date. The assignment of the stated responsibilities to an intergovernmental entity or rail district must be on terms and conditions as the department of transportation and the intergovernmental entity or rail district mutually agree. The grant funds may be used only to refurbish the rail lines. It is the intent of the legislature to make the funds appropriated in this section available as grants to an intergovernmental entity or local rail district for the purposes stated

in this section at least until June 30, 2012, and to reappropriate as necessary any portion of the appropriation in this section that is not used by June 30, 2011.

(2)(a) The department shall issue a call for projects for the freight rail investment bank program and the emergent freight rail assistance program, and shall evaluate the applications according to the cost benefit methodology developed during the 2008 interim using the legislative priorities specified in (c) of this subsection. By November 1, 2010, the department shall submit a prioritized list of recommended projects to the office of financial management and the transportation committees of the legislature.

(b) When the department identifies a prospective rail project that may have strategic significance for the state, or at the request of a proponent of a prospective rail project or a member of the legislature, the department shall evaluate the prospective project according to the cost benefit methodology developed during the 2008 interim using the legislative priorities specified in (c) of this subsection. The department shall report its cost benefit evaluation of the prospective rail project, as well as the department's best estimate of an appropriate construction schedule and total project costs, to the office of financial management and the transportation committees of the legislature.

(c) The legislative priorities to be used in the cost benefit methodology are, in order of relative importance:

(i) Economic, safety, or environmental advantages of freight movement by rail compared to alternative modes;

(ii) Self-sustaining economic development that creates family-wage jobs;

(iii) Preservation of transportation corridors that would otherwise be lost;

(iv) Increased access to efficient and cost-effective transport to market for Washington's agricultural and industrial products;

(v) Better integration and cooperation within the regional, national, and international systems of freight distribution; and

(vi) Mitigation of impacts of increased rail traffic on communities.

(3) The department is directed to seek the use of unprogrammed

federal rail crossing funds to be expended in lieu of or in addition to state funds for eligible costs of projects in program Y.

(4) At the earliest possible date, the department shall apply, and assist ports and local jurisdictions in applying, for any federal funding that may be available for any projects that may qualify for such federal funding. State projects must be (a) currently identified on the project list referenced in subsection (1)(a) of this section or (b) projects for which no state match is required to complete the project. Local or port projects must not require additional state funding in order to complete the project, with the exception of (c) state funds currently appropriated for such project if currently identified on the project list referenced in subsection (1)(a) of this section or (d) potential grants awarded in the competitive grant process for the essential rail assistance program. If the department receives any federal funding, the department is authorized to obligate and spend the federal funds in accordance with federal law. To the extent permissible by federal law, federal funds may be used (e) in addition to state funds appropriated for projects currently identified on the project list referenced in subsection (1)(a) of this section in order to advance funding from future biennia for such project(s) or (f) in lieu of state funds; however, the state funds must be redirected within the rail capital program to advance funding for other projects currently identified on the project list referenced in subsection (1)(a) of this section. State funds may be redirected only upon consultation with the transportation committees of the legislature and the office of financial management, and approval by the director of the office of financial management. The department shall spend the federal funds before the state funds, and shall consult the office of financial management and the transportation committees of the legislature regarding project scope changes.

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

(6) The department shall, on a quarterly basis, provide to the office of financial management and the legislature reports providing the status on active projects identified in the LEAP transportation

document described in subsection (1)(a) of this section. Report formatting and elements must be consistent with the October 2009 quarterly project report.

(7) The multimodal transportation account--state appropriation includes up to $48,000,000 in proceeds from the sale of bonds authorized in RCW 47.10.867.

(8) When the balance of that portion of the miscellaneous program account apportioned to the department for the grain train program reaches $1,180,000, the department shall acquire twenty-nine additional grain train railcars.

(9) ((~~$590,000,000~~)) $22,354,000 of the multimodal transportation account--federal appropriation is provided solely for high-speed rail projects awarded to Washington state from the high-speed intercity passenger rail program under the American recovery and reinvestment act. Funding will allow for two additional round trips between Seattle and Portland, and other rail improvements.

(10) $2,200,000 of the multimodal transportation account--state appropriation is provided solely for expenditures related to the capital high-speed passenger rail grant that are not federally reimbursable.

(11) The Burlington Northern Santa Fe Skagit river bridge is an integral part of the rail system. Constructed in 1916, the bridge does not meet current design standards and is at risk during flood events that occur on the Skagit river. The department shall work with Burlington Northern Santa Fe and local jurisdictions to secure federal funding for the Skagit river bridge and to develop an appropriate replacement plan and schedule.

(12) $1,000,000 of the multimodal transportation account--state appropriation is provided solely for additional expenditures along the Chelatchie Prairie railroad ((~~(LN2000025)~~)) (710110A).

Sec. 910. 2010 c 247 s 308 (uncodified) is amended to read as follows:

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

((~~Highway Infrastructure Account--State Appropriation . . . . $207,000~~
~~Highway Infrastructure Account--Federal~~
~~Appropriation . . . . . $1,602,000~~))

Freight Mobility Investment Account--State
Appropriation . . . . . ((~~$13,848,000~~))
$9,170,000
Transportation Partnership Account--State
Appropriation . . . . . ((~~$8,863,000~~))
$6,828,000
Motor Vehicle Account--State Appropriation . . . . . ((~~$14,068,000~~))
$9,668,000
Motor Vehicle Account--Federal Appropriation . . . . . ((~~$43,835,000~~))
$25,727,000
Freight Mobility Multimodal Account--State
Appropriation . . . . . ((~~$15,620,000~~))
$7,472,000
Freight Mobility Multimodal Account--Local
Appropriation . . . . . ((~~$3,258,000~~))
$2,980,000
Multimodal Transportation Account--Federal
Appropriation $2,118,000
Multimodal Transportation Account--State
Appropriation . . . . . ((~~$28,855,000~~))
$20,923,000
Transportation 2003 Account (Nickel Account)--State
Appropriation $2,709,000
Passenger Ferry Account--State Appropriation . . . . . .((~~$2,879,000~~))
$1,764,000
Puyallup Tribal Settlement Account--State
Appropriation . . . . . ((~~$5,895,000~~))
$5,905,000
TOTAL APPROPRIATION . . . . . ((~~$143,757,000~~))
$95,264,000

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

(1) The department shall, on a quarterly basis, provide status reports to the legislature on the delivery of projects as outlined in the project lists incorporated in this section. For projects funded by new revenue in the 2003 and 2005 transportation packages, reporting elements shall include, but not be limited to, project scope, schedule, and costs. Other projects may be reported on a programmatic basis.

The department shall also provide the information required under this subsection on a quarterly basis via the transportation executive information system (TEIS).

(2) ((~~$2,729,000~~)) $1,614,000 of the passenger ferry account--state appropriation is provided solely for near and long-term costs of capital improvements ((~~in a~~)) and operating expenses that are consistent with the business plan approved by the governor for passenger ferry service.

(3) $150,000 of the passenger ferry account--state appropriation is provided solely for the Port of Kingston for a one-time operating subsidy needed to retain a federal grant.

(4) $3,000,000 of the motor vehicle account--federal appropriation is provided solely for the Coal Creek parkway project (L1000025).

(5) The department shall seek the use of unprogrammed federal rail crossing funds to be expended in lieu of or in addition to state funds for eligible costs of projects in local programs, program Z capital.

(6) The department shall apply for surface transportation program (STP) enhancement funds to be expended in lieu of or in addition to state funds for eligible costs of projects in local programs, program Z capital.

(7) Federal funds may be transferred from program Z to programs I and P and state funds shall be transferred from programs I and P to program Z to replace those federal funds in a dollar-for-dollar match. Fund transfers authorized under this subsection shall not affect project prioritization status. Appropriations shall initially be allotted as appropriated in this act. The department may not transfer funds as authorized under this subsection without approval of the office of financial management. The department shall submit a report on those projects receiving fund transfers to the office of financial management and the transportation committees of the legislature by December 1, 2009, and December 1, 2010.

(8) The city of Winthrop may utilize a design-build process for the Winthrop bike path project. Of the amount appropriated in this section for this project, $500,000 of the multimodal transportation account--state appropriation is contingent upon the state receiving from the city of Winthrop $500,000 in federal funds awarded to the city of Winthrop by its local planning organization.

(9) ((~~$18,289,000~~)) $13,732,000 of the multimodal transportation account--state appropriation, ((~~$8,810,000~~)) $7,104,000 of the motor vehicle account--federal appropriation, and ((~~$4,000,000~~)) $2,805,000 of the transportation partnership account--state appropriation are provided solely for the pedestrian and bicycle safety program projects and safe routes to schools program projects identified in LEAP Transportation Document 2009-A, pedestrian and bicycle safety program projects and safe routes to schools program projects, as developed March 30, 2009, LEAP Transportation Document 2007-A, pedestrian and bicycle safety program projects and safe routes to schools program projects, as developed April 20, 2007, and LEAP Transportation Document 2006-B, pedestrian and bicycle safety program projects and safe routes to schools program projects, as developed March 8, 2006. Projects must be allocated funding based on order of priority. 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 identify where unused grant funds remain because actual project costs were lower than estimated in the grant award.

(10) 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 2011-2 ALL PROJECTS ((~~2010-2~~)) as developed ((~~March 8, 2010~~)) April 19, 2011, Program - Local Program (Z).

(11) For the 2009-11 project appropriations, unless otherwise provided in this act, the director of financial management may authorize a transfer of appropriation authority between projects managed by the freight mobility strategic investment board in order for the board to manage project spending and efficiently deliver all projects in the respective program.

(12) ((~~$913,386 of the motor vehicle account--state appropriation and $2,858,000 of the motor vehicle account--federal appropriation are provided solely for completion of the US 101 northeast peninsula safety rest area and associated roadway improvements east of Port Angeles at~~

~~the Deer Park scenic view point. The department must surplus any right-of-way previously purchased for this project near Sequim. Approval to proceed with construction is contingent on surplus of previously purchased right-of-way. $865,000 of the motor vehicle account--state appropriation is to be placed into unallotted status until such time as the right-of-way sale is completed.~~

~~(13) $5,894,000~~)) $5,905,000 of the Puyallup tribal settlement account--state appropriation is provided solely for costs associated with the Murray Morgan/11th Street bridge project. The city of Tacoma may use the Puyallup tribal settlement account appropriation and other appropriated funds for bridge rehabilitation, bridge replacement, bridge demolition, and bridge mitigation. The department's participation, including prior expenditures, may not exceed ((~~$40,270,000~~)) $40,281,000. The city of Tacoma has taken ownership of the bridge in its entirety, and the payment of these funds extinguishes any real or implied agreements regarding future bridge expenditures.

((~~(14)~~)) (13) Up to ((~~$3,702,000~~)) $52,000 of the motor vehicle account--federal appropriation and ((~~$75,000~~)) $52,000 of the motor vehicle account--state appropriation are provided solely to reimburse the cities of Kirkland and Redmond for pavement and bridge deck rehabilitation on state route number 908 (project 1LP611A). These funds may not be expended unless the cities sign an agreement stating that the cities agree to take ownership of state route number 908 in its entirety and agree that the payment of these funds represents the entire state commitment to the cities for state route number 908 expenditures. The amount provided in this subsection is contingent on the enactment by June 30, 2010, of Senate Bill No. 6555.

((~~(15)~~)) (14) The department shall consider the condition of the Broadway bridge in the city of Everett when prioritizing bridge projects.

((~~(16)~~)) (15) In order to make the Hood Canal bridge safe for cyclists, the department must work with stakeholders to review bicycle safety needs on the bridge, including consideration of accident data and improvements already made to this project.

((~~(17) $250,000~~)) (16) $25,000 of the multimodal transportation account--state appropriation is provided solely for the Shell Valley emergency access road and bicycle/pedestrian path.

((~~(18) $500,000~~)) (17) $50,000 of the motor vehicle account--state appropriation is provided solely for improvements to the 150th and Murray Road intersection in the city of Lakewood.

((~~(19) $250,000~~)) (18) $100,000 of the motor vehicle account--state appropriation is provided solely for flood reduction solutions on state route number 522 caused by the lower McAleer and Lyon creek basins.

((~~(20)~~)) (19) $200,000 of the motor vehicle account--state appropriation is provided solely for improvements to the intersection of 39th Ave SE and state route number 96 in Snohomish county.

TRANSFERS AND DISTRIBUTIONS

Sec. 1001. 2010 c 247 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

Highway Bond Retirement Account Appropriation . . . . ((~~$733,667,000~~)) $720,842,000

Ferry Bond Retirement Account Appropriation $33,771,000

State Route Number 520 Corridor Account--State Appropriation . . . . . ((~~$600,000~~)) $1,308,000

Transportation Improvement Board Bond Retirement Account--State Appropriation . . . . . ((~~$22,962,000~~)) $21,084,000

Nondebt-Limit Reimbursable Account--State Appropriation . . . . . ((~~$18,451,000~~)) $16,850,000

Transportation Partnership Account--State Appropriation . . . . . ((~~$4,722,000~~)) $6,818,000

Motor Vehicle Account--State Appropriation . . . . . ((~~$901,000~~)) $672,000

Transportation 2003 Account (Nickel Account)--State Appropriation . . . . . ((~~$4,116,000~~))

$3,116,000

Special Category C Account--State Appropriation . . . . . ((~~$148,000~~))
$136,000

Urban Arterial Trust Account--State Appropriation $85,000

Transportation Improvement Account--State Appropriation $41,000

Multimodal Transportation Account--State
Appropriation . . . . . ((~~$283,000~~))
$164,000

TOTAL APPROPRIATION . . . . . ((~~$831,004,000~~))
$804,887,000

Sec. 1002. 2010 c 247 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

State Route Number 520 Corridor Account--State
Appropriation . . . . . ((~~$40,000~~))
$83,000

Transportation Partnership Account--State
Appropriation . . . . . ((~~$787,000~~))
$537,000

Motor Vehicle Account--State Appropriation . . . . . ((~~$122,000~~))
$62,000

Transportation 2003 Account (Nickel Account)--State
Appropriation . . . . . ((~~$364,000~~))
$264,000

Special Category C Account--State Appropriation . . . . . ((~~$15,000~~))
$12,000

Urban Arterial Trust Account--State Appropriation $5,000

Transportation Improvement Account--State Appropriation $3,000

Multimodal Transportation Account--State
Appropriation . . . . . ((~~$34,000~~))
$40,000

TOTAL APPROPRIATION . . . . . ((~~$1,370,000~~))
$1,006,000

Sec. 1003. 2010 c 247 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 MVFT BONDS AND TRANSFERS

Motor Vehicle Account--State Appropriation: For transfer to the Puget Sound Capital Construction Account . . . . . ((~~$114,000,000~~)) $91,000,000

The department of transportation is authorized to sell up to ((~~$114,000,000~~)) $91,000,000 in bonds authorized by RCW 47.10.843 for vessel and terminal acquisition, major and minor improvements, and long lead-time materials acquisition for the Washington state ferries.

Sec. 1004. 2010 1st sp.s. c 37 s 804 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER--ADMINISTRATIVE TRANSFERS

(1) ((~~Tacoma Narrows Toll Bridge Account--State Appropriation: For transfer to the Motor Vehicle Account--State . . . . . $5,288,000~~

~~(2)~~)) Motor Vehicle Account--State Appropriation: For transfer to the Puget Sound Ferry Operations Account--State . . . . . ((~~$54,100,000~~)) $78,000,000

((~~(3)~~)) (2) Recreational Vehicle Account--State Appropriation: For transfer to the Motor Vehicle Account--State . . . . . ((~~$2,000,000~~)) $1,800,000

((~~(4)~~)) (3) License Plate Technology Account--State Appropriation: For transfer to the Highway Safety Account--State $2,750,000

((~~(5)~~)) (4) Multimodal Transportation Account--State Appropriation: For transfer to the Puget Sound Ferry Operations Account--State . . . . . ((~~$9,000,000~~)) $13,000,000

((~~(6) Highway Safety Account--State Appropriation: For transfer to the Multimodal Transportation Account--State . . . . . $18,750,000~~

~~(7)~~)) (5) Department of Licensing Services Account--State

Appropriation: For transfer to the Motor Vehicle Account--State $1,300,000

((~~(8)~~)) (6) Advanced Right-of-Way Account: For transfer to the Motor Vehicle Account--State $14,000,000

((~~(9) State Route Number 520 Civil Penalties Account--State Appropriation: For transfer to the State Route Number 520 Corridor Account--State . . . . . $190,000~~

~~(10)~~)) (7) Advanced Environmental Mitigation Revolving Account--State Appropriation: For transfer to the Motor Vehicle Account--State $5,000,000

((~~(11)~~)) (8) Regional Mobility Grant Program Account--State Appropriation: For transfer to the Multimodal Transportation Account--State $4,000,000

((~~(12)~~)) (9) Motor Vehicle Account--State Appropriation: For transfer to the State Patrol Highway Account--State . . . . . ((~~$5,600,000~~)) $4,600,000

((~~(13) The transfers identified in this section are subject to the following conditions and limitations:~~

~~(a) The amount transferred in subsection (1) of this section represents repayment of operating loans and reserve payments provided to the Tacoma Narrows toll bridge account from the motor vehicle account in the 2005-07 fiscal biennium. However, if Engrossed Substitute Senate Bill No. 6499 is enacted by June 30, 2010, the transfer in subsection (1) of this section shall not occur.~~

~~(b) Any cash balance in the waste tire removal account in excess of one million dollars must be transferred to the motor vehicle account for the purpose of road wear-related maintenance on state and local public highways.~~

~~(c) The transfer in subsection (9) of this section represents toll revenue collected from toll violations.~~))

(10) Highway Safety Account--State Appropriation: For transfer to the Motor Vehicle Account--State $19,000,000

MISCELLANEOUS

NEW SECTION. **Sec. 1101.** 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. 1102.** Except for sections 703, 704, 705, 716, 719, and 722 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. 1103.** Sections 703, 704, 716, and 719 of this act are necessary for the immediate preservation of the public peace, health, or safety, or support of the state government and its existing public institutions, and take effect July 1, 2011.

NEW SECTION. **Sec. 1104.** Sections 705 and 722 of this act take effect upon certification by the secretary of transportation that the new statewide tolling operations center and photo toll system are fully operational. A notice of certification must be filed with the code reviser for publication in the state register. If a certificate is not issued by the secretary of transportation by December 1, 2012, sections 705 and 722 of this act are null and void.

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Passed by the House April 22, 2011.
Passed by the Senate April 20, 2011.
Approved by the Governor May 16, 2011, with the exception of certain items that were vetoed.
Filed in Office of Secretary of State May 17, 2011.

Note: Governor's explanation of partial veto is as follows:

"Thank you for your work on the supplemental and 2011-13 transportation budgets. I am returning, without my approval as to Sections 103(3), 103(4), 204(2), 205(3), 208(11), 210(4), 210(6), 221(3), 221(4), 221(7), 221(8), 221(9), 221(18), 305(6), 306(4), 308(6), 308(10), 308(12), 610, 706, 714, 722, and 817, Engrossed Substitute House Bill 1175 entitled:

"AN ACT Relating to making transportation appropriations for the 2009-2011 and 2011-2013 fiscal biennia."

Section 103(3), pages 3-4, Office of Financial Management, Predesign Requirements for Washington State Ferries

This proviso requires the Office of Financial Management (OFM) to review and modify the Department of Transportation's (WSDOT) predesign requirements for state ferry vessel and terminal projects so that they continue to meet legal mandates without unduly burdening WSDOT. OFM is committed to working with the legislative transportation committees and stakeholders during the interim to assess and re-write the predesign manual for all appropriate transportation facilities, not just for ferry terminals and vessels. For this reason, I have vetoed Section 103(3).

Section 103(4), page 4, Office of Financial Management, List of Ferry Demands to Bargain

This proviso requires the Office of Financial Management to provide the legislative transportation committees, on a quarterly basis, a list of all demands to bargain with respect to unions representing marine employees. While I support sharing this information with the Legislature, it should not be limited to only one sector of employees. Therefore, I am directing OFM to provide information on all demands to bargain received by the Labor Relations Office to the legislative transportation committees and the Joint Committee on Employment Relations, as appropriate. For this reason, I have vetoed Section 103 (4).

Section 204(2), page 8, Joint Transportation Committee, Study of Management Organizational Structure of Ferries Division

This proviso provides funding to the Joint Transportation Committee (JTC) to conduct a study of the management organizational structure of the Department of Transportation Ferries Division. The ferry system has been studied extensively. The transportation budget passed in 2009 directed twelve studies or reports, and six more were added in the 2010 budget. The JTC recently completed a three-year series of finance studies related to ferries. The most recent study was conducted last year by the national Passenger Vessel Association (PVA) at my request and provided recommendations now being implemented by the Ferries Division. This report noted that the level of oversight for Washington State Ferries is greater than the five ferry systems represented on the PVA panel that performed the study. "This constant responding, educating and reacting are tremendously costly and this expenditure could be better utilized elsewhere." For these reasons, I have vetoed Section 204(2).

Section 205(3), page 10, Transportation Commission, Survey of Transportation Users

This proviso ties the appropriation for a survey of transportation users to the passage of Substitute Senate Bill 5128, which did not pass. It is important to conduct a statistically valid survey to identify the transportation priorities the public would like to target for future investments. In order to preserve the funding necessary for this survey, I have vetoed Section 205(3).

Section 208(11), page 15, Department of Licensing, Commercial Drivers

Funding is provided to implement provisions of Engrossed House Bill 1229 (related to commercial drivers) from the Highway Safety Account-State. However, this proviso incorrectly identifies the funds as Motor Vehicle Account-Federal instead of Highway Safety Account-State. For this reason, I have vetoed Section 208(11).

Section 210(4), pages 17-18, Department of Transportation, Time, Leave and Labor System

This proviso directs the Department of Transportation to report quarterly on its progress on the development of a time, leave, and

labor distribution system. While this is a high priority for WSDOT, it is an important need of all state agencies. That is why I proposed that this project be developed as an enterprise solution by the Office of Financial Management in partnership with the Department of Personnel and WSDOT, with WSDOT being the pilot site to implement what will become an enterprise-wide application. Because it is important to clearly set out the state's commitment to an enterprise solution for business process systems improvements, I am vetoing this section and directing that the project commence as a partnership of state agencies with OFM leadership. For these reasons, I have vetoed Section 210(4).

Section 210(6), page 18, Department of Transportation, 511 Traveler Information System Improvements

This proviso directs the Department of Transportation to make enhancements to the 511 traveler information system, as well as to develop or purchase software to allow public transportation users to determine the public transportation options available to them. The private sector is providing similar services for travelers, often at no cost to consumers. During this time of limited state resources, it is unnecessary to dedicate scarce state resources to areas being addressed by the private sector. Furthermore, no funding was provided to accomplish these actions. For these reasons, I have vetoed Section 210(6).

Section 221(3), pages 31-32, Department of Transportation, Ferry Performance Metrics

This section requires the Department of Transportation to develop a set of performance metrics for the Ferries Division and make recommendations to the 2012 Legislature on which measurements should be incorporated into the transportation appropriations act. My Government Management Accountability and Performance (GMAP) program already requires WSDOT to include ferry performance measures as part of its quarterly reports. WSDOT is further enhancing its use of performance metrics, which was one of the recommendations of the Passenger Vessel Association study I directed last year. WSDOT will continue reporting its progress and we will share those updates with the Legislature. For these reasons, I have vetoed Section 221(3).

Section 221(4), page 32, Department of Transportation, Ferries Division Process Changes

This section requires the Department of Transportation Ferries Division to continue to identify and implement route-by-route on-time performance changes. At the same time, it directs WSDOT to consider slowing down vessels to save fuel. It is unclear how the Ferries Division should improve on-time performance while slowing down vessels. WSDOT remains committed to a safe and reliable ferry system, as evidenced by the 94% of sailings arriving within ten minutes of the scheduled sailing time in 2010. For these reasons, I have vetoed Section 221(4).

Section 221(7), page 32, Department of Transportation, Fiscal Year Reports Outlining Wages and Benefits to Ferry Employees

This proviso requires the Department of Transportation to provide to the legislative transportation committees fiscal year reports outlining wages and benefits provided to marine employees. While I support sharing this information with the Legislature, it should not be limited to only one sector of employees. Therefore, I am directing the Office of Financial Management to work with the appropriate agencies to provide wage and benefit information to the legislative transportation committees and ways and means committees. For these reasons, I have vetoed Section 221(7).

Section 221(8), page 32, Department of Transportation, Ferry Detail in the Transportation Executive Information System (TEIS)

This proviso requires the Department of Transportation to work with the Legislative Evaluation and Accountability Program Committee to provide more details on ferry projects in the capital reporting system used by the Legislature, Office of Financial Management, and WSDOT. It is important that versions of this system are compatible among the agencies for transmitting and comparing data. Furthermore, it would be premature to make such changes to the TEIS until the work required in Section 221(16) regarding the budget structure of the Ferries Division is complete, including a potential restructuring of the ferries budget. For these reasons, I have vetoed Section 221(8).

Section 221(9), page 32, Department of Transportation, Ferry Operating Program, Restrictions on Use of Appropriations for Labor Costs

This proviso limits appropriations used for labor costs to obligations under collective bargaining agreements, civil service laws, and judgments. This limitation would prevent the Department of Transportation from paying legal and necessary labor costs that fall outside these constraints. For example, WSDOT would not be able to pay the salaries and benefits of exempt employees, travel reimbursement for all nonrepresented employees, or the cost of contractors who perform labor-related services from funds appropriated for labor costs. For this reason, I have vetoed Section 221(9).

Section 221(18), pages 34-35, Department of Transportation, Ferry Operating Program, Report Linking Vessel Asset Condition Reports with Vessel Life-Cycle Cost Model

This proviso requires the Department of Transportation to link vessel asset condition reports with its life-cycle cost model for integration with a vessel management system. It also requires WSDOT's 2013-15 budget request to provide a project scope for implementing a vessel asset management system. Predesign requirements, life-cycle cost model changes, asset condition ratings, proposed new management systems, and revised budget structures must be considered in total. To that end, I am directing the Office of Financial Management to convene a workgroup that includes staff from the legislative transportation committees to evaluate how these various requirements should be integrated and reflected in future budget instructions. Therefore, I have vetoed Section 221(18).

Section 305(6), page 40, Department of Transportation, Redistributed Federal Funds

Section 306(4), page 47, Department of Transportation, Redistributed Federal Funds

These provisos require that redistributed federal funds received by the Department of Transportation first be applied to offset planned expenditures of state funds, and second to offset planned expenditures of federal funds, on projects identified in the project list in the 2010 supplemental budget. If these options are not feasible, WSDOT must consult with the Joint Transportation Committee (JTC) prior to obligating redistributed federal funds. If such consultation is not feasible and Washington does not act quickly, we may lose the opportunity to receive redistributed federal funds. However, because input from the Legislature is important, I am directing WSDOT to consult with JTC members when possible. For this reason, I have vetoed Section 305(6) and Section 306(4).

Section 308(6), page 50, Department of Transportation, Ferry Capital Program, Restrictions on Use of Appropriations for Labor Costs

This proviso limits appropriations used for labor costs to obligations under collective bargaining agreements, civil service laws, and judgments. This limitation would prevent the Department of Transportation from paying legal and necessary labor costs that fall outside these constraints. For example, WSDOT would not be able to pay the salaries and benefits of exempt employees, travel reimbursement for all nonrepresented employees, or the cost of contractors who perform labor-related services from funds appropriated for labor costs. For this reason, I have vetoed Section 308(6).

Section 308(10), page 51, Department of Transportation, Ferry Capital Program, Review and Adjust Capital Funding Levels

This proviso requires the Department of Transportation to review and adjust its capital program staffing levels, compare the findings to a 2009 capital staffing level report, and report to the Office of Financial Management and the legislative transportation committees. WSDOT is currently conducting a thorough review of its staffing levels in all program areas, including the Ferries Division, as it downsizes to meet diminishing revenues. Thus, this requirement specific to Ferries is unnecessary. Therefore, I have vetoed Section 308(10).

Section 308(12), page 51, Department of Transportation, Ferry Capital Program, Provide Cost-Benefit Analysis of Eagle Harbor Slips

This proviso requires the Department to conduct a cost-benefit analysis of replacing or repairing existing structures at the Eagle Harbor maintenance facility. A report is due to the Legislature by December 31, 2011. While I appreciate the need for a thoughtful cost-benefit analysis prior to any capital budget request, I cannot support another unfunded reporting mandate. I am directing the Office of Financial Management to ensure adequate provisions are included in the predesign manual and budget instructions to address these concerns. Therefore, I have vetoed Section 308(12).

Section 610, pages 73-74, Department of Transportation, Report on Department's Future Business Model

This section requires the Department of Transportation to report to the Joint Transportation Committee on its future business model staffing scenarios and method of program and project delivery. I understand the importance of tailoring the workforce both to reflect the ramping down of construction funded by the last two transportation revenue packages and to prepare for a potential new transportation revenue package. However, Section 608 also directs WSDOT to develop new business practices so that a smaller, more nimble workforce can effectively and efficiently deliver transportation projects. In addition, WSDOT is already conducting a thorough review of its staffing levels as it downsizes to meet diminishing revenues. Because this section is unnecessary, I have vetoed Section 610.

Section 706, pages 82-83, Department of Transportation, Exempts Ferries from Biodiesel Requirements for 2011-13

This section exempts ferries from the state biodiesel use requirement. By leveraging federal and private funding, we have made the infrastructure investments to provide biodiesel to ferries. We are moving forward with changes to state procurement contracts to help further reduce the cost of biodiesel and take advantage of available in-state production. If we walk away now, our state funding investments in the industry will be lost, our oilseed farming and refining jobs will move out of state, and we will be forced to pay more to transport biodiesel products from the midwest. The rising cost of gas serves to remind us that we must rely on ourselves, not other countries, for our economic security and safety. I am directing

the Department of Transportation to use as much biodiesel as possible within its authorized budget. For these reasons, I have vetoed Section 706.

Section 714, pages 95-96, Marine Employees' Commission Duties Subject to Available Amounts Appropriated for Statutory Duties

RCW 47.64.280 creates the Marine Employees' Commission (MEC). Section 714 amends this statute to provide that MEC shall not perform its duties as identified in this section if funding is not provided. Because funding for MEC has not been provided, this section would prohibit it from performing its statutory duties. Among its duties, MEC adjudicates complaints, grievances, and disputes between labor and management arising out of the operation of the ferry system. A provision in a budget bill cannot extinguish the rights of employees and labor organizations to access MEC to resolve disputes. Changing or eliminating MEC duties should be the subject of a policy bill, not a provision in a two-year budget bill. For these reasons, I have vetoed Section 714.

Section 722, page 99, Toll Enforcement and Administration

During the 2010 legislative session, two separate pieces of legislation, SB 6379 and ESSB 6499, amended RCW 46.63.160 without reference to each other. This section repeals one of those amendments. However, this action is unnecessary because RCW 1.12.025 clearly provides that the amendments can be merged because they do not conflict in purpose. While ESSB 6499 made policy changes related to toll enforcement as we move to a statewide photo toll system, SB 6379 made technical changes to a variety of vehicle and vessel title and registration statutes intended to have no policy or substantive legal effect. For this reason, I have vetoed Section 722.

Section 817, pages 130-131, Department of Transportation

A reduction of $7.5 million in the Multimodal Transportation Account-State appropriation was made in the Rail Operating program for the 2009-11 biennium because it was assumed that there would be offsetting Amtrak credits. Amtrak recently informed WSDOT that it had incorrectly calculated the credits. Vetoing this section will restore funding to 2010 levels and allow the Rail Operating program the flexibility needed to close the 2009-11 Biennium. WSDOT is directed to report to the Office of Financial Management and legislative transportation committees on the total credits received from Amtrak. For these reasons, I have vetoed Section 817.

With the exception of Sections 103(3), 103(4), 204(2), 205(3), 208 (11), 210(4), 210(6), 221(3), 221(4), 221(7), 221(8), 221(9), 221 (18), 305(6), 306(4), 308(6), 308(10), 308(12), 610, 706, 714, 722, and 817, Engrossed Substitute House Bill 1175 is approved."

2011-13 Omnibus Operating Budget

2ESHB 1087; Chapter 50, Laws of 2011

Sections 718 - 721

(Including LEAP Documents)

(8) The office of the code reviser shall assist the commission with bill drafting as needed.

(9) This section expires June 30, 2012.

**Sec. 716 was vetoed. See message at end of chapter.*

NEW SECTION. **Sec. 717. FOR THE OFFICE OF FINANCIAL MANAGEMENT--STATE EFFICIENCY AND RESTRUCTURING REPAYMENT**

General Fund--State Appropriation (FY 2012) $5,487,000
General Fund--State Appropriation (FY 2013) $5,487,000
TOTAL APPROPRIATION $10,974,000

The appropriations in this section are subject to the following conditions and limitations: The appropriations in this section are provided solely for expenditure into the cleanup settlement account on July 1, 2011, and July 1, 2012, as repayment of moneys that were transferred to the state efficiency and restructuring account.

NEW SECTION. **Sec. 718.** A new section is added to 2011 c 367 (uncodified) to read as follows:

FOR THE OFFICE OF FINANCIAL MANAGEMENT--TRANSPORTATION EMPLOYEES--RETIREMENT SYSTEM CONTRIBUTIONS

Dedicated Funds and Accounts Appropriation $148,000

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

(1) The appropriation in this section is provided solely to increase agency and institution appropriations in accordance with the schedules in LEAP Transportation Document C-AFS dated May 22, 2011, which is hereby incorporated by reference. The office of financial management shall allocate the moneys appropriated in this section in the amounts specified and adjust appropriation schedules accordingly.

(2) The appropriation in this section reflects additional retirement system contributions resulting from House Bill No. 2070 (average final compensation). If the bill is not enacted by June 30, 2011, the amounts provided in this section shall lapse.

NEW SECTION. **Sec. 719.** A new section is added to 2011 c 367 (uncodified) to read as follows:

FOR THE OFFICE OF FINANCIAL MANAGEMENT--TRANSPORTATION EMPLOYEES--RETIREMENT SYSTEM CONTRIBUTIONS

Dedicated Funds and Accounts Appropriation . . . . . ($64,000)

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

(1) The appropriation in this section is provided solely to reduce agency and institution appropriations in accordance with the schedules in LEAP Transportation Document C-RTA dated May 22, 2011, which is hereby incorporated by reference. The office of financial management shall allocate the moneys appropriated in this section in the amounts specified and adjust appropriation schedules accordingly.

(2) The appropriation in this section reflects reduced retirement system contributions resulting from Substitute Bill No. 1981 (higher education retirement plans and postretirement employment). If the bill is not enacted by June 30, 2011, this section shall not take effect.

NEW SECTION. **Sec. 720.** A new section is added to 2011 c 367 (uncodified) to read as follows:

FOR THE OFFICE OF FINANCIAL MANAGEMENT--TRANSPORTATION EMPLOYEE SALARY REDUCTIONS

Dedicated Funds and Accounts Appropriation . . . . . ($17,856,000)

The appropriation in this section is solely for the purposes designated in this section and is subject to the following conditions and limitations:

(1) The appropriation in this section is provided solely to reduce agency appropriations in the transportation appropriations act to reflect savings associated with a 3.0 percent salary reduction for state employees as provided in Substitute Senate Bill No. 5860 (state government employee compensation).

(2) The appropriation from dedicated funds and accounts shall be made in the amounts specified and from the dedicated funds and accounts specified in LEAP Transportation Document C-GLK dated May 22, 2011, which is hereby incorporated by reference. The office of financial management shall allocate the moneys appropriated in this section in the amounts specified and to the state agencies specified in LEAP Transportation Document C-GLK and adjust appropriation schedules accordingly. The office of financial management shall make any further allotment adjustments necessary to reflect agency mergers or consolidations assumed in this act.

*NEW SECTION. **Sec. 721.** A new section is added to 2011 c 367 (uncodified) to read as follows:

FOR THE OFFICE OF FINANCIAL MANAGEMENT--TRANSPORTATION EMPLOYEES RETIREMENT SYSTEM CONTRIBUTIONS

Dedicated Funds and Accounts Appropriation . . . . . ($13,576,000)

The appropriation in this section is solely for the purposes designated in this section and is subject to the following conditions and limitations:

(1) The appropriation in this section is provided solely to reduce agency appropriations in the transportation appropriations act to reflect retirement system employer contribution rate changes. The appropriation from dedicated funds and accounts shall be made in the amounts specified and from the dedicated funds and accounts specified in LEAP Transportation Document C-GLU dated May 22, 2011, which is hereby incorporated by reference. The office of financial management shall allocate the moneys appropriated in this section in the amounts specified and to the state agencies specified in LEAP Transportation Document C-GLU and adjust appropriation schedules accordingly.

(2) The appropriation in this section reflect reduced retirement system contributions resulting from Senate Bill No. 5920 (limiting annual increase amounts). If the bill is not enacted by June 30, 2011, this section shall not take effect.

Sec. 721 was partially vetoed. See message at end of chapter.

NEW SECTION. **Sec. 722. FOR THE OFFICE OF FINANCIAL MANAGEMENT--CENTRAL SERVICES EFFICIENCIES**

The office of financial management shall work with the appropriate state agencies to generate savings of $1,875,000 from the state general fund resulting from Senate Bill No. 5931 (state government). From appropriations in this act, the office of financial management shall reduce general fund--state allotments by $1,875,000 for fiscal year 2013 to reflect savings resulting from Senate Bill No. 5931 (state government). The allotment reductions shall be placed in unallotted status and remain unexpended.

NEW SECTION. **Sec. 723. FOR THE OFFICE OF FINANCIAL MANAGEMENT--TRANSITIONAL HOUSING OPERATING AND RENT ACCOUNT**

Home Security Fund--State Appropriation $7,500,000

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2011-13 Transportation Budget
Average Final Compensation Adjust
LEAP Transportation Document C-AFS
May 22, 2011
(Dollars in Thousands)

Agency	Fund	FY 2012	FY2013	
State Patrol	State Patrol Highway Account-State	13	15	
Licensing	Highway Safety Account-State	6	7	
	Motor Vehicle Account-State	3	3	
Dept Transportation	Motor Vehicle Account-State	29	34	
	Puget Sound Ferry Operations Account-State	17	21	
	Totals	68	80	
				Biennial
	State Patrol Highway Account-State	13	15	28
	Puget Sound Ferry Operations Account-State	17	21	38
	Motor Vehicle Account-State	32	37	69
	Highway Safety Account-State	6	7	13
	Totals	68	80	148

2011-13 Transportation Budget
Retire-Rehire Changes (State)
LEAP Transportation Document C-RTA
May 22, 2011
(Dollars in Thousands)

Agency	Fund	FY 2012	FY2013	
State Patrol	State Patrol Highway Account-State	(3)	(4)	
Licensing	Highway Safety Account-State	(3)	(4)	
	Motor Vehicle Account-State	(1)	(2)	
Dept Transportation	Motor Vehicle Account-State	(12)	(16)	
	Puget Sound Ferry Operations Account-State	(9)	(10)	
	Totals	(28)	(36)	
				Biennial
	State Patrol Highway Account-State	(3)	(4)	(7)
	Puget Sound Ferry Operations Account-State	(9)	(10)	(19)
	Motor Vehicle Account-State	(13)	(18)	(31)
	Highway Safety Account-State	(3)	(4)	(7)
	Totals	(28)	(36)	(64)

2011-13 Transportation Budget
3% Salary Cut for State Employees
LEAP Transportation Document C-GLK
May 22, 2011
(Dollars in Thousands)

Agency	Fund	FY 2012	FY2013
Jt Trans Committee	Motor Vehicle Account-State	(9)	(9)
LEAP Committee	Motor Vehicle Account-State	(6)	(6)
OFM	Motor Vehicle Account-State	(8)	(8)
	Puget Sound Ferry Operations Account-State	(1)	(1)
State Patrol	State Patrol Highway Account-State	(1,225)	(1,231)
Traffic Safety Comm	Highway Safety Account-State	(6)	(6)
	Highway Safety Account-Federal	(36)	(36)
Licensing	Motorcycle Safety Education Account-State	(13)	(14)
	Wildlife Account-State	(10)	(10)
	Highway Safety Account-State	(1,182)	(1,193)
	Motor Vehicle Account-State	(538)	(540)
	Motor Vehicle Account-Local	(2)	(2)
	DOL Services Account-State	(22)	(22)
Arch/Historic Preser	Motor Vehicle Account-State	(4)	(4)
Dept Transportation	Aeronautics Account-State	(22)	(22)
	High-Occupancy Toll Lanes Account-State	(8)	(8)
	Motor Vehicle Account-State	(5,365)	(5,378)
	Puget Sound Ferry Operations Account-State	(225)	(225)
	Multimodal Transportation Account-State	(101)	(102)
	Tacoma Narrows Toll Bridge Account-State	(25)	(25)
County Road Admin Bd	Rural Arterial Trust Account-State	(10)	(10)
	Motor Vehicle Account-State	(22)	(22)
	County Arterial Preservation Account-State	(15)	(17)
Transpo Improve Bd	Urban Arterial Trust Account-State	(14)	(14)
	Transportation Improvement Account-State	(14)	(14)
Transportation Comm	Motor Vehicle Account-State	(13)	(13)
Freight Mobility	Motor Vehicle Account-State	(6)	(6)
Agriculture	Motor Vehicle Account-State	(8)	(8)
	Totals	(8,910)	(8,946)

			Biennial
Aeronautics Account-State	(22)	(22)	(44)
County Arterial Preservation Account-State	(15)	(17)	(32)
DOL Services Account-State	(22)	(22)	(44)
High-Occupancy Toll Lanes Account-State	(8)	(8)	(16)
Highway Safety Account-Federal	(36)	(36)	(72)
Highway Safety Account-State	(1,188)	(1,199)	(2,387)
Motor Vehicle Account-Local	(2)	(2)	(4)
Motor Vehicle Account-State	(5,979)	(5,994)	(11,973)
Motorcycle Safety Education Account-State	(13)	(14)	(27)
Multimodal Transportation Account-State	(101)	(102)	(203)
Puget Sound Ferry Operations Account-State	(226)	(226)	(452)
Rural Arterial Trust Account-State	(10)	(10)	(20)
Tacoma Narrows Toll Bridge Account-State	(25)	(25)	(50)
Transportation Improvement Account-State	(14)	(14)	(28)
Urban Arterial Trust Account-State	(14)	(14)	(28)
Wildlife Account-State	(10)	(10)	(20)
State Patrol Highway Account-State	(1,225)	(1,231)	(2,456)
Totals	(8,910)	(8,946)	(17,856)

2011-13 Transportation Budget
Suspend Plan 1 Uniform COLA
LEAP Transportation Document C-GLU
May 22, 2011
(Dollars in Thousands)

Agency	Fund	FY 2012	FY2013
Jt Trans Committee	Motor Vehicle Account-State	(3)	(5)
LEAP Committee	Motor Vehicle Account-State	(3)	(4)
OFM	Motor Vehicle Account-State	(4)	(5)
	Puget Sound Ferry Operations Account-State	(1)	(1)
State Patrol	State Patrol Highway Account-State	(568)	(780)
Traffic Safety Comm	Highway Safety Account-State	(2)	(3)
	Highway Safety Account-Federal	(15)	(21)
Licensing	Motorcycle Safety Education Account-State	(6)	(9)
	Wildlife Account-State	(5)	(7)
	Highway Safety Account-State	(568)	(782)
	Motor Vehicle Account-State	(258)	(353)
	Motor Vehicle Account-Local	(1)	(2)
	DOL Services Account-State	(11)	(15)
Arch/Historic Preser	Motor Vehicle Account-State	(2)	(3)
Dept Transportation	Aeronautics Account-State	(11)	(15)
	High-Occupancy Toll Lanes Account-State	(4)	(6)
	Motor Vehicle Account-State	(2,579)	(3,530)
	Puget Sound Ferry Operations Account-State	(1,579)	(2,157)
	Multimodal Transportation Account-State	(49)	(67)
	Tacoma Narrows Toll Bridge Account-State	(12)	(16)
County Road Admin Bd	Rural Arterial Trust Account-State	(5)	(7)
	Motor Vehicle Account-State	(10)	(14)
	County Arterial Preservation Account-State	(7)	(11)
Transpo Improve Bd	Urban Arterial Trust Account-State	(7)	(9)
	Transportation Improvement Account-State	(7)	(9)
Transportation Comm	Motor Vehicle Account-State	(6)	(9)
Freight Mobility	Motor Vehicle Account-State	(2)	(2)
Agriculture	Motor Vehicle Account-State	(4)	(5)
	Totals	(5,729)	(7,847)

				Biennial
	Aeronautics Account-State	(11)	(15)	(26)
	County Arterial Preservation Account-State	(7)	(11)	(18)
	DOL Services Account-State	(11)	(15)	(26)
	High-Occupancy Toll Lanes Account-State	(4)	(6)	(10)
	Highway Safety Account-Federal	(15)	(21)	(36)
	Highway Safety Account-State	(570)	(785)	(1,355)
	Motor Vehicle Account-Local	(1)	(2)	(3)
	Motor Vehicle Account-State	(2,871)	(3,930)	(6,801)
	Motorcycle Safety Education Account-State	(6)	(9)	(15)
	Multimodal Transportation Account-State	(49)	(67)	(116)
	Puget Sound Ferry Operations Account-State	(1,580)	(2,158)	(3,738)
	Rural Arterial Trust Account-State	(5)	(7)	(12)
	Tacoma Narrows Toll Bridge Account-State	(12)	(16)	(28)
	Transportation Improvement Account-State	(7)	(9)	(16)
	Urban Arterial Trust Account-State	(7)	(9)	(16)
	Wildlife Account-State	(5)	(7)	(12)
	State Patrol Highway Account-State	(568)	(780)	(1,348)
	Totals	(5,729)	(7,847)	(13,576)

Washington State Ferry System

2ESSB 5742; Chapter 16, Laws of 2011

Section 3(7)

~~destruction of the Hood Canal bridge, and~~)) 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 ferries including the Hood Canal bridge, supplementing as required the revenues available from the~~)) Washington state ferry system.

NEW SECTION. **Sec. 2.** A new section is added to chapter 47.60 RCW to read as follows:

(1) The capital vessel replacement account is created in the motor vehicle fund. All revenues generated from the vessel replacement surcharge under RCW 47.60.315(7) must be deposited into the account. Moneys in the account may be spent only after appropriation. Expenditures from the account may be used only for the construction or purchase of ferry vessels and to pay the principal and interest on bonds authorized for the construction or purchase of ferry vessels. However, expenditures from the account must first be used to support the construction or purchase, including any applicable financing costs, of a ferry vessel with a carrying capacity of at least one hundred forty-four cars.

(2) The state treasurer may not transfer any moneys from the capital vessel replacement account except to the transportation 2003 account (nickel account) for debt service on bonds issued for the construction of a 144-car class ferry vessel.

Sec. 3. RCW 47.60.315 and 2007 c 512 s 6 are each amended to read as follows:

(1) The commission shall adopt fares and pricing policies by rule, under chapter 34.05 RCW, according to the following schedule:

(a) Each year the department shall provide the commission a report of its review of fares and pricing policies, with recommendations for the revision of fares and pricing policies for the ensuing year;

(b) By September 1st of each year, beginning in 2008, the commission shall adopt by rule fares and pricing policies for the ensuing year.

(2) The commission may adopt by rule fares that are effective for more or less than one year for the purposes of transitioning to the fare schedule in subsection (1) of this section.

(3) The commission may increase ferry fares included in the schedule of charges adopted under this section by a percentage that exceeds the fiscal growth factor.

(4) The chief executive officer of the ferry system may authorize the use of promotional, discounted, and special event fares to the general public and commercial enterprises for the purpose of maximizing capacity use and the revenues collected by the ferry system. The department shall report to the commission a summary of the promotional, discounted, and special event fares offered during each fiscal year and the financial results from these activities.

(5) Fare revenues and other revenues deposited in the Puget Sound ferry operations account created in RCW 47.60.530 may not be used to support the Puget Sound capital construction account created in RCW 47.60.505, unless the support for capital is separately identified in the fare.

(6) The commission may not raise fares until the fare rules contain pricing policies developed under RCW 47.60.290, or September 1, 2009, whichever is later.

<u>(7) The commission shall impose a vessel replacement surcharge of twenty-five cents on every one-way and round-trip ferry fare sold, including multiride and monthly pass fares. This surcharge must be clearly indicated to ferry passengers and drivers and, if possible, on the fare media itself.</u>

Sec. 4. RCW 82.08.0255 and 2007 c 223 s 9 are each amended to read as follows:

(1) The tax levied by RCW 82.08.020 shall not apply to sales of motor vehicle and special fuel if:

(a) The fuel is purchased for the purpose of public transportation and the purchaser is entitled to a refund or an exemption under RCW 82.36.275 or 82.38.080(3); or

Legislative Budget Notes

2011-13 Transportation Budget
Operating and Capital

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2011-13 Washington State Transportation Budget

Agency Summary

TOTAL OPERATING AND CAPITAL BUDGET

Total Appropriated Funds

(Dollars in Thousands)

	Enacted
Department of Transportation	**7,028,561**
Pgm B - Toll Op & Maint-Op	57,072
Pgm C - Information Technology	70,580
Pgm D - Facilities-Operating	25,420
Pgm D - Facilities-Capital	5,433
Pgm F - Aviation	8,146
Pgm H - Pgm Delivery Mgmt & Suppt	46,443
Pgm I - Hwy Const/Improvements	4,034,328
Pgm K - Public/Private Part-Op	711
Pgm M - Highway Maintenance	378,435
Pgm P - Hwy Const/Preservation	753,714
Pgm Q - Traffic Operations	50,774
Pgm Q - Traffic Operations - Cap	12,039
Pgm S - Transportation Management	28,311
Pgm T - Transpo Plan, Data & Resch	48,226
Pgm U - Charges from Other Agys	88,929
Pgm V - Public Transportation	111,466
Pgm W - WA State Ferries-Cap	283,341
Pgm X - WA State Ferries-Op	463,606
Pgm Y - Rail - Op	29,912
Pgm Y - Rail - Cap	426,444
Pgm Z - Local Programs-Operating	11,062
Pgm Z - Local Programs-Capital	94,169
Washington State Patrol	364,759
Department of Licensing	239,909
Joint Transportation Committee	2,034
LEAP Committee	494
Office of Financial Management	6,811
Utilities and Transportation Comm	504
WA Traffic Safety Commission	48,893
Archaeology & Historic Preservation	417
County Road Administration Board	72,090
Transportation Improvement Board	208,481
Transportation Commission	2,213
Freight Mobility Strategic Invest	686
State Parks and Recreation Comm	986
Department of Agriculture	1,185
Total Appropriation	**7,978,023**
Bond Retirement and Interest	1,049,389
Total	**9,027,412**

2011-13 Transportation Budget

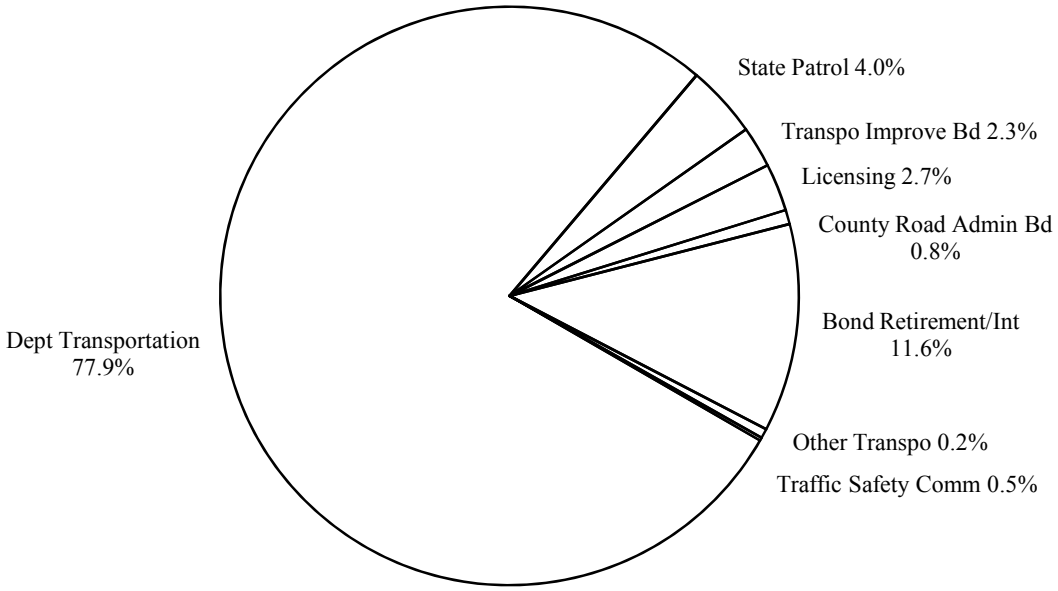
Chapter 367, Laws of 2011, Partial Veto (ESHB 1175)

Total Appropriated Funds

(Dollars in Thousands)

MAJOR COMPONENTS BY AGENCY

Total Operating and Capital Budget



Major Transportation Agencies	
Department of Transportation	7,028,561
Washington State Patrol	364,759
Transportation Improvement Board	208,481
Department of Licensing	239,909
County Road Administration Board	72,090
Bond Retirement and Interest	1,049,389
Washington Traffic Safety Commission	48,893
Other Transportation	15,330
Total	**9,027,412**

2011-13 Transportation Budget

Budget Summary

- The transportation budget appropriates $9.0 billion for transportation operations and capital needs for the upcoming biennium.
- Of the 421 projects paid for by the 2003 Transportation (Nickel) and Transportation Partnership Account (TPA) revenue, almost 300 have been completed. The sum of $4.1 billion is provided in the 2011-13 biennial budget for all highway improvements, including the continued implementation of these projects started by the 2003 and 2005 Legislatures.
- Additionally, substantial investments are made to preserve and maintain the state's highway system ($1.1 billion).
- The transportation budget also makes significant investments in passenger rail ($426 million), ferry terminal and vessel projects ($283 million), freight mobility and rail projects ($38 million), and transit and bike/pedestrian grant programs ($110 million).
- Transportation revenue sources have continued to grow more slowly than expected, with projected revenues for the 2011-13 biennium $100 million less than what was assumed a year ago (a roughly 2 percent decrease).
- For the 10-year outlook, the revenue forecast changes resulted in a downward correction of about $860 million (about 4 percent) over a 10-year period with respect to state revenues. In combination with changes in assumptions about the utilization of federal funding, the cost to deliver Nickel and TPA projects, and the need to issue bonds, the forecast changes increased the gap over a 10-year period between expected resources and outlays by another $600 million (on top of the known $1.1 billion at the end of the 2010 session) to a total gap of about $1.7 billion.

Accountability Measures

With the completion of the Nickel and TPA construction programs in sight and the continuing erosion of underlying transportation revenues, the transportation budget emphasizes accountability and efficiency measures. State transportation agencies are directed to reduce administrative and overhead costs and seek new means of partnering with the private sector to deliver public services. The state will need to demonstrate that current resources are well managed before new revenues may be raised for future investments.

Increased Partnerships with the Private Sector

The transportation budget directs the Department of Transportation (DOT) to transition to a smaller, more efficient technical and engineering workforce. DOT will reduce its workforce levels by 400 full-time equivalent (FTE) employees by the end of the 2011-13 biennium, with an eventual reduction of 800 FTEs.

The Joint Transportation Committee will conduct a study to evaluate the potential for financing state transportation projects using innovative financing methods, including public private partnerships. The study will evaluate whether public private partnerships are in the public interest, including the effects of private versus public financing on the state's bonding capacity.

Ferry System Accountability

At the bargaining table, Washington State Ferries (WSF) management and labor successfully reached an agreement to bring marine employee benefits more in line with represented general government employee benefits. These efforts are estimated to save $10 million per year. In addition, labor representatives have committed to starting these savings during the 2009-11 biennium, saving the system an additional estimated $500,000. Reductions in headquarters and administrative activities will save an additional $4.1 million. All in

all, savings in the ferry system budget total almost $25 million but are not sufficient to balance the operating account for the next biennium. As a result, $90 million will have to be transferred from other transportation accounts to ensure continuous, sustainable service.

In addition to the WSF budget changes, the Marine Employees Commission will be consolidated into the Public Employee Relations Commission resulting in $400,000 savings to the transportation budget.

Reductions in Transportation Budgets

To help close the transportation deficit, transportation agencies are asked to trim ongoing daily operations. This initiative will achieve $25.8 million in biennial budget savings.

Efficiencies in contracted services for Tacoma Narrows Bridge tolling operations will save an estimated $4.5 million. Effective February 2011, a new statewide Customer Service Center (CSC) opened to replace the existing CSC. Costs for this contract will be allocated among the Tacoma Narrows Bridge (TNB), State Route (SR) 167, and the SR 520 Bridge.

Consistent with policies enacted in the Omnibus Appropriations Act, a temporary 3 percent reduction in salaries is expected to save $17.9 million for the 2011-13 biennium, and $13.6 million will be saved by suspending the cost-of-living allowances for members of the Plan 1 retirement systems.

The Amtrak Cascades passenger rail service, a service sponsored by the state, expects $7.5 million in Amtrak credit savings during the 2011-13 biennium.

Operating Investments in Transportation in the 2011-13 Biennium

The transportation operating budget for the 2011-13 biennium includes expenditure authority of $3.2 billion, an increase of about $300 million from the enacted 2009-11 biennial budget as amended in 2010.

Investments in Information Technology and Equipment

The amount of $7.4 million is provided through short-term financing (certificates of participation [COPs]) for an online fuel tax collection system. The Department of Licensing collects fuel tax revenue of over $1.2 billion a year. The current system requires labor-intensive manual processes and results in an estimated loss of revenue of $3 million to $6 million a year. In addition to increased revenue, a new system will provide customer benefits such as electronic filing and improved quality and availability of information. The elimination of paperwork processing is expected to eliminate the need for 10 FTEs and provide savings in processing costs beginning in fiscal year 2014.

The $10.8 million Enterprise Time Keeping system will support WSF's ability to manage employee time, leave, and benefit usage, an important tool in the effort to respond to criticism of the ferry system's ability to manage its own employees. The system will replace existing personnel and payroll systems at DOT.

The Washington State Patrol's (WSP) Mobile Office Platform is funded at $7.3 million through COPs. When fully implemented, all highway system troopers will have computer access in their patrol cars, allowing queries to the electronic driver and vehicle databases. The troopers will also have access to digital cameras to record video evidence. These tools will increase officer efficiency and data accuracy, officer and public safety, and liability mitigation.

For WSP, the transportation budget fully funds the equipment, infrastructure, and systems integration costs related to complying with the Federal Communications Commission's narrowbanding requirements. The investment will allow WSP to maintain continuity of radio coverage upon the change on January 1, 2013. In all, $40.1 million is provided through COPs.

The above four projects will be completed during the 2011-13 timeframe.

Multimodal Investments

The transportation budget includes continued support of the Regional Mobility Grant program at $40 million. The Regional Mobility Grant program supports local efforts to improve transit mobility and reduce congestion on our most heavily traveled roadways. Eligible agencies include transit agencies (including Sound Transit), cities, and counties. The next cycle of these grants will focus on construction projects that achieve the interconnectivity goals of the state program.

Rural Mobility grants are continued at $17 million. Half of this funding is distributed to transit systems to address sales tax collections disparity. The other half is awarded on a competitive basis to providers of rural mobility service in areas not served or underserved by transit agencies.

For 2011-13, the vanpool program will receive $6 million to purchase 288 vans, of which 20 will be dedicated for use in the Joint Base Lewis-McChord corridor. During its first six years, the statewide vanpool program has doubled the number of vanpools in our state. With the economic downturn, the focus of the program is turning to replacement vans.

For the Safe Routes to School and Pedestrian/Bike Safety grant programs, $11 million in state funding is provided for new projects. Washington's Safe Routes to School program provides technical assistance and resources to cities, counties, schools, school districts, and state agencies for improvements that get more children walking and bicycling to school safely. The Pedestrian and Bicycle Safety program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

Other Investment Priorities

The budget restores proposed ferry service reductions through a shift of funds that would otherwise be used to begin work on a second 144-car class vessel.

To address the emerging issue of congestion in the region of the Joint Base Lewis-McChord, the transportation budget includes $630,000 for a couple of initiatives in addition to the aforementioned vanpools. First, DOT will collaborate with the affected transportation planning organizations and transit agencies to develop a plan to reduce vehicle demand and increase public transportation options. Also, to reduce collisions and travel delays, DOT will complete the ramp-metering project at on-ramps in the northbound direction of Interstate 5 in the Joint Base area.

For stormwater permit compliance, the transportation budget provides $10.2 million. DOT's February 2009 National Pollutant Discharge Elimination System permit expands coverage to more than 100 cities and counties across the state, increasing the number of regulated state highway centerline miles by 40 percent from 1,140 to 1,600. The new permit establishes 51 specific performance indicators and 396 specific compliance actions.

An additional $6.9 million is invested in the highway maintenance backlog, building on the previous biennium's commitment to the stewardship of the state's roadways, for a total of $22.7 million. The backlog was estimated in 2008 to be approximately $85 million.

Almost $64 million is provided for increased fuel costs at WSP, the ferry system, and for the maintenance program at DOT. The ferry system is exempted from bio-fuel usage for the 2011-13 biennium.

Capital Construction Investments in Transportation in the 2011-13 Biennium

During the 2011-13 biennium, the transportation budget will invest $5.9 billion in transportation capital construction (highways, rail, and ferries). Within this amount, just over $2 billion is provided to address the

safety issues posed by the SR 520 Bridge and the SR 99 Alaskan Way Viaduct. The remaining funds will ensure busy 2011 and 2012 summer construction seasons all around the state.

Higher Speed Rail

Washington State continues to attract federal funds for its higher speed rail program. In addition to the $590 million in federal funds awarded in 2010, Washington State won $145 million from funds given back by Ohio and Wisconsin. With these funds, the Amtrak Cascades program will be able to add service, reduce delays, and increase on-time performance by improving track quality and reliability. These investments come at a time when rail ridership is at its highest levels in the 16 years the program has been in existence.

Freight Mobility and Rail Investments

The transportation budget continues support of the strategic investments in projects identified by the Freight Mobility and Strategic Investment Board (FMSIB). About $38 million is provided for this purpose.

For the 2011-13 biennium, the transportation budget continues support of the Freight Rail Investment Bank Loan program ($5.8 million) and the Freight Rail Assistance grant program ($2.75 million). Both programs seek to improve the freight rail system in the state, and projects must benefit the state's interests.

Ferries

The transportation budget provides sufficient funding to begin construction of a 144-car vessel with $124 million in 2011-13. In addition, WSF will take delivery of the last of three new Kwa-di Tabil class ferries, the MV Kennewick, in January 2012. The sum of $32 million is included in the transportation budget for the completion of this vessel.

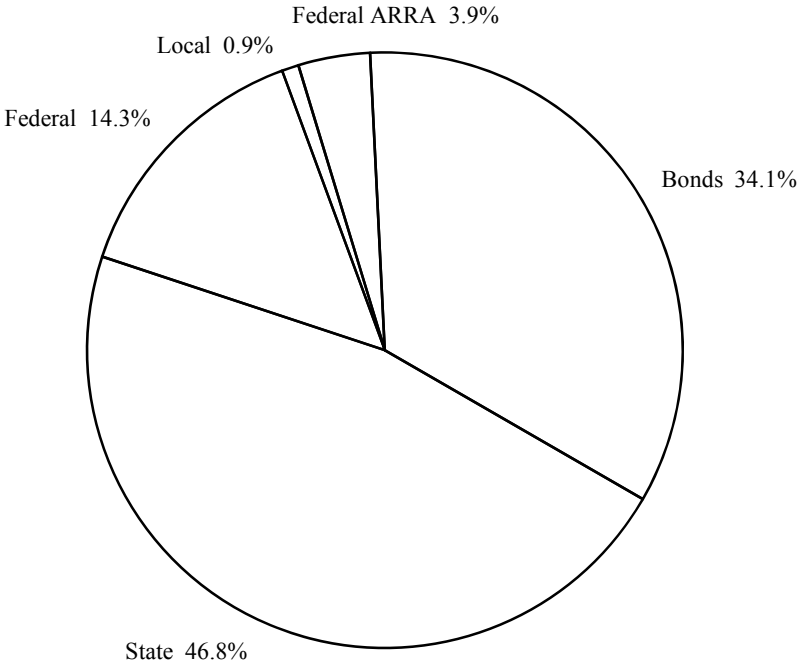
Highway Construction

The transportation budget reflects the apex of the construction of investments under the Nickel and TPA packages enacted in 2003 and 2005, respectively. On the improvements side, over $4.1 billion is provided, addressing both minor and major investment priorities, such as the Alaskan Way Viaduct replacement and the North Spokane Corridor development. For preservation activities, the transportation budget includes over $750 million. These include asphalt and chip seal road overlays, bridge repair to address seismic and scour issues, concrete roadways preservation, spot intersection improvements to address safety issues, emergency slides and floods, guardrail retrofit, and many other aspects of necessary, ongoing preservation work.

2011-13 Transportation Budget
Chapter 367, Laws of 2011, Partial Veto (ESHB 1175)
Total Appropriated Funds

(Dollars in Thousands)

COMPONENTS BY FUND TYPE
Total Operating and Capital Budget

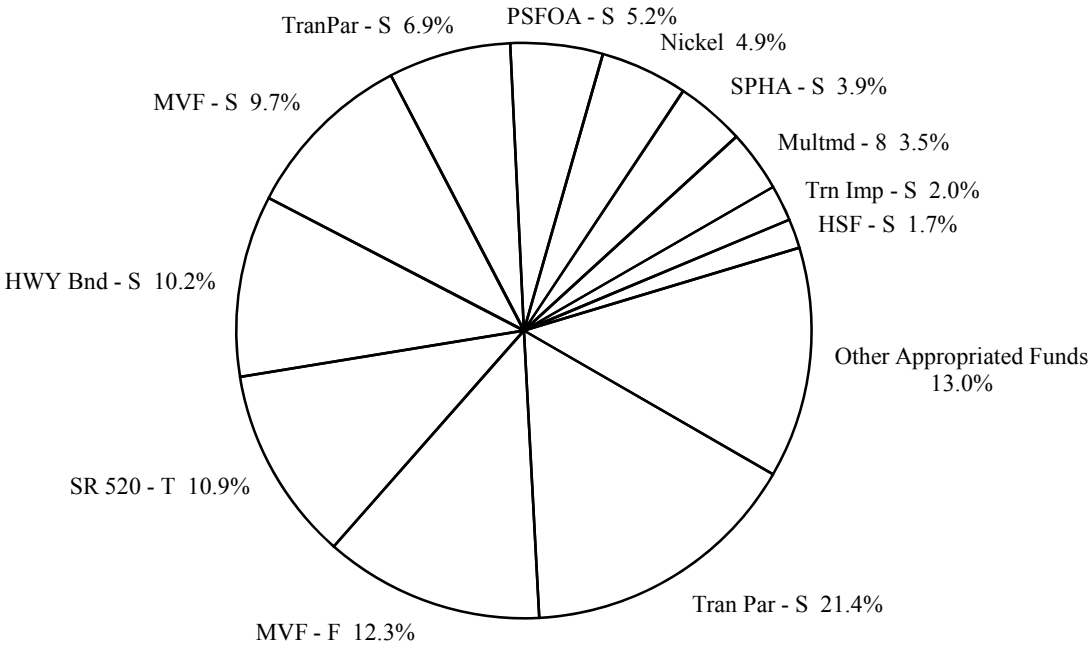


Fund Type	
State	4,221,020
Federal	1,290,947
Local	82,169
Federal ARRA	353,081
Bonds	3,080,195
Total	**9,027,412**

2011-13 Transportation Budget
Chapter 367, Laws of 2011, Partial Veto (ESHB 1175)
Total Appropriated Funds

(Dollars in Thousands)

MAJOR COMPONENTS BY FUND SOURCE AND TYPE
Total Operating and Capital Budget



Major Fund Source	
Transportation Partnership Account - Bonds (TranPar - T)	1,427,696
Motor Vehicle Account - Federal (MVF - F)	1,113,832
SR 520 Corridor Account - Bonds (SR 520 - T)	987,717
Highway Bond Retirement Account - State (HWY Bnd - S)	920,560
Motor Vehicle Account - State (MVF - S)	878,432
Transportation Partnership Account - State (TranPar - S)	621,814
Puget Sound Ferry Operations Acct - State (PSFOA - S)	468,226
Transportation 2003 Acct (Nickel) - Bonds (Nickel - T)	443,148
State Patrol Highway Account - State (SPHA - S)	350,387
Multimodal Transportation Account (Multmd - 8)	311,845
Transportation Improvement Account - State (Trn Imp - S)	182,560
Highway Safety Account - State (HSF - S)	149,171
Other Appropriated Funds	1,172,024
Total	**9,027,412**

2011-13 Washington State Transportation Budget

Fund Summary

TOTAL OPERATING AND CAPITAL BUDGET

(Dollars in Thousands)

	MVF State *	P.S. Ferry Op Acct State	Nickel Acct State *	WSP Hwy Acct State	Transpo Partner State *	Multimod Acct State *	Other Approp *	Total Approp
Department of Transportation	**872,165**	**463,606**	**555,492**	**0**	**2,045,760**	**190,472**	**2,901,066**	**7,028,561**
Pgm B - Toll Op & Maint-Op	535	0	0	0	0	0	56,537	57,072
Pgm C - Information Technology	67,297	0	1,460	0	1,460	363	0	70,580
Pgm D - Facilities-Operating	25,420	0	0	0	0	0	0	25,420
Pgm D - Facilities-Capital	5,433	0	0	0	0	0	0	5,433
Pgm F - Aviation	0	0	0	0	0	0	8,146	8,146
Pgm H - Pgm Delivery Mgmt & Suppt	45,693	0	0	0	0	250	500	46,443
Pgm I - Hwy Const/Improvements	86,139	0	436,005	0	1,991,547	1	1,520,636	4,034,328
Pgm K - Public/Private Part-Op	601	0	0	0	0	110	0	711
Pgm M - Highway Maintenance	371,435	0	0	0	0	0	7,000	378,435
Pgm P - Hwy Const/Preservation	67,790	0	0	0	34,182	0	651,742	753,714
Pgm Q - Traffic Operations	48,597	0	0	0	0	0	2,177	50,774
Pgm Q - Traffic Operations - Cap	6,439	0	0	0	0	0	5,600	12,039
Pgm S - Transportation Management	27,308	0	0	0	0	973	30	28,311
Pgm T - Transpo Plan, Data & Resch	22,020	0	0	0	0	662	25,544	48,226
Pgm U - Charges from Other Agys	85,209	0	0	0	0	3,320	400	88,929
Pgm V - Public Transportation	0	0	0	0	0	41,463	70,003	111,466
Pgm W - WA State Ferries-Cap	0	0	118,027	0	12,536	43,265	109,513	283,341
Pgm X - WA State Ferries-Op	0	463,606	0	0	0	0	0	463,606
Pgm Y - Rail - Op	0	0	0	0	0	29,612	300	29,912
Pgm Y - Rail - Cap	0	0	0	0	0	52,000	374,444	426,444
Pgm Z - Local Programs-Operating	8,495	0	0	0	0	0	2,567	11,062
Pgm Z - Local Programs-Capital	3,754	0	0	0	6,035	18,453	65,927	94,169
Washington State Patrol	0	0	0	350,387	0	0	14,372	364,759
Department of Licensing	76,838	0	0	0	0	0	163,071	239,909
Joint Transportation Committee	2,034	0	0	0	0	0	0	2,034
LEAP Committee	494	0	0	0	0	0	0	494
Office of Financial Management	2,191	4,620	0	0	0	0	0	6,811
Utilities and Transportation Comm	0	0	0	0	0	0	504	504
WA Traffic Safety Commission	0	0	0	0	0	0	48,893	48,893
Archaeology & Historic Preservation	417	0	0	0	0	0	0	417
County Road Administration Board	2,967	0	0	0	0	0	69,123	72,090
Transportation Improvement Board	0	0	0	0	0	0	208,481	208,481
Transportation Commission	2,101	0	0	0	0	112	0	2,213
Freight Mobility Strategic Invest	686	0	0	0	0	0	0	686
State Parks and Recreation Comm	986	0	0	0	0	0	0	986
Department of Agriculture	1,185	0	0	0	0	0	0	1,185
Total Appropriation	**962,064**	**468,226**	**555,492**	**350,387**	**2,045,760**	**190,584**	**3,405,510**	**7,978,023**
Bond Retirement and Interest	393	0	1,359	0	3,750	164	1,043,723	1,049,389
Total	**962,457**	**468,226**	**556,851**	**350,387**	**2,049,510**	**190,748**	**4,449,233**	**9,027,412**

* *Includes Bond amounts.*

Transportation Budget – Agency Detail

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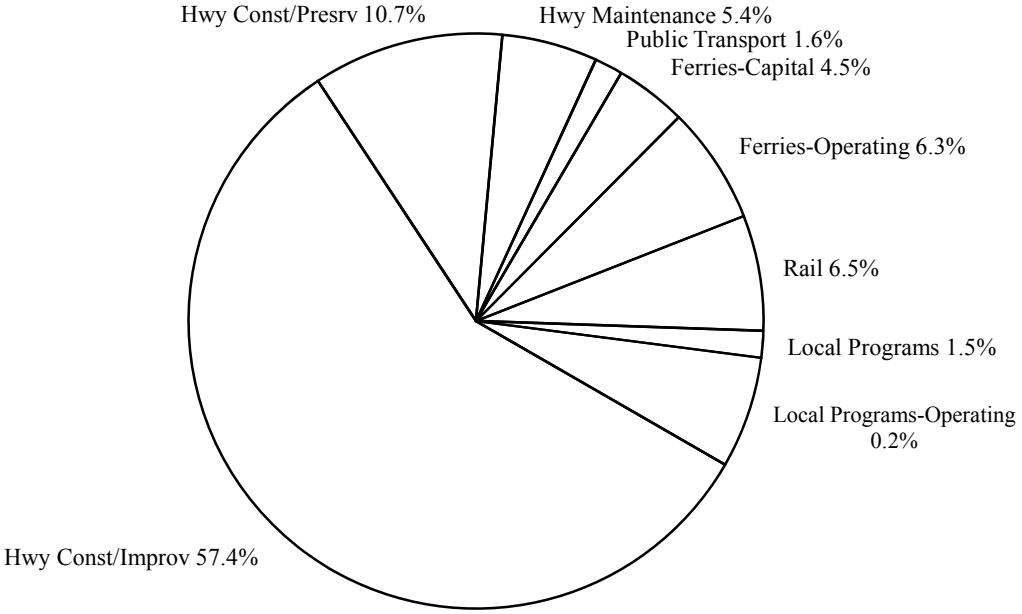
Total Appropriated Funds

(Dollars in Thousands)

DEPARTMENT OF TRANSPORTATION

Total Operating and Capital



Program	
Pgm I - Hwy Const/Improvements	4,034,328
Pgm P - Hwy Const/Preservation	753,714
Pgm M - Highway Maintenance	378,435
Pgm V - Public Transportation	111,466
Pgm W - WA State Ferries-Cap	283,341
Pgm X - WA State Ferries-Op	463,606
Pgm Y - Rail	456,356
Pgm Z - Local Programs	105,231
All Other Programs	442,084
Total	**7,028,561**

2011-13 Transportation Budget

Chapter 367, Laws of 2011, Partial Veto (ESHB 1175)

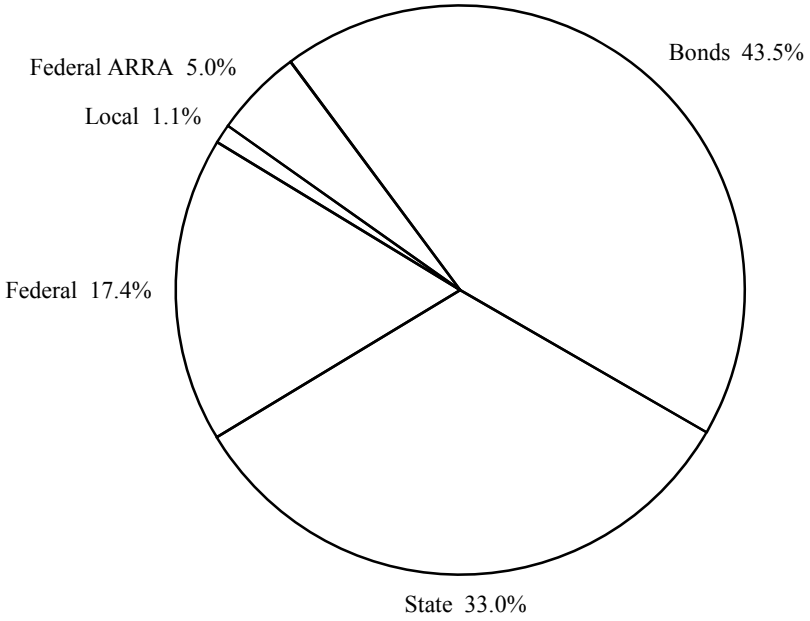
Total Appropriated Funds

(Dollars in Thousands)

DEPARTMENT OF TRANSPORTATION

Components by Fund Type

Total Operating and Capital



Fund Type	
State	2,320,398
Federal	1,219,994
Local	77,036
Federal ARRA	353,081
Bonds	3,058,052
Total	**7,028,561**

Department of Transportation
Program B - Toll Operations & Maintenance - Operating

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**60,100**
2011 Supplemental *	-27,014
Total 2009-11 Biennium	**33,086**
2011-13 Maintenance Level	**29,965**
Policy Changes - Non-Comp	
1. Zero-Base Tolling Program	-29,960
2. Civil Penalty Process Contracts	3,726
3. Civil Penalty Process (Non-Vendor)	2,354
4. Reduce Toll Ops Consultant Support	-30
5. SR 520 Toll Operations (Non-Vendor)	17,786
6. Tacoma Narrows (Non-Vendor)	10,877
7. SR 167 HOT Pilot (Non-Vendor)	978
8. Tolling Operations Program Support	580
9. Toll Facility Vendor Contracts	25,409
10. TNB Vendor Savings	-4,494
Policy -- Non-Comp Total	**27,226**
Policy Changes - Comp	
11. 3% Salary Cut for State Employees	-76
12. Suspend Plan 1 Uniform COLA	-43
Policy -- Comp Total	**-119**
Total 2011-13 Biennium	**57,072**

Comments:

The Toll Operations and Maintenance Program provides for statewide tolling operations, which currently include the Tacoma Narrows Bridge (TNB), State Route (SR) 167, and the SR 520 floating bridge.

1. **Zero-Base Tolling Program** - Funding is zero-based for the tolling program in 2011-13. (various accounts) *Ongoing*
2. **Civil Penalty Process Contracts** - Funding is provided for adjudication process contracts with the customer service vendor Electronic Transaction Consultants Corporation (ETCC), the Office of Administrative Hearings, and for security. Since the civil penalty process is new in 2011, this funding will be re-evaluated for the 2012 supplemental budget. (SR 520 Civil Penalties Account-State, Tacoma Narrows Toll Bridge Account-State) *One-time*
3. **Civil Penalty Process (Non-Vendor)** - Funding is provided for non-vendor costs associated with the civil penalty process. Funded items include FTEs, credit card and banking fees, printing, and postage. Since the civil penalty process is new in 2011, this funding will be reevaluated for the 2012 supplemental budget. (State Route 520 Civil Penalties Account-State, Tacoma Narrows Bridge Toll Account-State) *One-time*
4. **Reduce Toll Ops Consultant Support** - Funding is reduced for tolling operations consultant support. After this reduction, funding for tolling operations consultant support through the Motor Vehicle Account is $5,000 per biennium. (Motor Vehicle Account-State) *Ongoing*
5. **SR 520 Toll Operations (Non-Vendor)** - Funding is provided for Washington State Department of Transportation (WSDOT) staff to work on SR 520 tolling operations. Costs will include consultants, transponders, credit card fees, printing, and postage. These costs will vary based on usage of the toll bridge and will be revisited in the 2012 supplemental budget. (SR 520 Cooridor Account-State) *One-time*
6. **Tacoma Narrows (Non-Vendor)** - Funding is provided for WSDOT staff working on TNB tolling operations. (Tacoma Narrows Toll Bridge Account-State) *One-time*
7. **SR 167 HOT Pilot (Non-Vendor)** - Funding is provided for WSDOT staff to work on tolling operations for the SR 167 High Occupancy Toll (HOT) Lanes pilot project. Funding for tolling operations combined with the vendor contract matches the forecasted revenue, less a small amount for fund balance. (High Occupancy Toll Lanes Account-State) *One-time*
8. **Tolling Operations Program Support** - Funding is provided for WSDOT staff working on general tolling operations. (Motor Vehicle Account-State) *One-time*
9. **Toll Facility Vendor Contracts** - Funding is provided for a new contract with ETCC, which provides a statewide tolling

Department of Transportation
Program B - Toll Operations & Maintenance - Operating

customer service back office, including multiple customer service centers, phone support, toll processing, and other tolling account set-up and ongoing activities. Funding is also provided for the lane systems contract with Telvent. Cost allocation between tolled facilities (TNB, SR 520 Bridge, and SR 167 HOT Lanes) will be based on the number of transactions associated with each facility and will vary based on actual facility use. These costs will be re-evaluated during the 2012 supplemental budget. Funding for the HOT lanes contracts assumes the pilot runs through the 2011-13 biennium. (Tacoma NarrowsToll Bridge Account-State, SR 520 Cooridor Account-State, HOT Lanes Account-State) *One-time*

10. **TNB Vendor Savings** - Funding is reduced for the TNB tolling operations to reflect efficiencies in contracted services. Effective February 2011, a new statewide Customer Service Center (CSC) opened and replaced the previously existing CSC. Costs for this contract will be allocated among the TNB, SR 167, and SR 520, resulting in an estimated savings for TNB of approximately $4.5 million in the 2011-13 biennium. The savings will be achieved through a reduction in the cost of the contracted services and do not affect staffing levels. Shared costs are assumed to be allocated based on the number of transactions, so the actual reduction in costs for TNB will depend on the number of transactions at each facility and will be revisited for the 2012 supplemental budget. (Tacoma Narrows Toll Bridge Account-State) *One-time*
11. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and WSDOT. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
12. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program C - Information Technology

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**74,604**
2011 Supplemental *	-1,604
Total 2009-11 Biennium	**73,000**
2011-13 Maintenance Level	**73,511**
Policy Changes - Non-Comp	
1. Budget Systems Support	502
2. Stormwater Permit Compliance	210
3. Reduce IT Support	-3,500
4. COP Debt Service - Timekeeping Syst	1,667
Policy -- Non-Comp Total	**-1,121**
Policy Changes - Comp	
5. Average Final Compensation Adjust	7
6. 3% Salary Cut for State Employees	-1,162
7. Suspend Plan 1 Uniform COLA	-652
8. Retire-Rehire Changes (State)	-3
Policy -- Comp Total	**-1,810**
Total 2011-13 Biennium	**70,580**

Comments:

The Office of Information Technology is responsible for developing and maintaining information systems that support the Washington State Department of Transportation's (WSDOT's) operations and program delivery. This program operates, preserves, and maintains WSDOT's information technology (IT) infrastructure, including equipment acquisition and installation, mainframe and server operations, technical support and Internet operations, network management, personal computer support, business application development, and data/telecommunications.

1. **Budget Systems Support** - Funding is transferred to support the Office of Financial Management's Transportation Executive Information System at WSDOT. (Motor Vehicle Account-State) *Ongoing*
2. **Stormwater Permit Compliance** - Funding is provided to continue implementation of the Department's statewide stormwater management responsibilities to meet the requirements of the stormwater permit issued by the Department of Ecology in February 2009. (Motor Vehicle Account-State) *Ongoing*
3. **Reduce IT Support** - Funding is reduced for information technology (IT) support for transportation projects, programs, and services to achieve savings. (Motor Vehicle Account-State) *Ongoing*
4. **COP Debt Service - Timekeeping Syst** - Funding is provided for certificate of participation (COP) debt service payments for the 2011-13 acquisition and implementation of the DOT time, leave, and labor distribution system that is integrated with the state's accounting and human resource management systems. The terms of the COP is 10 years. (Motor Vehicle Account-State) *Ongoing*
5. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
6. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and WSDOT. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
7. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount

Department of Transportation
Program C - Information Technology

in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds)
Ongoing

8. **Retire-Rehire Changes (State)** - Employer contribution rates to the Public Employees' Retirement System and the Teachers' Retirement System are reduced to reflect savings from reduced pension benefit costs through implementing Chapter 47, Laws of 2011, 1st sp.s. (ESHB 1981 - Higher Education Retirement Plan and Post-Retirement Employment). (various other funds)
Ongoing

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program D - Facilities - Operating

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**25,292**
2011 Supplemental *	-653
Total 2009-11 Biennium	**24,639**
2011-13 Maintenance Level	**26,264**
Policy Changes - Non-Comp	
1. Stormwater Permit Compliance	850
2. Reduce Preventive Maint-Facilities	-1,263
Policy -- Non-Comp Total	**-413**
Policy Changes - Comp	
3. Average Final Compensation Adjust	2
4. 3% Salary Cut for State Employees	-274
5. Suspend Plan 1 Uniform COLA	-159
Policy -- Comp Total	**-431**
Total 2011-13 Biennium	**25,420**

Comments:

This activity operates, maintains, and is responsible for capital improvements and preservation of 946 Department-owned buildings and structures at 296 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. **Stormwater Permit Compliance** - Funding is provided to continue implementation of the Department's statewide stormwater management responsibilities to meet the requirements of the stormwater permit issued by the Department of Ecology in February 2009. (Motor Vehicle Account-State) *Ongoing*
2. **Reduce Preventive Maint-Facilities** - Funding for preventative maintenance on 2.6 million square feet of agency facilities assets is reduced. (Motor Vehicle Account-State) *Ongoing*
3. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
4. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
5. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program D - Facilities - Capital

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**4,810**
2011 Supplemental *	-187
Total 2009-11 Biennium	**4,623**
2011-13 Maintenance Level	**0**
Policy Changes - Non-Comp	
1. Capital Projects	5,033
2. Stormwater Permit Compliance	400
Policy -- Non-Comp Total	**5,433**
Total 2011-13 Biennium	**5,433**

Comments:

This activity includes replacement, preservation, and improvements to the Department's buildings and related sites. It focuses on providing a safe and efficient work environment by preserving the Department's assets. The activity also performs preservation projects such as roof replacements, site environmental cleanups, and other code compliance requirements for facilities.

1. **Capital Projects** - Funding is provided for capital facilities preservation. (Motor Vehicle Account-State) *One-time*
2. **Stormwater Permit Compliance** - Funding is provided to continue implementation of the Department's statewide stormwater management responsibilities to meet the requirements of the stormwater permit issued by the Department of Ecology in February 2009. (Motor Vehicle Account-State) *One-time*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program F - Aviation

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**8,110**
2011 Supplemental *	-199
Total 2009-11 Biennium	**7,911**
2011-13 Maintenance Level	**8,216**
Policy Changes - Comp	
1. 3% Salary Cut for State Employees	-44
2. Suspend Plan 1 Uniform COLA	-26
Policy -- Comp Total	**-70**
Total 2011-13 Biennium	**8,146**

Comments:

The Aviation Division's primary function is the preservation of public airports at the local level and maintaining the 16 state-owned airports. The division's key programs include: an Airport Aid Grant Program, aviation planning, coordination of air search and rescue operations, and 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. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
2. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program H - Program Delivery Mgmt & Support

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**47,656**
2011 Supplemental *	-1,687
Total 2009-11 Biennium	**45,969**
2011-13 Maintenance Level	**49,414**
Policy Changes - Non-Comp	
1. Stormwater Permit Compliance	3,754
2. Reduce Prog Del Mgmt & Supp Funding	-5,000
Policy -- Non-Comp Total	**-1,246**
Policy Changes - Comp	
3. Average Final Compensation Adjust	6
4. 3% Salary Cut for State Employees	-1,102
5. Suspend Plan 1 Uniform COLA	-626
6. Retire-Rehire Changes (State)	-3
Policy -- Comp Total	**-1,725**
Total 2011-13 Biennium	**46,443**

Comments:

The Program Delivery Management and Support Program provides construction management and support to headquarters and the six regions. Regional activities include executive management, human resources, finance, and administrative support. Headquarters activities include executive management and support for construction, design, real estate services, bridge and structures, environmental services, and program development. Statewide safety administration is also included.

1. **Stormwater Permit Compliance** - Funding is provided to continue implementation of the Department's statewide stormwater management responsibilities to meet the requirements of the stormwater permit issued by the Department of Ecology in February 2009. (Motor Vehicle Account-State) *Ongoing*
2. **Reduce Prog Del Mgmt & Supp Funding** - Funding is reduced for statewide program delivery management and support. (Motor Vehicle Account-State) *Ongoing*
3. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
4. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
5. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*
6. **Retire-Rehire Changes (State)** - Employer contribution rates to the Public Employees' Retirement System and the Teachers' Retirement System are reduced to reflect savings from reduced pension benefit costs through implementing Chapter 47, Laws of 2011, 1st sp.s. (ESHB 1981 - Higher Education Retirement Plan and Post-Retirement Employment). (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program I - Highway Construction/Improvements

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**3,368,839**
2011 Supplemental *	-509,381
Total 2009-11 Biennium	**2,859,458**
2011-13 Maintenance Level	**0**
Policy Changes - Non-Comp	
1. Capital Projects	3,951,113
2. Short-Term Bond Sale	83,215
Policy -- Non-Comp Total	**4,034,328**
Total 2011-13 Biennium	**4,034,328**

Comments:

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

1. **Capital Projects** - Funding is provided for capital projects that increase highway capacity, reduce congestion, increase mobility, and prevent collisions. (various accounts) *Ongoing*
2. **Short-Term Bond Sale** - Funding authority is provided for a short-term bond issue for the purpose of leveling the debt service associated with the Build America Bonds previously issued. (Transportation Partnership Account-State) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program K - Public/Private Partnership - Operating

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**873**
2011 Supplemental *	-140
Total 2009-11 Biennium	**733**
2011-13 Maintenance Level	**602**
Policy Changes - Non-Comp	
1. Legal Analysis	20
2. Ferry Terminal Joint Development	110
Policy -- Non-Comp Total	**130**
Policy Changes - Comp	
3. 3% Salary Cut for State Employees	-14
4. Suspend Plan 1 Uniform COLA	-7
Policy -- Comp Total	**-21**
Total 2011-13 Biennium	**711**

Comments:

The Transportation Economic 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 in the Washington State Department of Transportation (WSDOT) and provides a point of contact for businesses and private individuals to gain information about Departmental programs.

1. **Legal Analysis** - Funding is provided to develop model legislation regarding non-tolled and tolled projects, including obtaining any necessary subject matter expertise. A report must be submitted to the Joint Transportation Committee, the Office of Financial Management, and the Transportation Commission. (Motor Vehicle Account-State) *One-time*
2. **Ferry Terminal Joint Development** - Funding is reappropriated from the program's 2009-11 appropriation into the 2011-13 biennium. Funding will be used by the Department to pursue public private partnership opportunities at ferry terminals. (Multimodal Transportation Account-State) *One-time*
3. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and WSDOT. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
4. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program M - Highway Maintenance and Operations

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**360,442**
2011 Supplemental *	4,333
Total 2009-11 Biennium	**364,775**
2011-13 Maintenance Level	**375,913**
Policy Changes - Non-Comp	
1. Stormwater Permit Compliance	4,530
2. Highway Maintenance Backlog	6,884
3. Lapse - 2ESSB 5251	-500
Policy -- Non-Comp Total	**10,914**
Policy Changes - Comp	
4. Average Final Compensation Adjust	31
5. 3% Salary Cut for State Employees	-5,351
6. Suspend Plan 1 Uniform COLA	-3,057
7. Retire-Rehire Changes (State)	-15
Policy -- Comp Total	**-8,392**
Total 2011-13 Biennium	**378,435**

Comments:

The Highway Maintenance Program administers the 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 natural disasters.

1. **Stormwater Permit Compliance** - Funding is provided to continue implementation of the Department's statewide stormwater management responsibilities to meet the requirements of the stormwater permit issued by the Department of Ecology in February 2009. (Motor Vehicle Account-State) *Ongoing*
2. **Highway Maintenance Backlog** - Funding is provided to address the backlog of highway maintenance projects. High priority maintenance needs will be addressed. Included in the funding is a one-time amount of $1,219,000 for the purchase of new equipment. Of the ongoing funding, $500,000 is contingent on the passage of 2ESSB 5251 (Electric Vehicle License Fee). 2ESSB 5251 did not pass. Please see lapse item below. (Motor Vehicle Account-State) *Ongoing*
3. **Lapse - 2ESSB 5251** - Funding for the highway maintenance backlog is reduced due to the failure of 2ESSB 5251. (Motor Vehicle Account-State) *Ongoing*
4. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
5. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
6. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*
7. **Retire-Rehire Changes (State)** - Employer contribution rates to the Public Employees' Retirement System and the Teachers' Retirement System are reduced to reflect savings from reduced pension benefit costs through implementing Chapter 47, Laws of 2011, 1st sp.s. (ESHB 1981 - Higher Education Retirement Plan and Post-Retirement Employment). (various other funds) *Ongoing*

Department of Transportation
Program M - Highway Maintenance and Operations

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program P - Highway Construction/Preservation

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**760,626**
2011 Supplemental *	-39,884
Total 2009-11 Biennium	**720,742**
2011-13 Maintenance Level	**0**
Policy Changes - Non-Comp	
1. Capital Projects	753,714
Policy -- Non-Comp Total	**753,714**
Total 2011-13 Biennium	**753,714**

Comments:

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

1. **Capital Projects** - Funding is provided for capital projects that repair, repave, and restripe state-owned highways. These projects also restore existing safety features. (various accounts) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program Q - Traffic Operations - Operating

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**53,305**
2011 Supplemental *	-1,364
Total 2009-11 Biennium	**51,941**
2011-13 Maintenance Level	**55,198**
Policy Changes - Non-Comp	
1. Reduce Traffic Ops Svcs & Support	-3,000
2. Pilot Tow Truck Incentive Program	145
Policy -- Non-Comp Total	**-2,855**
Policy Changes - Comp	
3. Average Final Compensation Adjust	6
4. 3% Salary Cut for State Employees	-1,003
5. Suspend Plan 1 Uniform COLA	-569
6. Retire-Rehire Changes (State)	-3
Policy -- Comp Total	**-1,569**
Total 2011-13 Biennium	**50,774**

Comments:

The Traffic Operations Program - Operating uses traffic control devices and regulatory traffic measures to maximize highway capacity and safety. This program also includes incident response and low-cost enhancements.

1. **Reduce Traffic Ops Svcs & Support** - Funding is reduced for the Department's Traffic Operations Program. (Motor Vehicle Account-State) *Ongoing*
2. **Pilot Tow Truck Incentive Program** - Funding is provided for continuation of the tow truck incentive project to help reduce clearance times and congestion associated with heavy truck incidents and to improve travel time reliability for motorists throughout the state. (Motor Vehicle Account-State) *One-time*
3. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
4. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
5. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*
6. **Retire-Rehire Changes (State)** - Employer contribution rates to the Public Employees' Retirement System and the Teachers' Retirement System are reduced to reflect savings from reduced pension benefit costs through implementing Chapter 47, Laws of 2011, 1st sp.s. (ESHB 1981 - Higher Education Retirement Plan and Post-Retirement Employment). (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program Q - Traffic Operations - Capital

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**26,368**
2011 Supplemental *	-7,935
Total 2009-11 Biennium	**18,433**
2011-13 Maintenance Level	**0**
Policy Changes - Non-Comp	
1. Capital Projects	12,039
Policy -- Non-Comp Total	**12,039**
Total 2011-13 Biennium	**12,039**

Comments:

The Traffic Operations Capital Program constructs projects that improve traveler information and apply advanced technology to the transportation system. Examples include traffic cameras, variable message signs, highway advisory radios, ramp meters, traffic data collectors, and traffic management centers.

1. **Capital Projects** - Funding is provided for capital projects that improve commercial vehicle operations, traveler information, and safety and congestion relief by applying advanced technology solutions to transportation. (Motor Vehicle Account-State, Motor Vehicle Account-Federal) *One-time*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program S - Transportation Management and Support

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**29,733**
2011 Supplemental *	-500
Total 2009-11 Biennium	**29,233**
2011-13 Maintenance Level	**30,913**
Policy Changes - Non-Comp	
1. Reduce Business and Admin Support	-1,480
Policy -- Non-Comp Total	**-1,480**
Policy Changes - Comp	
2. Average Final Compensation Adjust	4
3. 3% Salary Cut for State Employees	-719
4. Suspend Plan 1 Uniform COLA	-405
5. Retire-Rehire Changes (State)	-2
Policy -- Comp Total	**-1,122**
Total 2011-13 Biennium	**28,311**

Comments:

The Transportation Management and Support Program provides agency-wide executive management and support.

1. **Reduce Business and Admin Support** - Funding is reduced for business and administrative support activities that have the least operational impact to the delivery of transportation projects, programs, and services. (Motor Vehicle Account-State) *Ongoing*
2. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
3. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
4. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*
5. **Retire-Rehire Changes (State)** - Employer contribution rates to the Public Employees' Retirement System and the Teachers' Retirement System are reduced to reflect savings from reduced pension benefit costs through implementing Chapter 47, Laws of 2011, 1st sp.s. (ESHB 1981 - Higher Education Retirement Plan and Post-Retirement Employment). (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program T - Transportation Planning, Data, & Research

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**52,433**
2011 Supplemental *	-571
Total 2009-11 Biennium	**51,862**
2011-13 Maintenance Level	**50,650**
Policy Changes - Non-Comp	
1. Whatcom Council of Governments	750
2. Reduce Planning & Research Funding	-2,000
3. Freight Database	200
Policy -- Non-Comp Total	**-1,050**
Policy Changes - Comp	
4. Average Final Compensation Adjust	5
5. 3% Salary Cut for State Employees	-878
6. Suspend Plan 1 Uniform COLA	-499
7. Retire-Rehire Changes (State)	-2
Policy -- Comp Total	**-1,374**
Total 2011-13 Biennium	**48,226**

Comments:

The Transportation Planning, Data, and Research Program provides management for, and coordination and support of, multimodal transportation planning, data, and research.

1. **Whatcom Council of Governments** - Funding is provided from the federal Coordinated Border Infrastructure Program for the Whatcom Council of Governments to continue their work and support for the international mobility and trade corridor project. (Motor Vehicle Account-Federal) *One-time*
2. **Reduce Planning & Research Funding** - Funding is reduced for operating activities in the planning program, including elimination of all non-essential travel, a reduction of 4.4 FTEs, and delayed work on several statewide plans, including the multimodal transportation plan. (Motor Vehicle Account-State, Multimodal Transportation Account-State) *Ongoing*
3. **Freight Database** - Funding is provided to continue the freight database and to continue GPS data collection in Puget Sound that began in 2009. (Motor Vehicle Account-State) *One-time*
4. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
5. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
6. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*
7. **Retire-Rehire Changes (State)** - Employer contribution rates to the Public Employees' Retirement System and the Teachers' Retirement System are reduced to reflect savings from reduced pension benefit costs through implementing Chapter 47, Laws of 2011, 1st sp.s. (ESHB 1981 - Higher Education Retirement Plan and Post-Retirement Employment). (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program U - Charges from Other Agencies

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**88,292**
2011-13 Maintenance Level	**86,170**
Policy Changes - Non-Comp	
1. Data Center	2,759
Policy -- Non-Comp Total	**2,759**
Total 2011-13 Biennium	**88,929**

Comments:

The Charges From Other Agencies Program pays for statewide overhead activity costs that are allocated to each agency, such as: State Auditor; Archives and Records Management; General Administration (GA) Facilities & Services; GA Consolidated Mail; Department of Personnel; Risk Management; Attorney General; Office of Financial Management; and others.

1. **Data Center -** Funding is provided for the Department's share of the cost to design, acquire, and install infrastructure (cabling, cabinets, and fiber connectivity) for the new state data center. These funds will also pay for setting up existing data center infrastructure (network, storage, security, servers, mainframe and tape backup, and telephone equipment) in the new location. This new allocation is distributed based on the number of virtual servers for each agency. (Multimodal Transportation Account-State) *Ongoing*

Department of Transportation
Program V - Public Transportation

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**134,539**
2011 Supplemental *	-9,062
Total 2009-11 Biennium	**125,477**
2011-13 Maintenance Level	**112,881**
Policy Changes - Non-Comp	
1. Flexible Carpooling	-120
2. Administrative Efficiencies	-410
3. Office of Transit Mobility	-1,292
4. State Agency CTR Program Fund Shift	650
Policy -- Non-Comp Total	**-1,172**
Policy Changes - Comp	
5. 3% Salary Cut for State Employees	-155
6. Suspend Plan 1 Uniform COLA	-88
Policy -- Comp Total	**-243**
Total 2011-13 Biennium	**111,466**

Comments:

The Public Transportation Program supports public transportation and trip reduction efforts throughout the state.

1. **Flexible Carpooling** - Funding is reduced to eliminate the remainder of the flexible carpooling pilot project. (Multimodal Transportation Account-State) *Ongoing*
2. **Administrative Efficiencies** - Funding is reduced for administrative effeciencies. (Multimodal Transportation Account-State) *Ongoing*
3. **Office of Transit Mobility** - Funding is reduced for the Office of Transit Mobility. (Multimodal Transportation Account-State) *Ongoing*
4. **State Agency CTR Program Fund Shift** - Funding is provided for the state agency commute trip reduction (CTR) program, which was previously funded in the statewide capital budget. (State Vehicle Parking Account-State, Multimodal Transportation Account-State) *Ongoing*
5. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
6. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program W - Washington State Ferries - Capital

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**306,150**
2011 Supplemental *	2,077
Total 2009-11 Biennium	**308,227**
2011-13 Maintenance Level	**0**
Policy Changes - Non-Comp	
1. Capital Projects	230,825
2. Admin Transfer from Fund 108	52,516
Policy -- Non-Comp Total	**283,341**
Total 2011-13 Biennium	**283,341**

Comments:

The Washington State Ferries - Capital Program preserves and constructs terminals and acquires vessels. The ferry system links eight Washington counties and one Canadian province through 20 vessels and 20 terminals.

1. **Capital Projects** - Funding is provided for capital projects that preserve and improve existing ferry terminals and vessels and to acquire new vessels. (Puget Sound Capital Construction Account-State, Multimodal Transportation Account-State, various other accounts) *One-time*
2. **Admin Transfer from Fund 108** - Funding from the sale of Referendum 49 bonds for the purposes of ferry vessel and terminal capital projects is transferred from the Motor Vehicle Account to the Puget Sound Capital Construction Account. (Puget Sound Capital Construction Account-State) *Ongoing*

** Please see the 2011 Supplemental Transportation Budget Section for additional information.*

Department of Transportation
Program X - Washington State Ferries - Operating

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**425,922**
2011 Supplemental *	21,039
Total 2009-11 Biennium	**446,961**
2011-13 Maintenance Level	**442,509**
Policy Changes - Non-Comp	
1. Fuel Rate Adjustment	57,893
2. Passenger Vessel ADA Access	706
3. Stormwater Permit Compliance	152
4. Marketing Program Reduction	-650
5. Port Townsend Reservation Assist	100
6. Marine Insurance	-4,794
7. Renegotiated CBAs Savings	-20,000
8. Administrative Cuts	-4,143
9. Reduce Service	-4,000
Policy -- Non-Comp Total	**25,264**
Policy Changes - Comp	
10. Average Final Compensation Adjust	38
11. 3% Salary Cut for State Employees	-450
12. Suspend Plan 1 Uniform COLA	-3,736
13. Retire-Rehire Changes (State)	-19
Policy -- Comp Total	**-4,167**
Total 2011-13 Biennium	**463,606**

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. The WSF also operates a maintenance facility at Eagle Harbor.

1. **Fuel Rate Adjustment** - Funding is provided to accommodate the increase in the wholesale diesel fuel price since March 2011 as well as increased fuel consumption due to new vessels in service. The funding amount is based on a two-year exemption from the state biodiesel requirements. The Governor vetoed the exemption and instructed the WSF to use as much biodiesel as possible within the amount funded. The 2011-13 biennium budget fully funds fuel based on the consensus fuel forecast methodology. If fuel costs incurred are higher than budgeted amounts, the Transportation Commission may implement a fuel surcharge to cover those amounts. If the Commission implements a fuel surcharge, the surcharge should follow the business plan portrayed in the February 2011 Updated Report on Fuel Cost Mitigation Plan developed by the Washington State Department of Transportation (WSDOT) Ferries Division. (Puget Sound Ferry Operations Account-State) *Ongoing*

2. **Passenger Vessel ADA Access** - Funding is provided to comply with new federal Americans with Disabilities Act (ADA) regulations, effective January 3, 2011, concerning ferry vessel and ferry terminal access for passengers with disabilities. (Puget Sound Ferry Operations Account-State) *Ongoing*

3. **Stormwater Permit Compliance** - Funding is provided to continue implementation of the Department's statewide stormwater management responsibilities to meet the requirements of the stormwater permit issued by the Department of Ecology in February 2009. (Puget Sound Ferry Operations Account-State) *Ongoing*

4. **Marketing Program Reduction** - Funding for the marketing program is reduced. The remaining funds in the program are to be used for Washington State Ferries to enter into agreements wtih local economic development or tourism agencies. Funds are to be used to increase tourist and recreation riders on ferry routes. (Puget Sound Ferry Operations Account-State) *Ongoing*

5. **Port Townsend Reservation Assist** - Funding is provided to assist the Port Townsend-Coupeville ferry run with additional usage of the existing reservation system given two vessels will be serving the route in the summer months. Funding is

Department of Transportation
Program X - Washington State Ferries - Operating

provided for the 2011-13 biennium only. (Puget Sound Ferry Operations Account-State) *One-time*

6. **Marine Insurance** - Funding is reduced to reflect the transfer of authority for the purchase of marine insurance to the Office of Financial Management. (Puget Sound Ferry Operations Account-State) *Ongoing*
7. **Renegotiated CBAs Savings** - Funding is reduced for the estimated savings attributed to the renegotiated Collective Bargening Agreements (CBAs) between the Governor and a coalition of marine employee unions. (Puget Sound Ferry Operations Account-State) *One-time*
8. **Administrative Cuts** - Funding is reduced by $4.143 million for ferries finance and administration, planning, engineering, human resources, communications, marketing, customer programs, and other operating functions. Also included are reductions in overtime, maintenance, training, planning studies, eelgrass monitoring, and leases. (Puget Sound Ferry Operations Account-State) *Ongoing*
9. **Reduce Service** - Funding is reduced for vessel operations (ferry service). However, per applicable proviso language, because SHB 2053 (additive transportation funding) was not enacted, the Legislature is directed to restore the $4.0 million and reduce an identical amount from the Washington State Ferries Capital budget for the second 144-car class vessel. The restoration is expected in the next supplemental budget. (Puget Sound Ferry Operations Account-State) *Ongoing*
10. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
11. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and WSDOT. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
12. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*
13. **Retire-Rehire Changes (State)** - Employer contribution rates to the Public Employees' Retirement System and the Teachers' Retirement System are reduced to reflect savings from reduced pension benefit costs through implementing Chapter 47, Laws of 2011, 1st sp.s. (ESHB 1981 - Higher Education Retirement Plan and Post-Retirement Employment). (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program Y - Rail - Operating

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**37,371**
2011-13 Maintenance Level	**37,776**
Policy Changes - Non-Comp	
1. Reduced Rail Operations Funding	-288
2. Amtrak Credit Savings	-7,500
Policy -- Non-Comp Total	**-7,788**
Policy Changes - Comp	
3. 3% Salary Cut for State Employees	-48
4. Suspend Plan 1 Uniform COLA	-28
Policy -- Comp Total	**-76**
Total 2011-13 Biennium	**29,912**

Comments:

The Rail - Operating Program manages, coordinates, and supports passenger and freight rail in cooperation with Amtrak and other rail lines.

1. **Reduced Rail Operations Funding** - Funding is reduced by eliminating consulting services and reducing goods and services and travel expenditures. (Multimodal Transportation Account-State) *Ongoing*
2. **Amtrak Credit Savings** - Funding is reduced to reflect the projected $7.5 million credit for the Amtrak Cascades passenger rail service sponsored by the state. (Multimodal Transportation Account-State) *Ongoing*
3. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and the Washington State Department of Transportation. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
4. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program Y - Rail - Capital

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**735,327**
2011 Supplemental *	-592,109
Total 2009-11 Biennium	**143,218**
2011-13 Maintenance Level	**0**
Policy Changes - Non-Comp	
1. Capital Projects	426,444
Policy -- Non-Comp Total	**426,444**
Total 2011-13 Biennium	**426,444**

Comments:

The Rail - Capital Program maintains the state's interest and investment in statewide rail infrastructure.

1. **Capital Projects -** Funding is provided for rail capital projects that are intended to facilitate the movement of people and goods, reduce conflicts between rail and roadways, reduce conflicts between passenger rail and freight rail, and support ports and shippers in the state. (various accounts) *One-time*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program Z - Local Programs - Operating

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**11,166**
2011 Supplemental *	-3
Total 2009-11 Biennium	**11,163**
2011-13 Maintenance Level	**11,620**
Policy Changes - Non-Comp	
1. Reduced Training Contracts	-200
Policy -- Non-Comp Total	**-200**
Policy Changes - Comp	
2. Average Final Compensation Adjust	2
3. 3% Salary Cut for State Employees	-230
4. Suspend Plan 1 Uniform COLA	-130
Policy -- Comp Total	**-358**
Total 2011-13 Biennium	**11,062**

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 (WSDOT'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. **Reduced Training Contracts** - Funding is reduced by eliminating subsidies for training contracts with the University of Washington. (Motor Vehicle Account-State) *Ongoing*
2. **Average Final Compensation Adjust** - Funding is provided for the pension rate impacts from adjusting Average Final Compensation for state or local government employee members of the state retirement systems who have reduced compensation during the 2011-13 fiscal biennium due to reduced work hours, mandatory leave without pay, temporary layoffs, or salary reductions that affect pension benefit calculations and would otherwise have reduced benefits, pursuant to Chapter 5, Laws of 2011, 1st sp.s. (HB 2070 - Average Final Compensation for State and Local Government Employees). (various other funds) *Ongoing*
3. **3% Salary Cut for State Employees** - Funding for state agencies and institutions is reduced to reflect a 3 percent cost savings in employee salaries, excluding employees earning less than $2,500 per month, student employees, and certain employees of the Washington State Patrol and WSDOT. Compensation expenditures by state institutions of higher education from non-appropriated funds are not subject to the 3 percent of salary reduction. The reduction is temporary through the 2011-13 biennium only. (various other funds) *One-time*
4. **Suspend Plan 1 Uniform COLA** - This item reflects savings from ending future automatic benefit increases in the Public Employees' Retirement System Plan 1 and the Teachers' Retirement System Plan 1. The basic minimum benefit amount in the plans is not affected, and the alternative minimum benefit is raised to $1,500 per month. (various other funds) *Ongoing*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Department of Transportation
Program Z - Local Programs - Capital

Total Appropriated Funds
(Dollars in Thousands)

	Enacted
2009-11 Expenditure Authority	**143,757**
2011 Supplemental *	-48,493
Total 2009-11 Biennium	**95,264**
2011-13 Maintenance Level	**0**
Policy Changes - Non-Comp	
1. Capital Projects	94,169
Policy -- Non-Comp Total	**94,169**
Total 2011-13 Biennium	**94,169**

Comments:

The Local Programs - Capital Program administers 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 throughout the state, Pedestrian Safety/Safe Route to Schools Bicycle Safety grant programs, and those projects funded by the Freight Mobility Strategic Investment Board. (various accounts) *One-time*

* Please see the 2011 Supplemental Transportation Budget Section for additional information.

Project Lists

- **Nickel/TPA Highway Projects**
  LEAP Transportation Document 2011-1
- **All Projects**
  LEAP Transportation Document 2011-2
- **Pedestrian and Bicycle Safety Program Projects and Safe Route to School Program Projects**
  LEAP Transportation Document 2011-A
- **Regional Mobility Grant Program**
  LEAP Transportation Document 2011-B

Nickel/TPA Highway Projects

LEAP Transportation Document 2011-1

2011-13 Biennium Transportation Budget Nickel/TPA Highway Project List

LEAP Transportation Document 2011-1 as developed April 19, 2011

Highway Improvements Program (I)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Highway Improvements Program (I)				**2,650,098**	**3,735,882**	**1,996,670**	**581,841**	**89,391**	**81,785**	**542,863**	**13,874,065**
SR 3, Mason/Kitsap County - Improvements				**1,925**	**4,480**	**11,338**	**0**	**0**	**0**	**24,823**	**47,019**
003	**300344C**	**SR 3/Belfair Bypass - New Alignment**	**35**	**316**	**435**	**0**	**0**	**0**	**0**	**11,188**	**14,533**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	11,188	13,782
		Motor Vehicle Account - State		316	435	0	0	0	0	0	751
003	**300344D**	**SR 3/Belfair Area - Widening and Safety Improvements**	**35**	**1,585**	**4,045**	**11,338**	**0**	**0**	**0**	**0**	**18,154**
		2005 Transportation Partnership Account - State		1,585	4,045	11,338	0	0	0	0	18,154
003	**300348A**	**SR 3/Fairmont Ave to Goldsborough Creek Br - Replace Bridge**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**13,635**	**13,865**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	13,635	13,865
003	**300348B**	**SR 3/Jct US 101 to Mill Creek - Safety**	**35**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**467**
		2005 Transportation Partnership Account - State		24	0	0	0	0	0	0	467
I-5 / SR 16, Tacoma Area - HOV & Corridor Improvements				**220,337**	**320,835**	**288,269**	**153,979**	**36,395**	**79,667**	**121,261**	**1,612,262**
005	**300504A**	**I-5/Tacoma HOV Improvements (Nickel/TPA)**	**25, 27, 29**	**209,690**	**319,562**	**288,269**	**153,979**	**36,395**	**79,667**	**121,261**	**1,477,351**
		2005 Transportation Partnership Account - State		50,701	253,444	288,200	153,937	34,716	79,667	121,261	1,042,205
		Motor Vehicle Account - Fd STP (Stim Package)		41,493	79	0	0	0	0	0	41,619
		Motor Vehicle Account - Federal		1,806	0	0	0	1,481	0	0	22,243
		Motor Vehicle Account - Local		33	4	0	0	0	0	0	686
		Motor Vehicle Account - State		7	0	0	0	156	0	0	38,457
		Multimodal Account - State		2	1	0	0	0	0	0	3
		Transportation 2003 (Nickel) Account - State		115,648	66,034	69	42	42	0	0	332,138
016	**301636A**	**SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes**	**27, 28, 29**	**10,511**	**1,273**	**0**	**0**	**0**	**0**	**0**	**127,451**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	2,760
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	60
		Motor Vehicle Account - State		0	0	0	0	0	0	0	32,676
		Transportation 2003 (Nickel) Account - State		10,511	1,273	0	0	0	0	0	91,955
016	**301638B**	**SR 16/36th St to Olympic Dr NW - Add HOV Lanes**	**26**	**136**	**0**	**0**	**0**	**0**	**0**	**0**	**7,460**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	1,175
		Transportation 2003 (Nickel) Account - State		136	0	0	0	0	0	0	6,285
I-5, Everett Area - HOV & Corridor Improvements				**641**	**0**	**0**	**0**	**0**	**0**	**0**	**220,118**
005	**100543M**	**I-5/SR 526 to Marine View Drive - Add HOV Lanes**	**38, 44**	**641**	**0**	**0**	**0**	**0**	**0**	**0**	**220,118**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	3,311
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	618
		Motor Vehicle Account - State		0	0	0	0	0	0	0	2,641
		Transportation 2003 (Nickel) Account - State		641	0	0	0	0	0	0	213,548

2011-13 Biennium Transportation Budget Nickel/TPA Highway Project List

LEAP Transportation Document 2011-1 as developed April 19, 2011

Highway Improvements Program (I)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
I-5, Lewis County Area - Corridor Improvements				**86,951**	**98,388**	**71,224**	**740**	**0**	**0**	**0**	**368,364**
005	**300581A**	**I-5/Grand Mound to Maytown - Add Lanes and Replace Intersection**	**20**	**53,603**	**16,403**	**40**	**0**	**0**	**0**	**0**	**115,335**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	1,930
		Motor Vehicle Account - Local		42	91	0	0	0	0	0	150
		Motor Vehicle Account - State		0	0	0	0	0	0	0	1,583
		Transportation 2003 (Nickel) Account - State		53,561	16,312	40	0	0	0	0	111,672
005	**400507R**	**I-5/Rush Rd to 13th St - Add Lanes**	**20**	**980**	**0**	**0**	**0**	**0**	**0**	**0**	**53,660**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	3,904
		Motor Vehicle Account - Local		15	0	0	0	0	0	0	54
		Transportation 2003 (Nickel) Account - State		965	0	0	0	0	0	0	49,702
005	**400508W**	**I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes**	**20**	**32,368**	**81,985**	**71,184**	**740**	**0**	**0**	**0**	**199,369**
		2005 Transportation Partnership Account - State		32,201	79,485	71,184	740	0	0	0	196,702
		Motor Vehicle Account - Federal		167	2,500	0	0	0	0	0	2,667
I-5, Puget Sound Area - Improvements				**64,917**	**55,863**	**2,416**	**26**	**17,431**	**21**	**19,362**	**345,714**
005	**100505A**	**I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes**	**11, 30, 33**	**103**	**0**	**0**	**0**	**0**	**0**	**0**	**138,946**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	64,886
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	1,510
		Motor Vehicle Account - State		5	0	0	0	0	0	0	22,639
		Transportation 2003 (Nickel) Account - State		97	0	0	0	0	0	0	49,911
005	**100529C**	**I-5/NE 175th St to NE 205th St - Add NB Lane**	**32**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**8,735**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	1,180
		Motor Vehicle Account - State		0	0	0	0	0	0	0	348
		Transportation 2003 (Nickel) Account - State		32	0	0	0	0	0	0	7,207
005	**100536D**	**I-5/SR 525 Interchange Phase**	**01, 21**	**0**	**0**	**0**	**0**	**0**	**0**	**19,357**	**20,001**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	19,357	20,001
005	**100537B**	**I-5/196th St (SR 524) Interchange - Build Ramps**	**01, 21**	**18,879**	**11,174**	**203**	**0**	**0**	**0**	**0**	**33,775**
		2005 Transportation Partnership Account - State		18,879	11,174	203	0	0	0	0	33,775
005	**100553N**	**I-5/172nd St NE (SR 531) Interchange - Rebuild Interchange**	**10**	**12,084**	**79**	**5**	**0**	**0**	**0**	**0**	**34,762**
		2005 Transportation Partnership Account - State		11,736	79	5	0	0	0	0	20,244
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	8,337
		Motor Vehicle Account - Local		348	0	0	0	0	0	0	5,978
		Motor Vehicle Account - State		0	0	0	0	0	0	0	203

2011-13 Biennium Transportation Budget Nickel/TPA Highway Project List

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Highway Improvements Program (I)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
005	**800502K**	**I-5/SR 161/SR 18 - Interchange Improvements**	**30**	**33,819**	**44,610**	**2,208**	**26**	**17,431**	**21**	**5**	**109,495**
		2005 Transportation Partnership Account - State		31,946	44,610	2,208	26	17,431	21	5	100,006
		Motor Vehicle Account - Federal		900	0	0	0	0	0	0	8,273
		Motor Vehicle Account - Local		159	0	0	0	0	0	0	164
		Transportation 2003 (Nickel) Account - State		814	0	0	0	0	0	0	1,052
I-5, SW Washington - Corridor Improvements				**50,320**	**69,613**	**25,453**	**0**	**0**	**0**	**0**	**157,131**
005	**400506H**	**I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange**	**18, 49**	**5,629**	**62,926**	**25,453**	**0**	**0**	**0**	**0**	**98,441**
		Motor Vehicle Account - Local		22	10,625	4,355	0	0	0	0	15,002
		Transportation 2003 (Nickel) Account - State		5,607	52,301	21,098	0	0	0	0	83,439
005	**400506I**	**I-5/SR 501 Ridgefield Interchange - Rebuild Interchange**	**18**	**20,421**	**952**	**0**	**0**	**0**	**0**	**0**	**23,187**
		2005 Transportation Partnership Account - State		9,579	580	0	0	0	0	0	11,973
		Motor Vehicle Account - Fd STP (Stim Package)		8,200	0	0	0	0	0	0	8,200
		Motor Vehicle Account - Federal		2,520	345	0	0	0	0	0	2,865
		Motor Vehicle Account - Local		122	27	0	0	0	0	0	149
005	**400510A**	**I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges**	**19**	**24,270**	**5,735**	**0**	**0**	**0**	**0**	**0**	**35,503**
		2005 Transportation Partnership Account - State		21,337	5,666	0	0	0	0	0	32,501
		Motor Vehicle Account - Local		2,933	69	0	0	0	0	0	3,002
I-5, Vancouver - Columbia River Crossing				**62,695**	**39,701**	**0**	**0**	**0**	**0**	**0**	**172,709**
005	**400506A**	**I-5/Columbia River Crossing/Vancouver - EIS**	**49**	**62,695**	**39,701**	**0**	**0**	**0**	**0**	**0**	**172,709**
		2005 Transportation Partnership Account - State		13,246	8,321	0	0	0	0	0	50,003
		Motor Vehicle Account - Federal		9,422	31,380	0	0	0	0	0	65,389
		Motor Vehicle Account - Local		40,000	0	0	0	0	0	0	57,242
		Motor Vehicle Account - State		27	0	0	0	0	0	0	75
I-5, Whatcom/Skagit County - Improvements				**8,577**	**4,485**	**0**	**0**	**0**	**0**	**0**	**34,232**
005	**100585Q**	**I-5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction**	**40, 42**	**4,405**	**3,975**	**0**	**0**	**0**	**0**	**0**	**22,358**
		2005 Transportation Partnership Account - State		4,405	3,975	0	0	0	0	0	10,030
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	7,353
		Motor Vehicle Account - State		0	0	0	0	0	0	0	4,975
011	**101100G**	**SR 11/Chuckanut Park and Ride - Build Park and Ride**	**10**	**4,172**	**510**	**0**	**0**	**0**	**0**	**0**	**11,874**
		2005 Transportation Partnership Account - State		1	0	0	0	0	0	0	6,152
		Motor Vehicle Account - Local		4,171	510	0	0	0	0	0	5,722
SR 9, Skagit/Whatcom County - Improvements				**86**	**41**	**0**	**0**	**0**	**0**	**0**	**17,772**

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2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
009	**100955A**	**SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment**	**42**	**86**	**41**	**0**	**0**	**0**	**0**	**0**	**17,772**
		Motor Vehicle Account - State		86	41	0	0	0	0	0	1,708
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	0	16,064
SR 9, Snohomish County - Corridor Improvements				**49,111**	**89,191**	**27,423**	**8,222**	**0**	**0**	**0**	**300,130**
009	**100900E**	**SR 9/SR 522 to 228th St SE, Stages 1a and 1b - Add Lanes**	**01**	**173**	**0**	**0**	**0**	**0**	**0**	**0**	**23,764**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	79
		Motor Vehicle Account - State		23	0	0	0	0	0	0	12,025
		Transportation 2003 (Nickel) Account - State		150	0	0	0	0	0	0	11,660
009	**100900F**	**SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes**	**01**	**16,788**	**58,988**	**4,503**	**0**	**0**	**0**	**0**	**87,295**
		Motor Vehicle Account - Federal		2	0	0	0	0	0	0	2
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	131
		Transportation 2003 (Nickel) Account - State		16,785	58,988	4,503	0	0	0	0	87,162
009	**100900V**	**SR 9/176th St SE Vicinity to SR 96 - Add Signal and Turn Lanes**	**01, 44**	**1,697**	**651**	**0**	**0**	**0**	**0**	**0**	**5,277**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	872
		Motor Vehicle Account - Local		3	1	0	0	0	0	0	7
		Motor Vehicle Account - State		0	6	0	0	0	0	0	29
		Transportation 2003 (Nickel) Account - State		1,694	644	0	0	0	0	0	4,369
009	**100901B**	**SR 9/228th St SE to 212th St SE (SR 524), Stage 2 - Add Lanes**	**01**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**31,108**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	2,525
		Motor Vehicle Account - State		0	0	0	0	0	0	0	2,023
		Transportation 2003 (Nickel) Account - State		67	0	0	0	0	0	0	26,560
009	**100912G**	**SR 9/Marsh Rd Intersection - Safety Improvements**	**44**	**1,571**	**43**	**0**	**0**	**0**	**0**	**0**	**6,522**
		2005 Transportation Partnership Account - State		1,571	43	0	0	0	0	0	6,521
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	1
009	**100914G**	**SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections**	**01, 44**	**7,325**	**629**	**0**	**0**	**0**	**0**	**0**	**30,041**
		2005 Transportation Partnership Account - State		5,978	490	0	0	0	0	0	24,997
		Motor Vehicle Account - Federal		1,301	133	0	0	0	0	0	4,967
		Motor Vehicle Account - Local		20	0	0	0	0	0	0	21
		Motor Vehicle Account - State		26	6	0	0	0	0	0	56
009	**100916G**	**SR 9/Lake Stevens Way to 20th St SE - Improve Intersection**	**44**	**3,586**	**1,242**	**5**	**0**	**0**	**0**	**0**	**12,914**
		2005 Transportation Partnership Account - State		3,586	1,242	5	0	0	0	0	12,914
009	**100917G**	**SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections**	**44**	**14,324**	**9,891**	**177**	**6**	**0**	**0**	**0**	**28,482**
		2005 Transportation Partnership Account - State		13,222	5,944	130	0	0	0	0	23,303
		Motor Vehicle Account - Local		1,102	3,947	47	6	0	0	0	5,179

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Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
009	**100921G**	**SR 9/SR 528 - Improve Intersection**	**44**	**0**	**3,013**	**12,340**	**4,497**	**0**	**0**	**0**	**19,850**
		2005 Transportation Partnership Account - State		0	3,013	12,340	4,497	0	0	0	19,850
009	**100922G**	**SR 9/84th St NE (Gethchell Road) Improve Intersection**	**38, 39**	**0**	**2,588**	**10,371**	**3,719**	**0**	**0**	**0**	**16,712**
		2005 Transportation Partnership Account - State		0	2,588	10,371	3,719	0	0	0	16,712
009	**100924A**	**SR 9/108th Street NE (Lauck Road) - Add Turn Lanes**	**39**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**1,711**
		Motor Vehicle Account - Local		2	0	0	0	0	0	0	310
		Motor Vehicle Account - State		0	0	0	0	0	0	0	511
		Transportation 2003 (Nickel) Account - State		19	0	0	0	0	0	0	890
009	**100928G**	**SR 9/SR 531-172nd St NE - Improve Intersection**	**39**	**3,179**	**12,143**	**26**	**0**	**0**	**0**	**0**	**15,589**
		2005 Transportation Partnership Account - State		3,118	11,708	25	0	0	0	0	15,092
		Motor Vehicle Account - Federal		2	0	0	0	0	0	0	2
		Motor Vehicle Account - Local		59	435	1	0	0	0	0	495
009	**100930H**	**SR 9/Schloman Rd to 256th St NE - New Alignment**	**39**	**309**	**0**	**0**	**0**	**0**	**0**	**0**	**16,619**
		Motor Vehicle Account - Federal		49	0	0	0	0	0	0	1,477
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	82
		Motor Vehicle Account - State		11	0	0	0	0	0	0	1,881
		Transportation 2003 (Nickel) Account - State		249	0	0	0	0	0	0	13,179
009	**100930I**	**SR 9/252nd St NE Vicinity - Add Turn Lane**	**39**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**1,699**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	138
		Motor Vehicle Account - State		2	0	0	0	0	0	0	126
		Transportation 2003 (Nickel) Account - State		28	0	0	0	0	0	0	1,435
009	**100931C**	**SR 9/268th St Intersection - Add Turn Lane**	**10, 39**	**40**	**3**	**1**	**0**	**0**	**0**	**0**	**2,547**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	368
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	21
		Motor Vehicle Account - State		0	0	0	0	0	0	0	464
		Transportation 2003 (Nickel) Account - State		39	3	1	0	0	0	0	1,694
US 12, Tri-Cities to Walla Walla - Corridor Improvements				**26,582**	**12,605**	**110**	**0**	**0**	**0**	**0**	**87,152**
012	**501203X**	**US 12/Frenchtown Vicinity to Walla Walla - Add Lanes**	**16**	**19,116**	**527**	**110**	**0**	**0**	**0**	**0**	**52,002**
		2005 Transportation Partnership Account - State		17,839	185	110	0	0	0	0	37,393
		Motor Vehicle Account - Federal		1,113	0	0	0	0	0	0	13,312
		Motor Vehicle Account - Local		44	1	0	0	0	0	0	162
		Motor Vehicle Account - State		0	0	0	0	0	0	0	213
		Transportation 2003 (Nickel) Account - State		120	341	0	0	0	0	0	922

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Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
012	**501204C**	**US 12/SR 124 to McNary Pool - Add Lanes**	**16**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**12,098**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	150
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	255
		Transportation 2003 (Nickel) Account - State		17	0	0	0	0	0	0	11,693
012	**501205D**	**US 12/Attalia Vicinity to US 730 - Add Lanes**	**16**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**801**
		Transportation 2003 (Nickel) Account - State		35	0	0	0	0	0	0	801
012	**501212I**	**US 12/SR 124 Intersection - Build Interchange**	**16**	**7,414**	**12,078**	**0**	**0**	**0**	**0**	**0**	**22,251**
		2005 Transportation Partnership Account - State		7,305	11,966	0	0	0	0	0	22,030
		Motor Vehicle Account - Local		34	112	0	0	0	0	0	146
		Motor Vehicle Account - State		75	0	0	0	0	0	0	75
US 12, Yakima Area - Improvements				**62**	**0**	**0**	**0**	**0**	**0**	**37,084**	**38,444**
012	**501208J**	**US 12/Old Naches Highway - Build Interchange**	**14**	**62**	**0**	**0**	**0**	**0**	**0**	**37,084**	**38,444**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	272	272
		Motor Vehicle Account - Local		62	0	0	0	0	0	0	276
		Motor Vehicle Account - State		0	0	0	0	0	0	14	781
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	36,798	37,115
SR 14, Clark/Skamania County - Corridor Improvements				**9,363**	**41,630**	**500**	**0**	**0**	**0**	**0**	**56,723**
014	**401409W**	**SR 14/Camas Washougal - Add Lanes and Build Interchange**	**18**	**9,363**	**41,630**	**500**	**0**	**0**	**0**	**0**	**56,723**
		2005 Transportation Partnership Account - State		9,363	41,630	500	0	0	0	0	56,723
SR 16, Gig Harbor to Purdy Vicinity - Safety Improvements				**4,163**	**0**	**0**	**0**	**0**	**0**	**0**	**22,661**
016	**301632A**	**SR 16/Burley-Olalla Interchange - Build Interchange**	**26**	**4,163**	**0**	**0**	**0**	**0**	**0**	**0**	**22,661**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	108
		Transportation 2003 (Nickel) Account - State		4,163	0	0	0	0	0	0	22,553
SR 17, Moses Lake Vicinity - Improvements				**2,106**	**8**	**0**	**0**	**0**	**0**	**0**	**25,256**
017	**201700C**	**SR 17/Moses Lake to Ephrata - Widening**	**13**	**1,264**	**0**	**0**	**0**	**0**	**0**	**0**	**3,462**
		2005 Transportation Partnership Account - State		1,264	0	0	0	0	0	0	3,462
017	**201701E**	**SR 17/N of Moses Lake - Add Passing Lane**	**13**	**467**	**0**	**0**	**0**	**0**	**0**	**0**	**647**
		2005 Transportation Partnership Account - State		467	0	0	0	0	0	0	647
017	**201701G**	**SR 17/Adams Co Line - Access Control**	**09**	**73**	**8**	**0**	**0**	**0**	**0**	**0**	**81**
		2005 Transportation Partnership Account - State		73	8	0	0	0	0	0	81
017	**201729A**	**SR 17/Pioneer Way to Stratford Rd - Widen to Four Lanes**	**13**	**302**	**0**	**0**	**0**	**0**	**0**	**0**	**21,066**
		2005 Transportation Partnership Account - State		1	0	0	0	0	0	0	17,131
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	5
		Motor Vehicle Account - State		301	0	0	0	0	0	0	3,930

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
SR 18, Auburn to I-90 - Corridor Widening				**2,386**	**1,146**	**26**	**29**	**0**	**0**	**0**	**201,925**
018	**101817C**	**SR 18/Covington Way to Maple Valley - Add Lanes**	**05, 47**	**382**	**0**	**0**	**0**	**0**	**0**	**0**	**67,978**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	10
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	548
		Motor Vehicle Account - State		0	0	0	0	0	0	0	20,545
		Special Category C Account - St Restricted		0	0	0	0	0	0	0	43,144
		Transportation 2003 (Nickel) Account - State		382	0	0	0	0	0	0	3,731
018	**101820C**	**SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes**	**05**	**1,537**	**278**	**26**	**29**	**0**	**0**	**0**	**127,900**
		Motor Vehicle Account - Federal		89	0	0	0	0	0	0	45,034
		Motor Vehicle Account - Local		51	0	0	0	0	0	0	110
		Motor Vehicle Account - State		620	278	26	29	0	0	0	4,660
		Special Category C Account - St Restricted		679	0	0	0	0	0	0	72,322
		Transportation 2003 (Nickel) Account - State		98	0	0	0	0	0	0	5,774
018	**101822A**	**SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes**	**05**	**238**	**434**	**0**	**0**	**0**	**0**	**0**	**3,025**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	22
		Transportation 2003 (Nickel) Account - State		238	434	0	0	0	0	0	3,003
018	**101826A**	**SR 18/Tigergate to I-90 - Add Lanes**	**05**	**229**	**434**	**0**	**0**	**0**	**0**	**0**	**3,022**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	20
		Transportation 2003 (Nickel) Account - State		229	434	0	0	0	0	0	3,002
SR 20, Island County - Safety Improvements				**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8,407**
020	**102023I**	**SR 20/Ducken Rd to Rosario Rd - Add Turn Lanes**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8,407**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	2,797
		Motor Vehicle Account - State		0	0	0	0	0	0	0	993
		Transportation 2003 (Nickel) Account - State		1	0	0	0	0	0	0	4,617
SR 20, West Skagit County - Improvements				**8,293**	**414**	**10**	**0**	**0**	**0**	**21,874**	**155,179**
020	**102027C**	**SR 20/Quiet Cove Rd Vicinity to SR 20 Spur - Widening**	**10, 40**	**4,909**	**6**	**0**	**0**	**0**	**0**	**0**	**29,224**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	4,995
		Motor Vehicle Account - Local		161	6	0	0	0	0	0	2,713
		Motor Vehicle Account - State		0	0	0	0	0	0	0	210
		Transportation 2003 (Nickel) Account - State		4,748	0	0	0	0	0	0	21,306
020	**102029S**	**SR 20/Sharpes Corner Vicinity - New Interchange**	**10, 40**	**0**	**0**	**0**	**0**	**0**	**0**	**21,874**	**23,218**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	21,874	23,218

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
020	**102039A**	**SR 20/Fredonia to I-5 - Add Lanes**	**10, 40**	**3,384**	**408**	**10**	**0**	**0**	**0**	**0**	**102,737**
		Motor Vehicle Account - Federal		38	0	0	0	0	0	0	3,200
		Motor Vehicle Account - Local		195	86	10	0	0	0	0	2,781
		Motor Vehicle Account - State		1	0	0	0	0	0	0	4,961
		Transportation 2003 (Nickel) Account - State		3,150	322	0	0	0	0	0	91,795
SR 24, Yakima to Hanford - Improvements				**121**	**0**	**0**	**0**	**0**	**0**	**0**	**54,686**
024	**502402E**	**SR 24/I-82 to Keys Rd - Add Lanes**	**13, 14, 15**	**119**	**0**	**0**	**0**	**0**	**0**	**0**	**50,533**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	8,403
		Motor Vehicle Account - Local		16	0	0	0	0	0	0	4,495
		Motor Vehicle Account - State		0	0	0	0	0	0	0	985
		Transportation 2003 (Nickel) Account - State		102	0	0	0	0	0	0	36,650
024	**502403I**	**SR 24/SR 241 to Cold Creek Rd - Add Passing Lanes**	**08, 15**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**4,153**
		2005 Transportation Partnership Account - State		2	0	0	0	0	0	0	4,153
SR 28/285, Wenatchee Area - Improvements				**44,929**	**39,253**	**1,413**	**2,997**	**0**	**0**	**0**	**98,517**
028	**202800D**	**SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment**	**12**	**25,669**	**24,040**	**0**	**0**	**0**	**0**	**0**	**54,658**
		2005 Transportation Partnership Account - State		25,578	24,002	0	0	0	0	0	54,529
		Motor Vehicle Account - Local		91	38	0	0	0	0	0	129
028	**202801J**	**SR 28/E Wenatchee - Access Control**	**12**	**0**	**10**	**36**	**2,997**	**0**	**0**	**0**	**3,043**
		2005 Transportation Partnership Account - State		0	10	36	2,997	0	0	0	3,043
285	**228500A**	**SR 285/George Sellar Bridge - Additional EB Lane**	**12**	**14,353**	**160**	**0**	**0**	**0**	**0**	**0**	**18,423**
		2005 Transportation Partnership Account - State		14,342	160	0	0	0	0	0	18,412
		Motor Vehicle Account - Local		11	0	0	0	0	0	0	11
285	**228501X**	**SR 285/W End of George Sellar Bridge - Intersection Improvements**	**12**	**4,907**	**15,043**	**1,377**	**0**	**0**	**0**	**0**	**22,393**
		2005 Transportation Partnership Account - State		2,017	14,955	1,377	0	0	0	0	18,792
		Motor Vehicle Account - Federal		2,890	88	0	0	0	0	0	3,601
I-82, Yakima Area - Improvements				**25,475**	**1,812**	**0**	**0**	**0**	**0**	**0**	**34,207**
082	**508201O**	**I-82/Valley Mall Blvd - Rebuild Interchange**	**14**	**25,475**	**1,812**	**0**	**0**	**0**	**0**	**0**	**34,207**
		2005 Transportation Partnership Account - State		3,747	164	0	0	0	0	0	8,616
		Motor Vehicle Account - Fd STP (Stim Package)		18,912	724	0	0	0	0	0	19,653
		Motor Vehicle Account - Federal		418	784	0	0	0	0	0	3,028
		Motor Vehicle Account - Local		1,277	52	0	0	0	0	0	1,631
		Motor Vehicle Account - State		1,121	88	0	0	0	0	0	1,279

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2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
I-90, Snoqualmie Pass - Corridor Improvements				**78,664**	**147,450**	**125,520**	**102,841**	**2,602**	**1,021**	**44,714**	**551,410**
090	**509009B**	**I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement**	**05, 13**	**78,664**	**147,450**	**125,520**	**102,841**	**2,602**	**1,021**	**44,714**	**551,410**
		2005 Transportation Partnership Account - State		78,664	147,450	125,520	102,841	2,602	1,021	44,714	551,410
I-90, Western Washington - Improvements				**17,365**	**4,888**	**0**	**0**	**0**	**0**	**0**	**41,337**
090	**109040Q**	**I-90/Two Way Transit - Transit and HOV Improvements - Stage 2 & 3**	**37, 41**	**17,365**	**4,888**	**0**	**0**	**0**	**0**	**0**	**41,337**
		2005 Transportation Partnership Account - State		5,831	4,188	0	0	0	0	0	11,932
		Motor Vehicle Account - Fd STP (Stim Package)		7,457	0	0	0	0	0	0	7,457
		Motor Vehicle Account - Federal		3,324	599	0	0	0	0	0	6,700
		Motor Vehicle Account - State		185	0	0	0	0	0	0	185
		Transportation 2003 (Nickel) Account - State		568	101	0	0	0	0	0	15,063
US 97, Chelan Falls to Toppenish - Safety Improvements				**1,902**	**340**	**0**	**0**	**0**	**0**	**0**	**2,405**
097	**209703E**	**US 97/Blewett Pass - Add Passing Lane**	**13**	**1,024**	**340**	**0**	**0**	**0**	**0**	**0**	**1,512**
		2005 Transportation Partnership Account - State		1,024	340	0	0	0	0	0	1,512
097	**209703F**	**US 97/S of Chelan Falls - Add Passing Lane**	**12**	**878**	**0**	**0**	**0**	**0**	**0**	**0**	**893**
		2005 Transportation Partnership Account - State		120	0	0	0	0	0	0	135
		Motor Vehicle Account - Fd STP (Stim Package)		679	0	0	0	0	0	0	679
		Motor Vehicle Account - State		79	0	0	0	0	0	0	79
SR 99, Federal Way - HOV & Corridor Improvements				**266**	**0**	**0**	**0**	**0**	**0**	**0**	**14,790**
099	**109908R**	**SR 99/S 284th to S 272nd St - Add HOV Lanes**	**30**	**266**	**0**	**0**	**0**	**0**	**0**	**0**	**14,790**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	201
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	373
		Motor Vehicle Account - State		0	0	0	0	0	0	0	42
		Transportation 2003 (Nickel) Account - State		265	0	0	0	0	0	0	14,174
SR 99, Seattle - Alaskan Way Viaduct				**523,016**	**917,940**	**505,431**	**129,328**	**0**	**0**	**0**	**2,401,393**
099	**809936Z**	**SR 99/Alaskan Way Viaduct - Replacement**	**11, 36, 37, 43**	**523,016**	**917,940**	**505,431**	**129,328**	**0**	**0**	**0**	**2,401,393**
		2005 Transportation Partnership Account - State		375,813	770,362	272,062	2,806	0	0	0	1,513,084
		Motor Vehicle Account - Federal		89,652	92,733	136,168	32,937	0	0	0	483,000
		Motor Vehicle Account - Local		3,359	464	0	0	0	0	0	7,211
		Motor Vehicle Account - State		0	34,702	0	0	0	0	0	34,702
		Multimodal Account - State		0	0	78,049	87,251	0	0	0	165,300
		Transportation 2003 (Nickel) Account - State		54,192	19,679	19,152	6,334	0	0	0	198,096

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
SR 99, Shoreline - HOV & Corridor Improvements				**7,000**	**0**	**0**	**0**	**0**	**0**	**0**	**20,026**
099	**109956C**	**SR 99/Aurora Ave N Corridor - Add HOV Lanes**	**32**	**7,000**	**0**	**0**	**0**	**0**	**0**	**0**	**20,026**
		2005 Transportation Partnership Account - State		7,000	0	0	0	0	0	0	10,000
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	0	10,026
US 101/104/112, Olympic Peninsula/SW WA - Improvements				**295**	**377**	**0**	**0**	**0**	**0**	**4,481**	**14,192**
101	**310101F**	**US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**2,279**	**3,222**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	87
		Motor Vehicle Account - State		0	0	0	0	0	0	297	852
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	1,982	2,283
101	**310102F**	**US 101/Gardiner Vicinity - Add Climbing Lane**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**2,202**	**2,589**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	105
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	2,202	2,484
101	**310116D**	**US 101/Lynch Road - Safety Improvements**	**35**	**206**	**350**	**0**	**0**	**0**	**0**	**0**	**1,002**
		2005 Transportation Partnership Account - State		206	350	0	0	0	0	0	1,002
101	**310124C**	**US 101/SR 3 On Ramp to US 101 NB - Add New Ramp**	**35**	**27**	**27**	**0**	**0**	**0**	**0**	**0**	**3,867**
		2005 Transportation Partnership Account - State		27	27	0	0	0	0	0	3,867
101	**310166B**	**US 101/Blyn Vicinity - Add Passing Lanes**	**24**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**3,512**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	514
		Motor Vehicle Account - State		0	0	0	0	0	0	0	478
		Transportation 2003 (Nickel) Account - State		62	0	0	0	0	0	0	2,520
SR 161, Pierce County - Corridor Improvements				**15,661**	**16,756**	**0**	**0**	**0**	**0**	**31,386**	**104,846**
161	**116100C**	**SR 161/Jovita Blvd to S 360th St, Stage 2 - Widen to Five Lanes**	**25, 30, 31**	**120**	**0**	**0**	**0**	**0**	**0**	**0**	**26,057**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	685
		Motor Vehicle Account - State		0	0	0	0	0	0	0	3,920
		Transportation 2003 (Nickel) Account - State		120	0	0	0	0	0	0	21,452
161	**316109A**	**SR 161/SR 167 EB Ramp - Realign Ramps**	**31**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2,800**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	1
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	44
		Motor Vehicle Account - State		0	0	0	0	0	0	0	79
		Transportation 2003 (Nickel) Account - State		1	0	0	0	0	0	0	2,676
161	**316118A**	**SR 161/24th St E to Jovita - Add Lanes**	**25, 31**	**14,803**	**12,756**	**0**	**0**	**0**	**0**	**0**	**39,866**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	10
		Motor Vehicle Account - State		0	0	0	0	0	0	0	2,108
		Transportation 2003 (Nickel) Account - State		14,803	12,756	0	0	0	0	0	37,748

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Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
161	**316118C**	**SR 161/36th to Vicinity 24th St E - Widen to 5 lanes**	**25, 31**	**0**	**0**	**0**	**0**	**0**	**0**	**31,386**	**31,386**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	10,135	10,135
		Motor Vehicle Account - State		0	0	0	0	0	0	10,000	10,000
		Special Category C Account - St Restricted		0	0	0	0	0	0	1,532	1,532
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	9,719	9,719
161	**316130A**	**SR 161/Clear Lake N Rd to Tanwax Creek - Spot Safety Improvements**	**02**	**737**	**4,000**	**0**	**0**	**0**	**0**	**0**	**4,737**
		2005 Transportation Partnership Account - State		737	4,000	0	0	0	0	0	4,737
SR 167, Renton to Puyallup-HOV Improvements & HOT Lane Pilot				**3,955**	**246**	**13,223**	**61,371**	**433**	**0**	**0**	**144,525**
167	**116703E**	**SR 167/15th St SW to 15th St NW - Add HOV Lanes**	**11, 30, 33, 47**	**557**	**0**	**0**	**0**	**0**	**0**	**0**	**43,706**
		Transportation 2003 (Nickel) Account - State		557	0	0	0	0	0	0	43,706
167	**816701B**	**SR 167 HOT Lanes Pilot Project - Managed Lanes**	**11, 30, 33, 47**	**507**	**246**	**0**	**0**	**0**	**0**	**0**	**18,814**
		2005 Transportation Partnership Account - State		503	246	0	0	0	0	0	13,676
		Motor Vehicle Account - Federal		4	0	0	0	0	0	0	5,138
167	**816701C**	**SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane**	**30, 31, 33, 47**	**2,891**	**0**	**13,223**	**61,371**	**433**	**0**	**0**	**82,005**
		2005 Transportation Partnership Account - State		2,891	0	13,223	61,371	433	0	0	82,005
SR 167, Tacoma to Puyallup - New Freeway				**66,618**	**0**	**0**	**0**	**0**	**0**	**0**	**157,176**
167	**316712A**	**SR 167/SR 509 to SR 161 - EIS**	**25, 27**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**19,896**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	12,532
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	487
		Motor Vehicle Account - State		1	0	0	0	0	0	0	5,486
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	0	1,391
167	**316718A**	**SR 167/SR 509 to I-5 Stage One - New Freeway**	**25, 27**	**63,806**	**0**	**0**	**0**	**0**	**0**	**0**	**111,362**
		2005 Transportation Partnership Account - State		61,984	0	0	0	0	0	0	70,001
		Transportation 2003 (Nickel) Account - State		1,822	0	0	0	0	0	0	41,361
167	**316718C**	**SR 167/I-5 to SR 161 Stage Two - New Freeway**	**25**	**2,811**	**0**	**0**	**0**	**0**	**0**	**0**	**25,918**
		Motor Vehicle Account - Federal		2,724	0	0	0	0	0	0	8,550
		Transportation 2003 (Nickel) Account - State		87	0	0	0	0	0	0	17,368
SR 169, Renton to Enumclaw - Safety Improvements				**172**	**0**	**0**	**0**	**0**	**0**	**0**	**5,266**
169	**116911T**	**SR 169/SE 291st St Vicinity (Formerly SE 288th Street) - Add Turn Lanes**	**05, 47**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**2,446**
		2005 Transportation Partnership Account - State		37	0	0	0	0	0	0	1,360
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	442
		Motor Vehicle Account - State		0	0	0	0	0	0	0	644

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Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
169	**116927B**	**SR 169/140th Way SE to SR 900 - Add Lanes**	**05, 11, 41**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**2,820**
		2005 Transportation Partnership Account - State		134	0	0	0	0	0	0	2,500
		Motor Vehicle Account - State		1	0	0	0	0	0	0	320
SR 202, Redmond to Fall City - Corridor Improvements				**13**	**0**	**0**	**0**	**0**	**0**	**0**	**4,380**
202	**120214T**	**SR 202/244th Ave NE Intersection - Add Signal and Turn Lane**	**05, 45**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1,211**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	315
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	286
		Motor Vehicle Account - State		0	0	0	0	0	0	0	130
		Transportation 2003 (Nickel) Account - State		1	0	0	0	0	0	0	480
202	**120219L**	**SR 202/Jct SR 203 - Construct Roundabout**	**05**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**3,169**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	321
		Motor Vehicle Account - State		0	0	0	0	0	0	0	76
		Transportation 2003 (Nickel) Account - State		11	0	0	0	0	0	0	2,772
I-205, Vancouver Area - Corridor Improvements				**6,373**	**5,742**	**31,343**	**54,082**	**0**	**0**	**0**	**114,005**
205	**420505A**	**I-205/Mill Plain Exit (112th Connector) - Build Ramp**	**49**	**3,615**	**0**	**0**	**0**	**0**	**0**	**0**	**11,056**
		Motor Vehicle Account - Local		144	0	0	0	0	0	0	254
		Transportation 2003 (Nickel) Account - State		3,471	0	0	0	0	0	0	10,802
205	**420508A**	**I-205/Mill Plain Interchange to NE 18th St - Stage 1**	**17, 49**	**2,157**	**53**	**43**	**18**	**0**	**0**	**0**	**8,774**
		2005 Transportation Partnership Account - State		2,157	53	43	18	0	0	0	8,774
205	**420511A**	**I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2**	**17, 49**	**601**	**5,689**	**31,300**	**54,064**	**0**	**0**	**0**	**94,175**
		2005 Transportation Partnership Account - State		601	5,689	31,300	54,064	0	0	0	94,175
SR 240, Richland Vicinity - Corridor Improvements				**6,292**	**120**	**0**	**0**	**0**	**0**	**0**	**73,196**
240	**524002E**	**SR 240/Beloit Rd to Kingsgate Way - Safety Improvements**	**08**	**5,751**	**0**	**0**	**0**	**0**	**0**	**0**	**9,490**
		2005 Transportation Partnership Account - State		5,751	0	0	0	0	0	0	9,490
240	**524002F**	**SR 240/I-182 to Richland Y - Add Lanes**	**08**	**110**	**0**	**0**	**0**	**0**	**0**	**0**	**22,580**
		Motor Vehicle Account - Federal		3	0	0	0	0	0	0	8,523
		Motor Vehicle Account - State		1	0	0	0	0	0	0	2,419
		Transportation 2003 (Nickel) Account - State		106	0	0	0	0	0	0	11,638
240	**524002G**	**SR 240/Richland Y to Columbia Center I/C - Add Lanes**	**08**	**431**	**120**	**0**	**0**	**0**	**0**	**0**	**41,126**
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	187
		Motor Vehicle Account - State		0	0	0	0	0	0	0	1,102
		Transportation 2003 (Nickel) Account - State		430	120	0	0	0	0	0	39,837

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Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
SR 270, Pullman to Idaho State Line - Corridor Improvements				**14**	**0**	**0**	**0**	**0**	**0**	**0**	**31,198**
270	**627000E**	**SR 270/Pullman to Idaho State Line - Add Lanes**	**09**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**31,198**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	409
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	180
		Motor Vehicle Account - State		0	0	0	0	0	0	0	2,132
		Transportation 2003 (Nickel) Account - State		14	0	0	0	0	0	0	28,477
SR 302, Purdy Vicinity - Corridor Improvements				**2,451**	**5,244**	**0**	**0**	**0**	**0**	**0**	**9,196**
302	**330215A**	**SR 302/Key Peninsula Highway to Purdy Vic-Safety & Congestion**	**26**	**1,451**	**5,244**	**0**	**0**	**0**	**0**	**0**	**6,695**
		2005 Transportation Partnership Account - State		1,451	5,244	0	0	0	0	0	6,695
302	**330216A**	**SR 302/Elgin Clifton Rd to SR 16 - Corridor Study**	**26, 35**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**2,501**
		2005 Transportation Partnership Account - State		1,000	0	0	0	0	0	0	2,501
US 395, Spokane - North Spokane Corridor				**161,626**	**72,055**	**49,601**	**26,001**	**4,400**	**0**	**0**	**542,793**
395	**600001A**	**US 395/NSC-Francis Ave to Farwell Rd - New Alignment**	**03, 04, 07**	**19,325**	**22,622**	**0**	**0**	**0**	**0**	**0**	**209,882**
		Motor Vehicle Account - Fd STP (Stim Package)		13,241	21,760	0	0	0	0	0	35,001
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	192
		Special Category C Account - St Restricted		0	0	0	0	0	0	0	8,600
		Transportation 2003 (Nickel) Account - State		6,083	862	0	0	0	0	0	166,089
395	**600003A**	**US 395/NSC-US 2 to Wandermere and US 2 Lowering - New Alignment**	**03, 04, 07**	**90,201**	**5,513**	**0**	**0**	**0**	**0**	**0**	**128,013**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	81
		Motor Vehicle Account - State		0	0	0	0	0	0	0	249
		Special Category C Account - St Restricted		18,831	0	0	0	0	0	0	30,348
		Transportation 2003 (Nickel) Account - State		71,370	5,513	0	0	0	0	0	97,335
395	**600010A**	**US 395/North Spokane Corridor**	**03, 04, 07**	**52,100**	**43,920**	**49,601**	**26,001**	**4,400**	**0**	**0**	**204,898**
		2005 Transportation Partnership Account - State		44,429	1,438	420	16,000	0	0	0	80,423
		Motor Vehicle Account - Federal		1,959	20,581	41,181	10,001	4,400	0	0	82,140
		Motor Vehicle Account - State		1	0	0	0	0	0	0	106
		Multimodal Account - State		0	0	8,000	0	0	0	0	8,000
		Special Category C Account - St Restricted		5,711	0	0	0	0	0	0	12,328
		Transportation 2003 (Nickel) Account - State		0	21,901	0	0	0	0	0	21,901
I-405, Lynnwood to Tukwila - Corridor Improvements				**295,074**	**263,271**	**150,035**	**9,117**	**40**	**0**	**208,831**	**1,556,502**

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Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
167	**816719A**	**SR 167/S 180th St to I-405 - SB Widening**	**11**	**3,166**	**0**	**0**	**0**	**0**	**0**	**0**	**18,844**
		2005 Transportation Partnership Account - State		3,154	0	0	0	0	0	0	18,605
		Motor Vehicle Account - Local		12	0	0	0	0	0	0	239
405	**840502B**	**I-405/SR 181 to SR 167 - Widening**	**11**	**13,626**	**2,118**	**360**	**0**	**0**	**0**	**0**	**142,494**
		2005 Transportation Partnership Account - State		6,724	0	0	0	0	0	0	54,799
		Motor Vehicle Account - Local		628	527	180	0	0	0	0	1,930
		Transportation 2003 (Nickel) Account - State		6,274	1,591	180	0	0	0	0	85,765
405	**840503A**	**I-405/I-5 to SR 181 - Widening**	**11**	**2,102**	**7**	**0**	**0**	**0**	**0**	**0**	**21,991**
		2005 Transportation Partnership Account - State		2,102	7	0	0	0	0	0	21,991
405	**840508A**	**I-405/NE 44th St to 112th Ave SE - Widening**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**144,509**	**150,007**
		2005 Transportation Partnership Account - State		1	0	0	0	0	0	139,308	144,806
		Special Category C Account - St Restricted		0	0	0	0	0	0	5,201	5,201
405	**840509A**	**I-405/112th Ave SE to I-90 - NB Widening**	**41**	**1,481**	**0**	**0**	**0**	**0**	**0**	**0**	**19,957**
		2005 Transportation Partnership Account - State		1,481	0	0	0	0	0	0	19,957
405	**840541F**	**I-405/I-90 to SE 8th St - Widening**	**41**	**18,051**	**1,879**	**4,088**	**62**	**30**	**0**	**0**	**179,873**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	1,881
		Motor Vehicle Account - Local		5	0	0	0	0	0	0	470
		Transportation 2003 (Nickel) Account - State		18,046	1,879	4,088	62	30	0	0	177,522
405	**840551A**	**I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements**	**41, 48**	**106,250**	**60,083**	**34**	**41**	**10**	**0**	**0**	**224,471**
		2005 Transportation Partnership Account - State		26,010	60,083	34	41	10	0	0	144,231
		Motor Vehicle Account - Fd STP (Stim Package)		79,971	0	0	0	0	0	0	79,971
		Motor Vehicle Account - Federal		80	0	0	0	0	0	0	80
		Motor Vehicle Account - Local		189	0	0	0	0	0	0	189
405	**840552A**	**I-405/NE 10th St - Bridge Crossing**	**41**	**6,346**	**142**	**0**	**0**	**0**	**0**	**0**	**63,305**
		2005 Transportation Partnership Account - State		6,346	142	0	0	0	0	0	51,475
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	9,629
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	2,201
405	**840561A**	**I-405/SR 520 to SR 522 - Widening**	**01, 41, 45, 48**	**136**	**0**	**0**	**0**	**0**	**0**	**0**	**81,212**
		Transportation 2003 (Nickel) Account - State		136	0	0	0	0	0	0	81,212
405	**840567B**	**I-405/NE 132nd St - New Interchange**	**01, 45**	**0**	**0**	**0**	**0**	**0**	**0**	**48,500**	**48,500**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	48,500	48,500

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2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
405	**8BI1001**	**I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)**	**11, 37, 47**	**100,549**	**6,285**	**71**	**15**	**0**	**0**	**0**	**166,541**
		2005 Transportation Partnership Account - State		76,554	2,226	47	15	0	0	0	118,506
		Motor Vehicle Account - Federal		3,030	3,540	24	0	0	0	0	17,765
		Motor Vehicle Account - Local		186	9	0	0	0	0	0	197
		Transportation 2003 (Nickel) Account - State		20,779	510	0	0	0	0	0	30,073
405	**8BI1002**	**I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)**	**01, 41, 45, 48**	**43,366**	**192,757**	**145,482**	**8,999**	**0**	**0**	**0**	**423,485**
		2005 Transportation Partnership Account - State		8,729	131,303	88,357	5,765	0	0	0	256,107
		Motor Vehicle Account - Fd STP (Stim Package)		22,992	0	0	0	0	0	0	22,992
		Motor Vehicle Account - Federal		352	10,000	24,000	0	0	0	0	34,721
		Motor Vehicle Account - Local		22	44	0	0	0	0	0	66
		Transportation 2003 (Nickel) Account - State		11,271	51,410	33,125	3,234	0	0	0	109,599
405	**8BI1006**	**I-405/Tukwila to Bellevue Widening and Express Toll Lanes**	**11, 37, 41**	**0**	**0**	**0**	**0**	**0**	**0**	**15,822**	**15,822**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	15,822	15,822
SR 410, Bonney Lake Vicinity - Corridor Widening				**10,733**	**587**	**148**	**119**	**73**	**36**	**0**	**18,454**
410	**341015A**	**SR 410/214th Ave E to 234th - Add Lanes**	**31**	**10,733**	**587**	**148**	**119**	**73**	**36**	**0**	**18,454**
		2005 Transportation Partnership Account - State		7,739	548	148	119	73	36	0	8,663
		Motor Vehicle Account - Local		540	39	0	0	0	0	0	1,203
		Motor Vehicle Account - State		0	0	0	0	0	0	0	2,599
		Transportation 2003 (Nickel) Account - State		2,454	0	0	0	0	0	0	5,989
SR 500, Vancouver to Orchards - Corridor Improvements				**7,674**	**40,044**	**636**	**0**	**0**	**0**	**0**	**56,961**
500	**450000A**	**SR 500/St Johns Blvd - Build Interchange**	**49**	**7,674**	**40,044**	**636**	**0**	**0**	**0**	**0**	**56,961**
		2005 Transportation Partnership Account - State		1,220	15,604	10	0	0	0	0	20,229
		Motor Vehicle Account - Federal		6,254	24,440	626	0	0	0	0	36,504
		Motor Vehicle Account - State		200	0	0	0	0	0	0	228
SR 502, I-5 to Battle Ground - Corridor Improvements				**13,741**	**47,377**	**18,000**	**233**	**0**	**0**	**0**	**140,307**
005	**400599R**	**I-5/SR 502 Interchange - Build Interchange**	**17, 18**	**826**	**0**	**0**	**0**	**0**	**0**	**0**	**52,521**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	379
		Transportation 2003 (Nickel) Account - State		826	0	0	0	0	0	0	52,142
502	**450208W**	**SR 502/I-5 to Battle Ground - Add Lanes**	**18**	**12,915**	**47,377**	**18,000**	**233**	**0**	**0**	**0**	**87,786**
		2005 Transportation Partnership Account - State		10,437	46,833	18,000	233	0	0	0	79,820
		Motor Vehicle Account - State		0	0	0	0	0	0	0	200
		Transportation 2003 (Nickel) Account - State		2,478	544	0	0	0	0	0	7,766

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
SR 503, Battle Ground to Vancouver - Improvements				**5,342**	**423**	**0**	**0**	**0**	**0**	**0**	**7,377**
503	**450305B**	**SR 503/4th Plain/SR 500 Intersection - Add Turn Lane**	**17**	**587**	**214**	**0**	**0**	**0**	**0**	**0**	**811**
		2005 Transportation Partnership Account - State		579	214	0	0	0	0	0	802
		Motor Vehicle Account - Local		8	0	0	0	0	0	0	9
503	**450393A**	**SR 503/Lewisville Park Vicinity - Add Climbing Lane**	**18**	**4,755**	**209**	**0**	**0**	**0**	**0**	**0**	**6,566**
		2005 Transportation Partnership Account - State		4,755	209	0	0	0	0	0	6,316
		Motor Vehicle Account - State		0	0	0	0	0	0	0	250
SR 509, SeaTac to I-5 - Corridor Completion				**3,825**	**20**	**0**	**0**	**0**	**0**	**0**	**61,537**
509	**850901F**	**SR 509/I-5 to Sea-Tac Freight & Congestion Relief**	**30, 33**	**3,824**	**20**	**0**	**0**	**0**	**0**	**0**	**26,541**
		2005 Transportation Partnership Account - State		3,824	20	0	0	0	0	0	26,541
509	**850902A**	**SR 509/I-5/SeaTac to I-5 - Design and Critical R/W**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**34,996**
		Transportation 2003 (Nickel) Account - State		1	0	0	0	0	0	0	34,996
SR 510, Yelm - New Freeway				**8,734**	**687**	**0**	**0**	**0**	**0**	**4,860**	**36,006**
510	**351025A**	**SR 510/Yelm Loop - New Alignment**	**02**	**8,734**	**687**	**0**	**0**	**0**	**0**	**4,860**	**36,006**
		2005 Transportation Partnership Account - State		7,464	576	0	0	0	0	4,860	32,791
		Motor Vehicle Account - Federal		1,270	111	0	0	0	0	0	1,801
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	213
		Motor Vehicle Account - State		0	0	0	0	0	0	0	1,201
SR 518, Burien to Tukwila - Corridor Improvements				**3,076**	**733**	**0**	**0**	**0**	**0**	**0**	**41,662**
509	**850919F**	**SR 509/SR 518 Interchange - Signalization and Channelization**	**33**	**304**	**75**	**0**	**0**	**0**	**0**	**0**	**5,831**
		2005 Transportation Partnership Account - State		304	75	0	0	0	0	0	3,565
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	2,257
		Motor Vehicle Account - State		0	0	0	0	0	0	0	9
518	**851808A**	**SR 518/SeaTac Airport to I-5 - Eastbound Widening**	**11, 33**	**2,772**	**658**	**0**	**0**	**0**	**0**	**0**	**35,831**
		2005 Transportation Partnership Account - State		71	6	0	0	0	0	0	20,002
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	5,902
		Motor Vehicle Account - Local		2,701	652	0	0	0	0	0	9,927
SR 519, Seattle - Intermodal Improvements				**42,705**	**0**	**0**	**0**	**0**	**0**	**0**	**84,015**
519	**851902A**	**SR 519/ I-90 to SR 99 Intermodal Access Project - I/C Improvements**	**37**	**42,705**	**0**	**0**	**0**	**0**	**0**	**0**	**84,015**
		Freight Mobility Multimodal Account		4,575	0	0	0	0	0	0	4,611
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	855
		Motor Vehicle Account - Local		4,100	0	0	0	0	0	0	6,040
		Transportation 2003 (Nickel) Account - State		34,030	0	0	0	0	0	0	72,509

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
SR 520, Seattle to Redmond - Corridor Improvements				**500,907**	**1,263,266**	**629,813**	**24,005**	**25,000**	**0**	**1**	**2,645,415**
520	**152040A**	**SR 520/W Lake Sammamish Parkway to SR 202, Stage 3 - Widening**	**48**	**45,930**	**1,408**	**86**	**0**	**0**	**0**	**0**	**79,397**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	137
		Transportation 2003 (Nickel) Account - State		45,930	1,408	86	0	0	0	0	79,260
520	**8BI1003**	**SR 520/ Bridge Replacement and HOV (Nickel/TPA)**	**43, 48**	**388,087**	**1,247,769**	**629,727**	**24,005**	**25,000**	**0**	**1**	**2,478,632**
		2005 Transportation Partnership Account - State		158,094	226,809	9,000	0	0	0	0	499,077
		Motor Vehicle Account - Federal		155	140	73,268	4	0	0	0	77,614
		Motor Vehicle Account - Local		0	1,360	0	0	0	0	0	1,360
		Motor Vehicle Account - State		0	0	0	0	0	0	0	2,575
		SR 520 Civil Penalties Account		0	0	0	0	0	0	1	1
		SR 520 Corridor Account		229,838	1,019,460	547,459	24,001	25,000	0	0	1,845,758
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	0	52,247
520	**L1000033**	**Lake Washington Congestion Management**	**43, 48**	**66,890**	**14,089**	**0**	**0**	**0**	**0**	**0**	**87,386**
		2005 Transportation Partnership Account - State		793	141	0	0	0	0	0	1,283
		Motor Vehicle Account - Federal		66,097	13,948	0	0	0	0	0	86,103
SR 522, Seattle to Monroe - Corridor Improvements				**37,186**	**113,216**	**23,747**	**1,635**	**787**	**0**	**0**	**252,058**
522	**152201C**	**SR 522/I-5 to I-405 - Multimodal Improvements**	**01, 32, 46**	**582**	**0**	**0**	**0**	**0**	**0**	**0**	**22,561**
		2005 Transportation Partnership Account - State		500	0	0	0	0	0	0	13,040
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	995
		Motor Vehicle Account - Local		50	0	0	0	0	0	0	1,172
		Motor Vehicle Account - State		0	0	0	0	0	0	0	1,354
		Transportation 2003 (Nickel) Account - State		32	0	0	0	0	0	0	6,000
522	**152219A**	**SR 522/University of Washington Bothell - Build Interchange**	**01**	**5,673**	**108**	**15**	**0**	**0**	**0**	**0**	**47,054**
		2005 Transportation Partnership Account - State		5,572	108	15	0	0	0	0	9,966
		Motor Vehicle Account - Federal		100	0	0	0	0	0	0	5,460
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	3
		Transportation 2003 (Nickel) Account - State		1	0	0	0	0	0	0	31,625
522	**152234E**	**SR 522/Snohomish River Bridge to US 2 - Add Lanes**	**39**	**30,931**	**113,108**	**23,732**	**1,635**	**787**	**0**	**0**	**182,443**
		Motor Vehicle Account - Local		3	0	0	0	0	0	0	227
		Transportation 2003 (Nickel) Account - State		30,928	113,108	23,732	1,635	787	0	0	182,216
SR 527, Everett to Bothell - Corridor Improvements				**72**	**0**	**0**	**0**	**0**	**0**	**0**	**20,120**

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
527	**152720A**	**SR 527/132nd St SE to 112th St SE - Add Lanes**	**44**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**20,120**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	1,520
		Motor Vehicle Account - State		0	0	0	0	0	0	0	133
		Transportation 2003 (Nickel) Account - State		72	0	0	0	0	0	0	18,467
SR 532, Camano Island to I-5 - Corridor Improvements				**40,968**	**8,011**	**599**	**190**	**449**	**12**	**0**	**66,090**
532	**053255C**	**SR 532/Camano Island to I-5 Corridor Improvements (TPA)**	**10**	**40,968**	**8,011**	**599**	**190**	**449**	**12**	**0**	**66,090**
		2005 Transportation Partnership Account - State		33,981	5,487	359	190	449	12	0	56,339
		Motor Vehicle Account - Local		326	0	0	0	0	0	0	326
		Motor Vehicle Account - State		6,661	2,524	240	0	0	0	0	9,425
SR 539, Bellingham North - Corridor Improvements				**25,577**	**2,181**	**181**	**0**	**0**	**0**	**0**	**103,733**
539	**153910A**	**SR 539/Tenmile Road to SR 546 - Widening**	**42**	**25,577**	**2,181**	**181**	**0**	**0**	**0**	**0**	**103,733**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	1,579
		Transportation 2003 (Nickel) Account - State		25,577	2,181	181	0	0	0	0	102,154
SR 542, Bellingham Vicinity - Corridor Improvements				**5,065**	**1,936**	**17**	**0**	**0**	**0**	**0**	**7,725**
542	**154205G**	**SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements**	**40, 42**	**5,065**	**1,936**	**17**	**0**	**0**	**0**	**0**	**7,725**
		2005 Transportation Partnership Account - State		5,063	1,936	17	0	0	0	0	7,723
		Motor Vehicle Account - Federal		2	0	0	0	0	0	0	2
SR 543, Blaine Vicinity - Corridor Improvements				**392**	**0**	**0**	**0**	**0**	**0**	**0**	**50,567**
543	**154302E**	**SR 543/I-5 to Canadian Border - Add Lanes**	**42**	**392**	**0**	**0**	**0**	**0**	**0**	**0**	**50,567**
		Motor Vehicle Account - Federal		1	0	0	0	0	0	0	36,220
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	201
		Motor Vehicle Account - State		0	0	0	0	0	0	0	563
		Transportation 2003 (Nickel) Account - State		391	0	0	0	0	0	0	13,583
SR 704, Lakewood Vicinity - New Freeway				**2,417**	**0**	**0**	**0**	**0**	**0**	**17,946**	**41,091**
704	**370401A**	**SR 704/Cross Base Highway - New Alignment**	**02, 28**	**2,417**	**0**	**0**	**0**	**0**	**0**	**17,946**	**41,091**
		2005 Transportation Partnership Account - State		1,180	0	0	0	0	0	8,917	15,446
		Motor Vehicle Account - Federal		1,237	0	0	0	0	0	0	10,619
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	25
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	9,029	15,001
SR 823, Selah Vicinity - Corridor Improvements				**4,631**	**3,561**	**0**	**0**	**0**	**0**	**0**	**9,310**
823	**582301S**	**SR 823/Selah Vicinity - Re-route Highway**	**14**	**4,631**	**3,561**	**0**	**0**	**0**	**0**	**0**	**9,310**
		2005 Transportation Partnership Account - State		4,629	3,558	0	0	0	0	0	9,305
		Motor Vehicle Account - Local		2	3	0	0	0	0	0	5

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
SR 900, Issaquah Vicinity - Corridor Widening				**11,907**	**133**	**0**	**0**	**0**	**0**	**0**	**43,822**
900	**190098U**	**SR 900/SE 78th St Vic to I-90 Vic - Widening and HOV**	**41**	**11,907**	**133**	**0**	**0**	**0**	**0**	**0**	**43,822**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	1,304
		Motor Vehicle Account - Local		2,704	0	0	0	0	0	0	11,280
		Motor Vehicle Account - State		0	0	0	0	0	0	0	6,213
		Transportation 2003 (Nickel) Account - State		9,203	133	0	0	0	0	0	25,025
Studies & System Analysis				**2,386**	**518**	**0**	**0**	**0**	**0**	**0**	**15,803**
005	**100597B**	**I-5/SR 534 to Cook Rd - Corridor Access Study**	**10, 40**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**799**
		2005 Transportation Partnership Account - State		6	0	0	0	0	0	0	799
005	**400507W**	**I-5/Woodland Industrial Area - Analysis of Freight Movement**	**18**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**252**
		2005 Transportation Partnership Account - State		22	0	0	0	0	0	0	252
090	**109061S**	**I-90/Issaquah to North Bend - Route Development Study**	**05, 41, 48**	**576**	**0**	**0**	**0**	**0**	**0**	**0**	**2,002**
		2005 Transportation Partnership Account - State		576	0	0	0	0	0	0	2,002
101	**310139C**	**US 101/West Olympia - Access Study**	**22**	**162**	**0**	**0**	**0**	**0**	**0**	**0**	**737**
		2005 Transportation Partnership Account - State		56	0	0	0	0	0	0	502
		Motor Vehicle Account - Local		106	0	0	0	0	0	0	235
167	**816700U**	**SR 167 Improvement Projects - Corridor Mobility Improvement Analysis**	**11, 30, 33, 37, 47**	**393**	**518**	**0**	**0**	**0**	**0**	**0**	**9,604**
		Transportation 2003 (Nickel) Account - State		393	518	0	0	0	0	0	9,604
307	**330705A**	**SR 307/SR 104 Safety Corridor Study - Spot Improvements**	**23**	**1,227**	**0**	**0**	**0**	**0**	**0**	**0**	**2,409**
		2005 Transportation Partnership Account - State		1,227	0	0	0	0	0	0	2,409
Safety - Guard Rail/Bridge Rail Retrofit				**4,857**	**2,448**	**312**	**1,330**	**0**	**0**	**0**	**33,179**
999	**099903M**	**Guardrail Retrofit Program (Nickel)**	**99**	**1,808**	**0**	**0**	**0**	**0**	**0**	**0**	**16,843**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	263
		Transportation 2003 (Nickel) Account - State		1,808	0	0	0	0	0	0	16,580
999	**099903N**	**Bridge Rail Retrofit Program**	**99**	**3,049**	**2,448**	**312**	**1,330**	**0**	**0**	**0**	**16,336**
		Motor Vehicle Account - Federal		2,490	2,344	283	1,318	0	0	0	6,435
		Motor Vehicle Account - State		45	0	0	0	0	0	0	136
		Transportation 2003 (Nickel) Account - State		514	104	29	12	0	0	0	9,765
Safety - Interchange Improvements (New & Rebuilt)				**13,457**	**240**	**72**	**0**	**0**	**0**	**0**	**46,563**
002	**200201E**	**US 2/US 97 Peshastin E - New Interchange**	**12**	**177**	**0**	**0**	**0**	**0**	**0**	**0**	**20,698**
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	58
		Transportation 2003 (Nickel) Account - State		176	0	0	0	0	0	0	20,640

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Highway Improvements Program (I)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
011	**101100F**	**SR 11/I-5 Interchange-Josh Wilson Rd - Rebuild Interchange**	**10**	**6,986**	**240**	**72**	**0**	**0**	**0**	**0**	**10,471**
		2005 Transportation Partnership Account - State		6,897	231	72	0	0	0	0	10,373
		Motor Vehicle Account - Local		89	9	0	0	0	0	0	98
395	**539502L**	**US 395/Columbia Dr to SR 240 - Rebuild Interchange**	**08**	**6,294**	**0**	**0**	**0**	**0**	**0**	**0**	**15,394**
		2005 Transportation Partnership Account - State		6,294	0	0	0	0	0	0	15,338
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	56
Safety - Intersection & Spot Improvements				**14,850**	**2,110**	**12**	**0**	**0**	**0**	**0**	**72,315**
002	**100236E**	**US 2/Pickle Farm Road and Gunn Road - Add Turn Lanes**	**39**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**1,262**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	360
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	116
		Motor Vehicle Account - State		0	0	0	0	0	0	0	4
		Transportation 2003 (Nickel) Account - State		40	0	0	0	0	0	0	782
002	**200201H**	**US 2/S of Orondo - Add Passing Lane**	**12**	**1,784**	**0**	**0**	**0**	**0**	**0**	**0**	**2,423**
		2005 Transportation Partnership Account - State		1,784	0	0	0	0	0	0	2,423
002	**200201J**	**US 2/East Wenatchee N - Access Control**	**12**	**51**	**313**	**0**	**0**	**0**	**0**	**0**	**364**
		2005 Transportation Partnership Account - State		51	313	0	0	0	0	0	364
002	**600230C**	**US 2/N Glen-Elk Chattaroy Rd Intersection - Intersection Improvements**	**04, 07**	**568**	**0**	**0**	**0**	**0**	**0**	**0**	**740**
		2005 Transportation Partnership Account - State		568	0	0	0	0	0	0	740
005	**100552S**	**I-5/SR 532 NB Interchange Ramps - Add Turn Lanes**	**10**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**6,684**
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	9
		Motor Vehicle Account - State		0	0	0	0	0	0	0	401
		Transportation 2003 (Nickel) Account - State		39	0	0	0	0	0	0	6,274
005	**100584A**	**I-5/SB Ramps at SR 11/Old Fairhaven Parkway - Add Ramp Lane**	**40**	**68**	**0**	**0**	**0**	**0**	**0**	**0**	**2,249**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	821
		Motor Vehicle Account - Local		24	0	0	0	0	0	0	260
		Motor Vehicle Account - State		25	0	0	0	0	0	0	354
		Transportation 2003 (Nickel) Account - State		19	0	0	0	0	0	0	814
005	**100591Y**	**I-5/Bakerview Rd to Nooksack River Br-Slater Rd I/C - Safety Improv**	**42**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**46**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	11
		Motor Vehicle Account - State		0	0	0	0	0	0	0	1
		Transportation 2003 (Nickel) Account - State		7	0	0	0	0	0	0	34

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2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
007	**300706B**	**SR 7/SR 507 to SR 512 - Safety Improvements**	**02, 29**	**180**	**0**	**0**	**0**	**0**	**0**	**0**	**20,930**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	2,474
		Motor Vehicle Account - Local		31	0	0	0	0	0	0	5,556
		Motor Vehicle Account - State		35	0	0	0	0	0	0	1,225
		Transportation 2003 (Nickel) Account - State		114	0	0	0	0	0	0	11,675
017	**201701D**	**SR 17/Othello Vic to Soap Lake Vic - Install Lighting**	**09, 13**	**132**	**0**	**0**	**0**	**0**	**0**	**0**	**196**
		2005 Transportation Partnership Account - State		132	0	0	0	0	0	0	196
022	**502201U**	**SR 22/I-82 to Toppenish - Safety Improvements**	**15**	**2,764**	**1,728**	**0**	**0**	**0**	**0**	**0**	**4,929**
		Motor Vehicle Account - Federal		249	0	0	0	0	0	0	297
		Motor Vehicle Account - Local		185	0	0	0	0	0	0	185
		Motor Vehicle Account - State		3	0	0	0	0	0	0	16
		Transportation 2003 (Nickel) Account - State		2,327	1,728	0	0	0	0	0	4,431
026	**202601E**	**SR 26/Othello Vicinity - Install Lighting**	**09, 13**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**147**
		2005 Transportation Partnership Account - State		28	0	0	0	0	0	0	146
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	1
026	**202601I**	**SR 26/W of Othello - Add Passing Lane**	**09**	**970**	**0**	**0**	**0**	**0**	**0**	**0**	**1,022**
		2005 Transportation Partnership Account - State		970	0	0	0	0	0	0	1,022
090	**109070C**	**I-90/EB Ramps to SR 18 - Add Signal and Turn Lanes**	**05**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4,837**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	88
		Transportation 2003 (Nickel) Account - State		1	0	0	0	0	0	0	4,749
090	**109079A**	**I-90/EB Ramps to SR 202 - Construct Roundabout**	**05**	**85**	**27**	**0**	**0**	**0**	**0**	**0**	**1,847**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	392
		Motor Vehicle Account - State		0	0	0	0	0	0	0	11
		Transportation 2003 (Nickel) Account - State		85	27	0	0	0	0	0	1,444
124	**512401O**	**SR 124/East Jct US 12 - Reconstruction**	**16**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**311**
		Motor Vehicle Account - State		0	0	0	0	0	0	0	29
		Transportation 2003 (Nickel) Account - State		5	0	0	0	0	0	0	282
150	**215004B**	**SR 150/W of Chelan - Install Lighting**	**12**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**184**
		2005 Transportation Partnership Account - State		133	0	0	0	0	0	0	184
160	**316006B**	**SR 160/SR 16 to Longlake Rd Vicinity - Widening**	**26**	**3,390**	**0**	**0**	**0**	**0**	**0**	**0**	**9,774**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	366
		Motor Vehicle Account - Local		1,254	0	0	0	0	0	0	1,488
		Motor Vehicle Account - State		20	0	0	0	0	0	0	955
		Transportation 2003 (Nickel) Account - State		2,116	0	0	0	0	0	0	6,965

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Highway Improvements Program (I)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
203	**120305G**	**SR 203/Corridor Safety Improvements - King County**	**05, 45**	**3,134**	**0**	**0**	**0**	**0**	**0**	**0**	**3,679**
		2005 Transportation Partnership Account - State		3,134	0	0	0	0	0	0	3,679
203	**120311C**	**SR 203/NE 124th/Novelty Rd Vicinity - Construct Roundabout**	**45**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3,600**
		Motor Vehicle Account - Local		1	0	0	0	0	0	0	828
		Motor Vehicle Account - State		2	0	0	0	0	0	0	1,285
		Transportation 2003 (Nickel) Account - State		0	0	0	0	0	0	0	1,487
203	**120311G**	**SR 203/Corridor Safety Improvements - Snohomish County**	**39**	**1,040**	**35**	**12**	**0**	**0**	**0**	**0**	**1,904**
		2005 Transportation Partnership Account - State		1,040	35	12	0	0	0	0	1,904
243	**224304B**	**SR 243/S of Mattawa - Install Lighting**	**13**	**255**	**7**	**0**	**0**	**0**	**0**	**0**	**262**
		2005 Transportation Partnership Account - State		255	7	0	0	0	0	0	262
503	**450306A**	**SR 503/Gabriel Rd Intersection**	**18**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**460**
		2005 Transportation Partnership Account - State		98	0	0	0	0	0	0	339
		Motor Vehicle Account - State		0	0	0	0	0	0	0	121
515	**151505B**	**SR 515/SE 182nd St to SE 176th St Vic - Construct Traffic Island**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1,534**
		2005 Transportation Partnership Account - State		1	0	0	0	0	0	0	1,228
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	47
		Motor Vehicle Account - State		0	0	0	0	0	0	0	259
516	**151632D**	**SR 516/208th and 209th Ave SE - Add Turn Lanes**	**47**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2,290**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	333
		Motor Vehicle Account - Local		-1	0	0	0	0	0	0	61
		Motor Vehicle Account - State		0	0	0	0	0	0	0	430
		Transportation 2003 (Nickel) Account - State		2	0	0	0	0	0	0	1,466
902	**690201C**	**SR 902/Medical Lake Interchange - Intersection Improvements**	**06, 09**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**558**
		2005 Transportation Partnership Account - State		13	0	0	0	0	0	0	309
		Motor Vehicle Account - Local		2	0	0	0	0	0	0	249
971	**297103B**	**SR 971/S Lakeshore Rd - Install Lighting**	**12**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**83**
		2005 Transportation Partnership Account - State		58	0	0	0	0	0	0	83
Safety - Median Cross Over Protection				**9**	**0**	**0**	**0**	**0**	**0**	**0**	**2,703**
005	**100535H**	**I-5/52nd Ave W to SR 526 - Roadside Safety and Ramp Improvements**	**01, 21, 38, 44**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**2,703**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	199
		Motor Vehicle Account - State		0	0	0	0	0	0	0	22
		Transportation 2003 (Nickel) Account - State		9	0	0	0	0	0	0	2,482

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2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Safety - Pedestrian & Bicycle Improvements				**141**	**666**	**0**	**0**	**0**	**0**	**0**	**2,826**
002	**200200Z**	**US 2/Wenatchee - Build Trail Connection**	**12**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**1,802**
		2005 Transportation Partnership Account - State		8	0	0	0	0	0	0	1,802
097	**209703B**	**US 97/Brewster Vicinity - Install Lighting**	**12**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**172**
		2005 Transportation Partnership Account - State		17	0	0	0	0	0	0	172
162	**316218A**	**SR 162/Orting Area - Construct Pedestrian Tunnel**	**02**	**116**	**666**	**0**	**0**	**0**	**0**	**0**	**852**
		2005 Transportation Partnership Account - State		116	666	0	0	0	0	0	852
Safety - Roadside Improvements				**7,304**	**105**	**2**	**704**	**0**	**0**	**0**	**38,002**
000	**099999A**	**Statewide Roadside Safety Improvements Program (TPA)**	**99**	**4,526**	**105**	**2**	**0**	**0**	**0**	**0**	**29,754**
		2005 Transportation Partnership Account - State		4,526	105	2	0	0	0	0	29,550
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	200
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	4
101	**310155B**	**US 101/Corriea Rd Vicinity to Zaccardo Rd - Slope Flattening**	**24**	**0**	**0**	**0**	**704**	**0**	**0**	**0**	**1,373**
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	282
		Motor Vehicle Account - Local		0	0	0	0	0	0	0	133
		Motor Vehicle Account - State		0	0	0	328	0	0	0	582
		Transportation 2003 (Nickel) Account - State		0	0	0	376	0	0	0	376
112	**311236A**	**SR 112/Neah Bay to Seiku - Roadside Safety Improvements**	**24**	**2,778**	**0**	**0**	**0**	**0**	**0**	**0**	**6,875**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	0	1,189
		Motor Vehicle Account - Federal		2,705	0	0	0	0	0	0	5,602
		Motor Vehicle Account - State		73	0	0	0	0	0	0	84
Environmental - Fish Barrier Removal & Chronic Deficiencies				**17,586**	**26,858**	**16,640**	**2,468**	**0**	**0**	**5,370**	**82,111**
101	**310141H**	**US 101/Hoh River (Site #2) - Stabilize Slopes**	**24**	**3,160**	**5,502**	**0**	**0**	**0**	**0**	**0**	**9,619**
		2005 Transportation Partnership Account - State		2,941	5,020	0	0	0	0	0	8,918
		Motor Vehicle Account - Federal		219	482	0	0	0	0	0	701
109	**310918A**	**SR 109/Moclips River Bridge - Replace Bridge**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**5,370**	**6,130**
		2005 Transportation Partnership Account - State		1	0	0	0	0	0	5,370	6,130
530	**153035G**	**SR 530/Sauk River (Site #2) - Stabilize River Bank**	**39**	**100**	**5**	**0**	**0**	**0**	**0**	**0**	**3,250**
		2005 Transportation Partnership Account - State		100	5	0	0	0	0	0	3,250
530	**153037K**	**SR 530/Sauk River Bank Erosion - Realign Roadway**	**39**	**2,269**	**2,754**	**140**	**10**	**0**	**0**	**0**	**5,723**
		2005 Transportation Partnership Account - State		2,269	2,754	140	10	0	0	0	5,723
542	**154229G**	**SR 542/Nooksack River - Redirect River and Realign Roadway**	**42**	**7,991**	**4,466**	**26**	**0**	**0**	**0**	**0**	**16,674**
		2005 Transportation Partnership Account - State		7,852	4,466	26	0	0	0	0	16,533
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	2
		Motor Vehicle Account - Local		139	0	0	0	0	0	0	139

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2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
998	**099955F**	**Fish Passage Barriers (TPA)**	**99**	**4,065**	**14,131**	**16,474**	**2,458**	**0**	**0**	**0**	**40,715**
		2005 Transportation Partnership Account - State		3,341	9,165	1,594	169	0	0	0	16,579
		Motor Vehicle Account - Federal		649	4,857	14,577	2,243	0	0	0	23,592
		Motor Vehicle Account - State		75	109	303	46	0	0	0	544
Environmental - Noise Walls & Noise Mitigation				**7,677**	**3,625**	**526**	**1**	**0**	**0**	**0**	**28,138**
005	**100525P**	**I-5/5th Ave NE to NE 92nd St - Noise Wall**	**46**	**2,454**	**138**	**31**	**1**	**0**	**0**	**0**	**9,088**
		2005 Transportation Partnership Account - State		2,454	138	31	1	0	0	0	9,088
005	**300518C**	**I-5/Queets Dr E Tanglewilde - Add Noise Wall**	**22**	**672**	**1,306**	**0**	**0**	**0**	**0**	**0**	**1,978**
		2005 Transportation Partnership Account - State		672	1,305	0	0	0	0	0	1,977
		Motor Vehicle Account - Local		0	1	0	0	0	0	0	1
005	**300518D**	**I-5/14th Ave Thompson Pl - Add Noise Wall**	**22**	**942**	**1,856**	**0**	**0**	**0**	**0**	**0**	**2,798**
		2005 Transportation Partnership Account - State		942	1,856	0	0	0	0	0	2,798
005	**800524H**	**I-5/Boston St to E Shelby St - SB I-5, Westside - Noise Wall**	**43**	**245**	**160**	**0**	**0**	**0**	**0**	**0**	**8,403**
		2005 Transportation Partnership Account - State		245	160	0	0	0	0	0	8,403
005	**800524Z**	**I-5/Ship Canal Bridge - Noise Mitigation Study**	**43**	**3,364**	**165**	**495**	**0**	**0**	**0**	**0**	**5,871**
		2005 Transportation Partnership Account - State		3,364	165	495	0	0	0	0	5,871
Environmental - Stormwater & Mitigation Sites				**1,080**	**3,243**	**2,630**	**2,423**	**1,781**	**1,028**	**870**	**18,931**
000	**0BI4ENV**	**Environmental Mitigation Reserve - Nickel/TPA**	**99**	**0**	**1,606**	**2,230**	**2,423**	**1,781**	**1,028**	**870**	**9,938**
		2005 Transportation Partnership Account - State		0	361	1,006	1,536	1,226	810	746	5,685
		Transportation 2003 (Nickel) Account - State		0	1,245	1,224	887	555	218	124	4,253
005	**100559S**	**I-5/Fischer Creek Vicinity - Stormwater Drainage Improvements**	**10**	**164**	**0**	**0**	**0**	**0**	**0**	**0**	**240**
		2005 Transportation Partnership Account - State		164	0	0	0	0	0	0	240
005	**100583S**	**I-5/Chuckanut Creek Vicinity - Stormwater Drainage Improvements**	**40**	**146**	**0**	**0**	**0**	**0**	**0**	**0**	**455**
		2005 Transportation Partnership Account - State		146	0	0	0	0	0	0	455
005	**100583W**	**I-5/Padden Creek Vicinity - Stormwater Drainage Improvements**	**40**	**89**	**18**	**0**	**0**	**0**	**0**	**0**	**222**
		2005 Transportation Partnership Account - State		89	18	0	0	0	0	0	222
005	**100591G**	**I-5/Squalicum Creek Vicinity - Stormwater Drainage Improvements**	**42**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**150**
		2005 Transportation Partnership Account - State		49	0	0	0	0	0	0	150

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2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
005	**400506M**	**I-5/Chehalis River Flood Control**	**20**	**424**	**1,601**	**400**	**0**	**0**	**0**	**0**	**4,673**
		Transportation 2003 (Nickel) Account - State		424	1,601	400	0	0	0	0	4,673
012	**501213E**	**US 12/Naches River N of Yakima - Stabilize Slopes**	**14**	**186**	**18**	**0**	**0**	**0**	**0**	**0**	**2,998**
		2005 Transportation Partnership Account - State		184	18	0	0	0	0	0	2,432
		Motor Vehicle Account - Local		2	0	0	0	0	0	0	2
		Motor Vehicle Account - State		0	0	0	0	0	0	0	564
410	**541002L**	**SR 410/Rattlesnake Creek - Stabilize Slopes**	**14**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**255**
		2005 Transportation Partnership Account - State		22	0	0	0	0	0	0	255

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Highway Preservation Program (P)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Highway Preservation Program (P)				**117,309**	**130,168**	**68,638**	**63,388**	**35,032**	**93,350**	**45,333**	**1,118,102**
SR 104, Hood Canal Bridge				**26,344**	**178**	**178**	**75**	**0**	**0**	**0**	**527,489**
104	**310407B**	**SR 104/Hood Canal Bridge - Replace E Half**	**23, 24**	**26,061**	**28**	**28**	**0**	**0**	**0**	**0**	**521,156**
		2005 Transportation Partnership Account - State		273	0	0	0	0	0	0	137,639
		Motor Vehicle Account - Federal		25,207	28	28	0	0	0	0	313,536
		Motor Vehicle Account - State		581	0	0	0	0	0	0	69,981
104	**310407D**	**SR104/Port Angeles Graving Dock Settlement and Remediation**	**24**	**283**	**150**	**150**	**75**	**0**	**0**	**0**	**6,333**
		2005 Transportation Partnership Account - State		283	0	0	0	0	0	0	5,958
		Motor Vehicle Account - State		0	150	150	75	0	0	0	375
Preservation - Unstable Slopes				**299**	**8**	**3**	**0**	**0**	**0**	**0**	**566**
101	**310126C**	**US 101/Hoodsport Vicinity - Stabilize Slope**	**35**	**299**	**8**	**3**	**0**	**0**	**0**	**0**	**566**
		2005 Transportation Partnership Account - State		192	8	3	0	0	0	0	444
		Motor Vehicle Account - Federal		86	0	0	0	0	0	0	101
		Motor Vehicle Account - State		21	0	0	0	0	0	0	21
Road Preservation - Concrete/Dowel Bar Retrofit				**6,148**	**2,901**	**6,283**	**41,571**	**30,477**	**65,200**	**25,802**	**191,950**
005	**800515C**	**Concrete Rehabilitation Program (Nickel)**	**11, 32, 37, 43, 46**	**6,148**	**0**	**5,681**	**2,001**	**21,300**	**65,200**	**25,802**	**139,700**
		Motor Vehicle Account - Federal		0	0	5,385	1,921	20,674	63,896	25,285	117,161
		Motor Vehicle Account - State		0	0	0	80	626	1,304	517	2,527
		Transportation 2003 (Nickel) Account - State		6,148	0	296	0	0	0	0	20,012
090	**5BP1001**	**I-90/Concrete Rehabilitation (Nickel)**	**13**	**0**	**2,901**	**602**	**39,570**	**9,177**	**0**	**0**	**52,250**
		Motor Vehicle Account - Federal		0	2,784	577	38,778	8,993	0	0	51,132
		Motor Vehicle Account - State		0	117	25	792	184	0	0	1,118
Bridge Preservation - Replacement				**59,985**	**101,303**	**45,749**	**5,195**	**4,555**	**28,150**	**19,531**	**298,413**
002	**200201K**	**US 2/Wenatchee River Bridge - Replace Bridge**	**12**	**1,681**	**5,620**	**0**	**0**	**0**	**0**	**0**	**7,963**
		2005 Transportation Partnership Account - State		123	113	0	0	0	0	0	570
		Motor Vehicle Account - Federal		1,558	5,507	0	0	0	0	0	7,393
002	**200201L**	**US 2/Chiwaukum Creek - Replace Bridge**	**12**	**864**	**4,116**	**15**	**0**	**0**	**0**	**0**	**5,543**
		2005 Transportation Partnership Account - State		102	83	1	0	0	0	0	462
		Motor Vehicle Account - Federal		762	4,033	14	0	0	0	0	5,081
004	**400411A**	**SR 4/Abernathy Creek Br - Replace Bridge**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**15,000**	**15,000**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	15,000	15,000

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Highway Preservation Program (P)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
006	**400612A**	**SR 6/Rock Creek Br E - Replace Bridge**	**20**	**252**	**1,508**	**6,829**	**0**	**0**	**0**	**0**	**8,592**
		2005 Transportation Partnership Account - State		252	1,508	6,829	0	0	0	0	8,592
006	**400612B**	**SR 6/Rock Creek Br W - Replace Bridge**	**20**	**243**	**1,309**	**5,292**	**0**	**0**	**0**	**0**	**6,849**
		2005 Transportation Partnership Account - State		70	276	212	0	0	0	0	563
		Motor Vehicle Account - Federal		173	1,033	5,080	0	0	0	0	6,286
006	**400694A**	**SR 6/Willapa River Br - Replace Bridge**	**19**	**285**	**1,174**	**6,833**	**1,009**	**0**	**0**	**0**	**9,641**
		2005 Transportation Partnership Account - State		142	630	6,559	967	0	0	0	8,299
		Motor Vehicle Account - Federal		141	540	274	42	0	0	0	1,227
		Motor Vehicle Account - State		2	4	0	0	0	0	0	115
006	**400694B**	**SR 6/S Fork Chehalis River Bridge - Replace Bridge**	**20**	**2,808**	**0**	**0**	**0**	**0**	**0**	**0**	**10,999**
		2005 Transportation Partnership Account - State		2,808	0	0	0	0	0	0	9,929
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	694
		Motor Vehicle Account - State		0	0	0	0	0	0	0	376
009	**100934R**	**SR 9/Pilchuck Creek - Replace Bridge**	**10**	**2,213**	**15,139**	**2,039**	**43**	**0**	**0**	**0**	**19,472**
		2005 Transportation Partnership Account - State		967	397	41	1	0	0	0	1,444
		Motor Vehicle Account - Federal		1,246	14,742	1,998	42	0	0	0	18,028
012	**501211N**	**US 12/Tieton River W Crossing - Replace Bridge**	**14**	**5,267**	**25**	**0**	**0**	**0**	**0**	**0**	**6,393**
		2005 Transportation Partnership Account - State		570	1	0	0	0	0	0	1,373
		Motor Vehicle Account - Federal		4,604	24	0	0	0	0	0	4,919
		Motor Vehicle Account - Local		93	0	0	0	0	0	0	94
		Motor Vehicle Account - State		0	0	0	0	0	0	0	7
012	**501211P**	**US 12/Tieton River E Crossing - Replace Bridge**	**14**	**4,415**	**0**	**0**	**0**	**0**	**0**	**0**	**5,571**
		2005 Transportation Partnership Account - State		164	0	0	0	0	0	0	864
		Motor Vehicle Account - Federal		4,169	0	0	0	0	0	0	4,473
		Motor Vehicle Account - Local		82	0	0	0	0	0	0	83
		Motor Vehicle Account - State		0	0	0	0	0	0	0	151
027	**602704A**	**SR 27/Pine Creek Bridge - Replace Bridge**	**09**	**3,411**	**14**	**0**	**0**	**0**	**0**	**0**	**3,883**
		2005 Transportation Partnership Account - State		3,411	14	0	0	0	0	0	3,883
099	**109935A**	**SR 99/Spokane St Bridge - Replace Bridge Approach**	**11**	**1,106**	**12,724**	**0**	**0**	**0**	**0**	**0**	**14,037**
		2005 Transportation Partnership Account - State		417	68	0	0	0	0	0	692
		Motor Vehicle Account - Federal		689	12,404	0	0	0	0	0	13,093
		Motor Vehicle Account - State		0	252	0	0	0	0	0	252

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Highway Preservation Program (P)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
101	**310134A**	**US 101/W Fork Hoquiam River Bridge - Replace Bridge**	**24**	**467**	**0**	**0**	**0**	**0**	**0**	**0**	**3,117**
		2005 Transportation Partnership Account - State		390	0	0	0	0	0	0	2,881
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	152
		Motor Vehicle Account - State		77	0	0	0	0	0	0	84
101	**310134B**	**US 101/W Fork Hoquiam River Bridge - Replace Bridge**	**24**	**503**	**0**	**0**	**0**	**0**	**0**	**0**	**2,425**
		2005 Transportation Partnership Account - State		345	0	0	0	0	0	0	2,130
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	134
		Motor Vehicle Account - State		158	0	0	0	0	0	0	161
101	**410104A**	**US 101/Middle Nemah River Br - Replace Bridge**	**19**	**461**	**4,852**	**304**	**0**	**0**	**0**	**0**	**5,617**
		2005 Transportation Partnership Account - State		461	316	0	0	0	0	0	777
		Motor Vehicle Account - Federal		0	4,445	297	0	0	0	0	4,742
		Motor Vehicle Account - State		0	91	7	0	0	0	0	98
101	**410194A**	**US 101/Bone River Bridge - Replace Bridge**	**19**	**638**	**11,560**	**437**	**0**	**0**	**0**	**0**	**13,297**
		2005 Transportation Partnership Account - State		25	205	8	0	0	0	0	241
		Motor Vehicle Account - Federal		613	11,355	429	0	0	0	0	12,830
		Motor Vehicle Account - State		0	0	0	0	0	0	0	226
105	**410510A**	**SR 105/Smith Creek Br - Replace Bridge**	**19**	**655**	**4,287**	**6,945**	**131**	**0**	**0**	**0**	**12,169**
		2005 Transportation Partnership Account - State		655	186	0	0	0	0	0	992
		Motor Vehicle Account - Federal		0	4,019	6,806	128	0	0	0	10,953
		Motor Vehicle Account - State		0	82	139	3	0	0	0	224
105	**410510B**	**SR 105/North River Br - Replace Bridge**	**19**	**1,583**	**11,739**	**9,619**	**50**	**0**	**0**	**0**	**23,163**
		2005 Transportation Partnership Account - State		1,583	738	0	0	0	0	0	2,493
		Motor Vehicle Account - Federal		0	10,781	9,426	49	0	0	0	20,256
		Motor Vehicle Account - State		0	220	193	1	0	0	0	414
162	**316219A**	**SR 162/Puyallup River Bridge - Replace Bridge**	**02**	**1,275**	**5,305**	**7,351**	**0**	**0**	**0**	**0**	**15,007**
		2005 Transportation Partnership Account - State		1,275	5,305	7,351	0	0	0	0	15,007
195	**619503K**	**US 195/Spring Flat Creek - Bridge Replacement**	**09**	**0**	**0**	**0**	**0**	**0**	**0**	**4,000**	**4,000**
		2005 Transportation Partnership Account - State		0	0	0	0	0	0	4,000	4,000
241	**524101U**	**SR 241/Dry Creek Bridge - Replace Bridge**	**15**	**702**	**0**	**0**	**0**	**0**	**0**	**0**	**745**
		2005 Transportation Partnership Account - State		239	0	0	0	0	0	0	282
		Motor Vehicle Account - Federal		463	0	0	0	0	0	0	463
290	**629001D**	**SR 290/Spokane River E Trent Br - Replace Bridge**	**03**	**0**	**0**	**0**	**3,893**	**4,511**	**28,150**	**531**	**37,085**
		2005 Transportation Partnership Account - State		0	0	0	156	148	540	11	855
		Motor Vehicle Account - Federal		0	0	0	3,737	4,363	27,610	520	36,230

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Highway Preservation Program (P)

2003 (Nickel) Account and 2005 Transportation Partnership Account (TPA) Projects

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
529	**152908E**	**SR 529/Ebey Slough Bridge - Replace Bridge**	**38**	**15,878**	**21,851**	**49**	**51**	**0**	**0**	**0**	**42,307**
		2005 Transportation Partnership Account - State		15,336	21,849	49	51	0	0	0	40,221
		Motor Vehicle Account - Federal		0	0	0	0	0	0	0	1,445
		Motor Vehicle Account - Local		542	2	0	0	0	0	0	544
		Motor Vehicle Account - State		0	0	0	0	0	0	0	97
532	**153203D**	**SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge**	**10**	**15,222**	**62**	**36**	**18**	**44**	**0**	**0**	**19,454**
		2005 Transportation Partnership Account - State		15,222	62	36	18	44	0	0	19,454
542	**154229A**	**SR 542/Boulder Creek Bridge - Replace Bridge**	**42**	**56**	**18**	**0**	**0**	**0**	**0**	**0**	**6,084**
		2005 Transportation Partnership Account - State		4	3	0	0	0	0	0	426
		Motor Vehicle Account - Federal		52	15	0	0	0	0	0	5,381
		Motor Vehicle Account - State		0	0	0	0	0	0	0	277
Bridge Preservation - Seismic Retrofit				**24,533**	**25,778**	**16,425**	**16,547**	**0**	**0**	**0**	**99,684**
000	**099955H**	**Seismic Bridges Program - High & Med. Risk (TPA)**	**99**	**24,533**	**25,778**	**16,425**	**16,547**	**0**	**0**	**0**	**99,684**
		2005 Transportation Partnership Account - State		22,072	2,326	3,815	16,547	0	0	0	60,262
		Motor Vehicle Account - Federal		2,052	23,452	12,610	0	0	0	0	38,930
		Motor Vehicle Account - Local		405	0	0	0	0	0	0	418
		Motor Vehicle Account - State		4	0	0	0	0	0	0	74
Total All Projects				**2,767,407**	**3,866,050**	**2,065,308**	**645,229**	**124,423**	**175,135**	**588,196**	**14,992,167**

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All Projects

LEAP Transportation Document 2011-2

2011-13 Biennium Transportation Budget Project List

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Highway Management & Facilities Program (D)

(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Highway Management & Facilities Program (D)							**4,623**	**5,433**	**6,158**	**6,472**	**6,807**	**7,163**	**22,252**	**62,431**
Facility Improvements							**1,198**	**1,764**	**2,227**	**2,261**	**2,296**	**2,331**	**5,616**	**20,453**
000	D311701	NPDES Facilities Projects	99	☐	☐	☑	0	400	835	835	835	835	2,505	6,245
000	D399301	Olympic Region Headquarters Facility Site Debt Service	22	☐	☐	☑	560	568	564	566	565	566	1,131	6,123
999	D300701	Statewide Administrative Support	99	☐	☐	☑	638	796	828	860	896	930	1,980	8,085
Facility Preservation							**3,425**	**3,669**	**3,931**	**4,211**	**4,511**	**4,832**	**16,636**	**41,978**
999	D309701	Preservation and Improvement Minor Works Projects	99	☐	☐	☑	3,425	3,669	3,931	4,211	4,511	4,832	16,636	41,978

2011-13 Biennium Transportation Budget Project List
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Highway Improvements Program (I)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Highway Improvements Program (I)							**2,896,968**	**4,103,038**	**2,210,747**	**797,823**	**288,830**	**261,823**	**1,127,925**	**17,834,773**
SR 3, Mason/Kitsap County - Improvements							**1,925**	**4,480**	**11,338**	**0**	**0**	**0**	**24,823**	**47,019**
003	300344C	SR 3/Belfair Bypass - New Alignment	35	☑	☐	☑	316	435	0	0	0	0	11,188	14,533
003	300344D	SR 3/Belfair Area - Widening and Safety Improvements	35	☑	☐	☐	1,585	4,045	11,338	0	0	0	0	18,154
003	300348A	SR 3/Fairmont Ave to Goldsborough Creek Br - Replace Bridge	35	☑	☐	☐	0	0	0	0	0	0	13,635	13,865
003	300348B	SR 3/Jct US 101 to Mill Creek - Safety	35	☑	☐	☐	24	0	0	0	0	0	0	467
I-5 / SR 16, Tacoma Area - HOV & Corridor Improvements							**220,337**	**320,835**	**288,269**	**153,979**	**36,395**	**79,667**	**121,261**	**1,612,262**
005	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	25, 27, 29	☑	☑	☑	209,690	319,562	288,269	153,979	36,395	79,667	121,261	1,477,351
016	301636A	SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes	27, 28, 29	☐	☑	☑	10,511	1,273	0	0	0	0	0	127,451
016	301638B	SR 16/36th St to Olympic Dr NW - Add HOV Lanes	26	☐	☑	☑	136	0	0	0	0	0	0	7,460
I-5, Everett Area - HOV & Corridor Improvements							**645**	**1**	**0**	**0**	**0**	**0**	**0**	**261,990**
005	100540F	I-5/164th St SW to SR 526 - HOV and Interchange Modifications	01, 21, 38, 44	☐	☐	☑	4	1	0	0	0	0	0	41,872
005	100543M	I-5/SR 526 to Marine View Drive - Add HOV Lanes	38, 44	☐	☑	☑	641	0	0	0	0	0	0	220,118
I-5, Lewis County Area - Corridor Improvements							**86,951**	**98,388**	**71,224**	**740**	**0**	**0**	**0**	**368,364**
005	300581A	I-5/Grand Mound to Maytown - Add Lanes and Replace Intersection	20	☐	☑	☑	53,603	16,403	40	0	0	0	0	115,335
005	400507R	I-5/Rush Rd to 13th St - Add Lanes	20	☐	☑	☑	980	0	0	0	0	0	0	53,660
005	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	20	☑	☐	☑	32,368	81,985	71,184	740	0	0	0	199,369
I-5, Puget Sound Area - Improvements							**68,850**	**61,581**	**2,416**	**26**	**17,431**	**21**	**19,362**	**356,273**
005	100505A	I-5/Pierce Co Line to Tukwila Interchange - Add HOV Lanes	11, 30, 33	☐	☑	☑	103	0	0	0	0	0	0	138,946
005	100522B	I-5/Express Lane Automation	43	☐	☐	☑	2,832	2,993	0	0	0	0	0	5,825
005	100529C	I-5/NE 175th St to NE 205th St - Add NB Lane	32	☐	☑	☑	32	0	0	0	0	0	0	8,735
005	100536D	I-5/SR 525 Interchange Phase	01, 21	☑	☐	☐	0	0	0	0	0	0	19,357	20,001
005	100537B	I-5/196th St (SR 524) Interchange - Build Ramps	01, 21	☑	☐	☐	18,879	11,174	203	0	0	0	0	33,775
005	100541M	I-5/128th St SW (SR 96) - Interchange Improvements	21, 44	☐	☐	☑	364	600	0	0	0	0	0	1,872

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Highway Improvements Program (I)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
005	100553N	I-5/172nd St NE (SR 531) Interchange - Rebuild Interchange	10	☑	☐	☑	12,084	79	5	0	0	0	0	34,762
005	300596L	I-5/Vicinity of Center Dr - Interchange Improvements	02, 28	☐	☐	☑	187	2,014	0	0	0	0	0	2,201
005	300596M	I-5/Vicinity of Joint Base Lewis McChord - Install Ramp Meters	02, 22, 28	☐	☐	☑	550	111	0	0	0	0	0	661
005	800502K	I-5/SR 161/SR 18 - Interchange Improvements	30	☑	☑	☑	33,819	44,610	2,208	26	17,431	21	5	109,495
I-5, SW Washington - Corridor Improvements							**52,146**	**72,542**	**26,690**	**0**	**0**	**0**	**0**	**163,479**
000	400012I	I-5/Lewis County Detour for Freight Mobility - ITS Projects	02, 18, 19, 20	☐	☐	☑	0	1,612	1,237	0	0	0	0	2,849
005	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	18, 49	☐	☑	☑	5,629	62,926	25,453	0	0	0	0	98,441
005	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	18	☑	☐	☑	20,421	952	0	0	0	0	0	23,187
005	400507D	I-5/Kalama River Road Vicinity to SR 432 - Safety Improvements	18, 19	☐	☐	☑	410	0	0	0	0	0	0	556
005	400507S	I-5/N Fork Lewis River Bridge to Todd Road Vicinity - Safety	18	☐	☐	☑	159	1,317	0	0	0	0	0	1,487
005	400508S	I-5/Koontz Rd to Chamber Way Vicinity - Safety	20	☐	☐	☑	1,257	0	0	0	0	0	0	1,456
005	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	19	☑	☐	☑	24,270	5,735	0	0	0	0	0	35,503
I-5, Vancouver - Columbia River Crossing							**62,695**	**39,701**	**0**	**0**	**0**	**0**	**0**	**172,709**
005	400506A	I-5/Columbia River Crossing/Vancouver - EIS	49	☑	☐	☑	62,695	39,701	0	0	0	0	0	172,709
I-5, Whatcom/Skagit County - Improvements							**14,862**	**12,712**	**53**	**0**	**0**	**0**	**0**	**60,178**
005	100585Q	I-5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction	40, 42	☑	☐	☑	4,405	3,975	0	0	0	0	0	22,358
005	100589B	I-5/ITS Advanced Traveler Information Systems	42	☐	☐	☑	372	2,290	0	0	0	0	0	2,662
005	100598C	I-5/Blaine Exit - Interchange Improvements	42	☐	☐	☑	5,913	5,937	53	0	0	0	0	23,284
011	101100G	SR 11/Chuckanut Park and Ride - Build Park and Ride	10	☑	☐	☑	4,172	510	0	0	0	0	0	11,874
SR 9, Skagit/Whatcom County - Improvements							**2,244**	**71**	**0**	**0**	**0**	**0**	**0**	**23,455**
009	100942A	SR 9/Martin Rd Vic to Thunder Creek - Realignment and Widening	39, 40	☐	☐	☑	2,158	30	0	0	0	0	0	5,683
009	100955A	SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment	42	☐	☑	☑	86	41	0	0	0	0	0	17,772

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SR 9, Snohomish County - Corridor Improvements							**49,479**	**89,325**	**27,423**	**8,222**	**0**	**0**	**0**	**300,632**
009	100900E	SR 9/SR 522 to 228th St SE, Stages 1a and 1b - Add Lanes	01	☐	☑	☑	173	0	0	0	0	0	0	23,764
009	100900F	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	01	☐	☑	☑	16,788	58,988	4,503	0	0	0	0	87,295
009	100900V	SR 9/176th St SE Vicinity to SR 96 - Add Signal and Turn Lanes	01, 44	☐	☑	☑	1,697	651	0	0	0	0	0	5,277
009	100901B	SR 9/228th St SE to 212th St SE (SR 524), Stage 2 - Add Lanes	01	☐	☑	☑	67	0	0	0	0	0	0	31,108
009	100912G	SR 9/Marsh Rd Intersection - Safety Improvements	44	☑	☐	☑	1,571	43	0	0	0	0	0	6,522
009	100914G	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	01, 44	☑	☐	☑	7,325	629	0	0	0	0	0	30,041
009	100916G	SR 9/Lake Stevens Way to 20th St SE - Improve Intersection	44	☑	☐	☐	3,586	1,242	5	0	0	0	0	12,914
009	100917G	SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections	44	☑	☐	☑	14,324	9,891	177	6	0	0	0	28,482
009	100921G	SR 9/SR 528 - Improve Intersection	44	☑	☐	☐	0	3,013	12,340	4,497	0	0	0	19,850
009	100922G	SR 9/84th St NE (Gethchell Road) Improve Intersection	38, 39	☑	☐	☐	0	2,588	10,371	3,719	0	0	0	16,712
009	100924A	SR 9/108th Street NE (Lauck Road) - Add Turn Lanes	39	☐	☑	☑	21	0	0	0	0	0	0	1,711
009	100928G	SR 9/SR 531-172nd St NE - Improve Intersection	39	☑	☐	☑	3,179	12,143	26	0	0	0	0	15,589
009	100930H	SR 9/Schloman Rd to 256th St NE - New Alignment	39	☐	☑	☑	309	0	0	0	0	0	0	16,619
009	100930I	SR 9/252nd St NE Vicinity - Add Turn Lane	39	☐	☑	☑	31	0	0	0	0	0	0	1,699
009	100931C	SR 9/268th St Intersection - Add Turn Lane	10, 39	☐	☑	☑	40	3	1	0	0	0	0	2,547
009	L2000040	SR 9/SR 204 Intersection Improvement project	44	☐	☐	☑	368	134	0	0	0	0	0	502
US 12, Tri-Cities to Walla Walla - Corridor Improvements							**29,682**	**14,786**	**110**	**0**	**0**	**0**	**0**	**92,433**
012	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	16	☑	☑	☑	19,116	527	110	0	0	0	0	52,002
012	501204C	US 12/SR 124 to McNary Pool - Add Lanes	16	☐	☑	☑	17	0	0	0	0	0	0	12,098
012	501205D	US 12/Attalia Vicinity to US 730 - Add Lanes	16	☐	☑	☐	35	0	0	0	0	0	0	801
012	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	16	☐	☐	☑	3,100	2,181	0	0	0	0	0	5,281
012	501212I	US 12/SR 124 Intersection - Build Interchange	16	☑	☐	☑	7,414	12,078	0	0	0	0	0	22,251

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US 12, Yakima Area - Improvements							**946**	**0**	**0**	**0**	**0**	**0**	**37,084**	**39,496**
012	501207Z	US 12/Allan Road - Intersection Improvements	14	☐	☐	☑	750	0	0	0	0	0	0	750
012	501208J	US 12/Old Naches Highway - Build Interchange	14	☐	☑	☑	62	0	0	0	0	0	37,084	38,444
012	PASCO	US 12/A St and Tank Farm Rd Interchange planning	16	☐	☐	☑	134	0	0	0	0	0	0	302
SR 14, Clark/Skamania County - Corridor Improvements							**13,612**	**46,999**	**1,001**	**0**	**0**	**0**	**0**	**68,223**
014	401404D	SR 14/Marble Rd Vicinity to Belle Center Rd - Safety Improvements	15	☐	☐	☑	588	4,876	501	0	0	0	0	7,012
014	401404E	SR 14/Cape Horn Bridge Vicinity to Cape Horn Rd - Safety Improvements	15	☐	☐	☑	3,661	493	0	0	0	0	0	4,488
014	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	18	☑	☐	☐	9,363	41,630	500	0	0	0	0	56,723
SR 16, Gig Harbor to Purdy Vicinity - Safety Improvements							**4,278**	**307**	**0**	**0**	**0**	**0**	**0**	**23,083**
016	301632A	SR 16/Burley-Olalla Interchange - Build Interchange	26	☐	☑	☑	4,163	0	0	0	0	0	0	22,661
016	301639C	SR 16/Rosedale St NW Vicinity - Frontage Road	26	☐	☐	☑	115	307	0	0	0	0	0	422
SR 16, Tacoma - New Narrows Bridge							**813**	**0**	**0**	**0**	**0**	**0**	**0**	**728,851**
016	301699A	SR 16/New Tacoma Narrows Bridge - New Bridge	26, 28	☐	☐	☑	813	0	0	0	0	0	0	728,851
SR 17, Moses Lake Vicinity - Improvements							**2,106**	**8**	**0**	**0**	**0**	**0**	**0**	**25,256**
017	201700C	SR 17/Moses Lake to Ephrata - Widening	13	☑	☐	☐	1,264	0	0	0	0	0	0	3,462
017	201701E	SR 17/N of Moses Lake - Add Passing Lane	13	☑	☐	☐	467	0	0	0	0	0	0	647
017	201701G	SR 17/Adams Co Line - Access Control	09	☑	☐	☐	73	8	0	0	0	0	0	81
017	201729A	SR 17/Pioneer Way to Stratford Rd - Widen to Four Lanes	13	☑	☐	☑	302	0	0	0	0	0	0	21,066
SR 18, Auburn to I-90 - Corridor Widening							**2,386**	**1,146**	**26**	**29**	**0**	**0**	**0**	**201,925**
018	101817C	SR 18/Covington Way to Maple Valley - Add Lanes	05, 47	☐	☑	☑	382	0	0	0	0	0	0	67,978
018	101820C	SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes	05	☐	☑	☑	1,537	278	26	29	0	0	0	127,900
018	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	05	☐	☑	☑	238	434	0	0	0	0	0	3,025
018	101826A	SR 18/Tigergate to I-90 - Add Lanes	05	☐	☑	☑	229	434	0	0	0	0	0	3,022

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SR 20, Island County - Safety Improvements							**2,028**	**4,735**	**212**	**0**	**0**	**0**	**0**	**27,864**
020	102017H	SR 20/Libby Rd Vic to Sidney St Vic - Realignment and Widening	10	☐	☐	☑	2,024	3,735	212	0	0	0	0	7,694
020	102022G	SR 20/Monkey Hill Rd to Troxell Rd - Realign and Widen Roadway	10	☐	☐	☑	1	0	0	0	0	0	0	4,010
020	102023B	SR 20/Troxell Rd to Deception Pass Vic - Widen Roadway	10	☐	☐	☑	1	0	0	0	0	0	0	6,753
020	102023I	SR 20/Ducken Rd to Rosario Rd - Add Turn Lanes	10	☐	☑	☑	2	0	0	0	0	0	0	8,407
020	L2200042	SR 20 Race Road to Jacob's Road	10	☐	☐	☑	0	1,000	0	0	0	0	0	1,000
SR 20, West Skagit County - Improvements							**8,293**	**414**	**10**	**0**	**0**	**0**	**21,874**	**155,179**
020	102027C	SR 20/Quiet Cove Rd Vicinity to SR 20 Spur - Widening	10, 40	☐	☑	☑	4,909	6	0	0	0	0	0	29,224
020	102029S	SR 20/Sharpes Corner Vicinity - New Interchange	10, 40	☑	☐	☐	0	0	0	0	0	0	21,874	23,218
020	102039A	SR 20/Fredonia to I-5 - Add Lanes	10, 40	☐	☑	☑	3,384	408	10	0	0	0	0	102,737
SR 24, Yakima to Hanford - Improvements							**121**	**0**	**0**	**0**	**0**	**0**	**0**	**54,686**
024	502402E	SR 24/I-82 to Keys Rd - Add Lanes	13, 14, 15	☐	☑	☑	119	0	0	0	0	0	0	50,533
024	502403I	SR 24/SR 241 to Cold Creek Rd - Add Passing Lanes	08, 15	☑	☐	☐	2	0	0	0	0	0	0	4,153
SR 28/285, Wenatchee Area - Improvements							**54,164**	**53,776**	**1,413**	**2,997**	**0**	**0**	**0**	**127,715**
028	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	12	☑	☐	☑	25,669	24,040	0	0	0	0	0	54,658
028	202801J	SR 28/E Wenatchee - Access Control	12	☑	☐	☐	0	10	36	2,997	0	0	0	3,043
028	202802J	SR 28/Wenatchee to I-90 - Study	12, 13	☐	☐	☑	96	0	0	0	0	0	0	101
028	202802V	SR 28/E End of the George Sellar Bridge - Construct Bypass	12	☐	☐	☑	9,139	14,523	0	0	0	0	0	29,097
285	228500A	SR 285/George Sellar Bridge - Additional EB Lane	12	☑	☐	☑	14,353	160	0	0	0	0	0	18,423
285	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	12	☑	☐	☑	4,907	15,043	1,377	0	0	0	0	22,393
I-82, Yakima Area - Improvements							**27,253**	**3,242**	**0**	**0**	**0**	**0**	**0**	**38,666**
082	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	14	☑	☐	☑	25,475	1,812	0	0	0	0	0	34,207
082	508201S	I-82/South Union Gap I/C - Improvements	14, 15	☐	☐	☑	957	1,430	0	0	0	0	0	3,161
082	508202I	I-82/Terrace Heights Off-Ramp - Improvements	14	☐	☐	☑	821	0	0	0	0	0	0	1,298

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I-82, Yakima To Oregon							**106**	**578**	**0**	**0**	**0**	**0**	**0**	**684**
082	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	08, 16	☐	☐	☑	106	578	0	0	0	0	0	684
I-90, Seattle Including Lid							**0**	**1,500**	**0**	**0**	**0**	**0**	**0**	**1,500**
090	100067T	I-90 Comprehensive Tolling Study	37, 41	☐	☐	☑	0	1,500	0	0	0	0	0	1,500
I-90, Snoqualmie Pass - Corridor Improvements							**80,698**	**147,450**	**125,520**	**102,841**	**2,602**	**1,021**	**44,714**	**557,267**
090	509007W	I-90/Hyak to Easton - Improvements	13	☐	☐	☑	2,034	0	0	0	0	0	0	5,857
090	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	05, 13	☑	☐	☐	78,664	147,450	125,520	102,841	2,602	1,021	44,714	551,410
I-90, Spokane Area - Corridor Improvements							**11,051**	**15,799**	**0**	**0**	**0**	**0**	**0**	**30,378**
090	609031O	I-90/Urban Ramp Project - Safety Improvements	03, 04, 06	☐	☐	☑	336	0	0	0	0	0	0	886
090	609049B	I-90/Spokane to Idaho State Line - Corridor Design	04	☐	☐	☑	1,205	6,184	0	0	0	0	0	10,367
090	609049N	I-90/Sullivan Rd to Barker Rd - Additional Lanes	04	☐	☐	☑	9,510	9,615	0	0	0	0	0	19,125
I-90, Western Washington - Improvements							**19,564**	**4,888**	**0**	**0**	**0**	**0**	**0**	**138,147**
090	109040Q	I-90/Two Way Transit - Transit and HOV Improvements - Stage 2 & 3	37, 41	☑	☑	☑	17,365	4,888	0	0	0	0	0	41,337
090	109061D	I-90/Sunset I/C Modifications - Modify Facility to Full Access I/C	05	☐	☐	☑	2,199	0	0	0	0	0	0	96,810
US 97, Chelan Falls to Toppenish - Safety Improvements							**2,974**	**2,174**	**0**	**0**	**0**	**0**	**0**	**5,578**
097	209703E	US 97/Blewett Pass - Add Passing Lane	13	☑	☐	☐	1,024	340	0	0	0	0	0	1,512
097	209703F	US 97/S of Chelan Falls - Add Passing Lane	12	☑	☐	☑	878	0	0	0	0	0	0	893
097	509702O	US 97/Satus Creek Vicinity - Safety Work	15	☐	☐	☑	1,072	1,834	0	0	0	0	0	3,173
SR 99, Federal Way - HOV & Corridor Improvements							**266**	**0**	**0**	**0**	**0**	**0**	**0**	**14,790**
099	109908R	SR 99/S 284th to S 272nd St - Add HOV Lanes	30	☐	☑	☑	266	0	0	0	0	0	0	14,790
SR 99, Seattle - Alaskan Way Viaduct							**527,809**	**918,138**	**505,431**	**129,328**	**0**	**0**	**0**	**2,406,384**
099	809936Z	SR 99/Alaskan Way Viaduct - Replacement	11, 36, 37, 43	☑	☑	☑	523,016	917,940	505,431	129,328	0	0	0	2,401,393
099	L1000034	Alaskan Way Viaduct - Automatic Shutdown	11, 36, 37, 43	☐	☐	☑	4,793	198	0	0	0	0	0	4,991
SR 99, Shoreline - HOV & Corridor Improvements							**7,000**	**0**	**0**	**0**	**0**	**0**	**0**	**20,026**
099	109956C	SR 99/Aurora Ave N Corridor - Add HOV Lanes	32	☑	☑	☐	7,000	0	0	0	0	0	0	20,026

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US 101/104/112, Olympic Peninsula/SW WA - Improvements							**6,751**	**52,040**	**22,460**	**0**	**0**	**0**	**4,481**	**98,907**
101	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	24	☐	☑	☑	0	0	0	0	0	0	2,279	3,222
101	310102F	US 101/Gardiner Vicinity - Add Climbing Lane	24	☐	☑	☑	0	0	0	0	0	0	2,202	2,589
101	310107B	US 101/Shore Rd to Kitchen Rd - Widening	24	☐	☐	☑	6,357	51,560	22,460	0	0	0	0	84,304
101	310116D	US 101/Lynch Road - Safety Improvements	35	☑	☐	☐	206	350	0	0	0	0	0	1,002
101	310124C	US 101/SR 3 On Ramp to US 101 NB - Add New Ramp	35	☑	☐	☐	27	27	0	0	0	0	0	3,867
101	310166B	US 101/Blyn Vicinity - Add Passing Lanes	24	☐	☑	☑	62	0	0	0	0	0	0	3,512
101	410100A	US 101/Fort Columbia Vicinity - Left Turn Lane	19	☐	☐	☑	99	103	0	0	0	0	0	411
SR 161, Pierce County - Corridor Improvements							**15,661**	**16,756**	**0**	**0**	**0**	**0**	**31,386**	**104,846**
161	116100C	SR 161/Jovita Blvd to S 360th St, Stage 2 - Widen to Five Lanes	25, 30, 31	☐	☑	☑	120	0	0	0	0	0	0	26,057
161	316109A	SR 161/SR 167 EB Ramp - Realign Ramps	31	☐	☑	☑	1	0	0	0	0	0	0	2,800
161	316118A	SR 161/24th St E to Jovita - Add Lanes	25, 31	☐	☑	☑	14,803	12,756	0	0	0	0	0	39,866
161	316118C	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes	25, 31	☐	☑	☑	0	0	0	0	0	0	31,386	31,386
161	316130A	SR 161/Clear Lake N Rd to Tanwax Creek - Spot Safety Improvements	02	☑	☐	☐	737	4,000	0	0	0	0	0	4,737
SR 167, Renton to Puyallup-HOV Improvements & HOT Lane Pilot							**3,955**	**246**	**13,223**	**61,371**	**433**	**0**	**0**	**144,525**
167	116703E	SR 167/15th St SW to 15th St NW - Add HOV Lanes	11, 30, 33, 47	☐	☑	☐	557	0	0	0	0	0	0	43,706
167	816701B	SR 167 HOT Lanes Pilot Project - Managed Lanes	11, 30, 33, 47	☑	☐	☑	507	246	0	0	0	0	0	18,814
167	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	30, 31, 33, 47	☑	☐	☐	2,891	0	13,223	61,371	433	0	0	82,005
SR 167, Tacoma to Puyallup - New Freeway							**66,618**	**1,000**	**0**	**0**	**0**	**0**	**0**	**158,176**
167	316712A	SR 167/SR 509 to SR 161 - EIS	25, 27	☐	☑	☑	1	0	0	0	0	0	0	19,896
167	316718A	SR 167/SR 509 to I-5 Stage One - New Freeway	25, 27	☑	☑	☐	63,806	0	0	0	0	0	0	111,362
167	316718C	SR 167/I-5 to SR 161 Stage Two - New Freeway	25	☐	☑	☑	2,811	0	0	0	0	0	0	25,918
167	316718S	SR 167/Tolling Feasibility Study	25, 27	☐	☐	☑	0	1,000	0	0	0	0	0	1,000
SR 169, Renton to Enumclaw - Safety Improvements							**172**	**0**	**0**	**0**	**0**	**0**	**0**	**5,266**
169	116911T	SR 169/SE 291st St Vicinity (Formerly SE 288th Street) - Add Turn Lanes	05, 47	☑	☐	☑	37	0	0	0	0	0	0	2,446
169	116927B	SR 169/140th Way SE to SR 900 - Add Lanes	05, 11, 41	☑	☐	☑	135	0	0	0	0	0	0	2,820

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I-182, Tri-Cities - Improvements							**590**	**5**	**32**	**0**	**0**	**0**	**0**	**2,772**
182	518202H	I-182/Road 100 Interchange Vicinity - Improvements	16	☐	☐	☑	590	0	0	0	0	0	0	2,735
182	518202T	I-182/Road 68 Interchange - Interstate Safety	16	☐	☐	☑	0	5	32	0	0	0	0	37
SR 202, Redmond to Fall City - Corridor Improvements							**945**	**0**	**0**	**0**	**0**	**0**	**0**	**84,837**
202	120211M	SR 202/SR 520 to Sahalee Way - Widening	45, 48	☐	☐	☑	932	0	0	0	0	0	0	80,457
202	120214T	SR 202/244th Ave NE Intersection - Add Signal and Turn Lane	05, 45	☐	☑	☑	2	0	0	0	0	0	0	1,211
202	120219L	SR 202/Jct SR 203 - Construct Roundabout	05	☐	☑	☑	11	0	0	0	0	0	0	3,169
I-205, Vancouver Area - Corridor Improvements							**6,373**	**5,742**	**31,343**	**54,082**	**0**	**0**	**0**	**114,005**
205	420505A	I-205/Mill Plain Exit (112th Connector) - Build Ramp	49	☐	☑	☑	3,615	0	0	0	0	0	0	11,056
205	420508A	I-205/Mill Plain Interchange to NE 18th St - Stage 1	17, 49	☑	☐	☐	2,157	53	43	18	0	0	0	8,774
205	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	17, 49	☑	☐	☐	601	5,689	31,300	54,064	0	0	0	94,175
SR 240, Richland Vicinity - Corridor Improvements							**6,292**	**120**	**0**	**0**	**0**	**0**	**0**	**73,196**
240	524002E	SR 240/Beloit Rd to Kingsgate Way - Safety Improvements	08	☑	☐	☐	5,751	0	0	0	0	0	0	9,490
240	524002F	SR 240/I-182 to Richland Y - Add Lanes	08	☐	☑	☑	110	0	0	0	0	0	0	22,580
240	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	08	☐	☑	☑	431	120	0	0	0	0	0	41,126
SR 270, Pullman to Idaho State Line - Corridor Improvements							**14**	**0**	**0**	**0**	**0**	**0**	**0**	**31,198**
270	627000E	SR 270/Pullman to Idaho State Line - Add Lanes	09	☐	☑	☑	14	0	0	0	0	0	0	31,198
SR 302, Purdy Vicinity - Corridor Improvements							**2,451**	**5,244**	**0**	**0**	**0**	**0**	**0**	**9,196**
302	330215A	SR 302/Key Peninsula Highway to Purdy Vic-Safety & Congestion	26	☑	☐	☐	1,451	5,244	0	0	0	0	0	6,695
302	330216A	SR 302/Elgin Clifton Rd to SR 16 - Corridor Study	26, 35	☑	☐	☐	1,000	0	0	0	0	0	0	2,501
SR 305/SR 304, Bremerton Vicinity - HOV & Corridor Improvements							**1,305**	**0**	**0**	**0**	**0**	**0**	**0**	**49,138**
304	330405A	SR 304/Bremerton Transportation Center Access Improvement Tunnel	26	☐	☐	☑	1,305	0	0	0	0	0	0	49,138

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US 395, Spokane - North Spokane Corridor							**163,659**	**72,055**	**49,601**	**26,001**	**4,400**	**0**	**0**	**592,774**
395	600000A	NSC-North Spokane Corridor - Design Corridor and Purchase Right of Way	03, 04, 07	☐	☐	☑	2,033	0	0	0	0	0	0	49,981
395	600001A	US 395/NSC-Francis Ave to Farwell Rd - New Alignment	03, 04, 07	☐	☑	☑	19,325	22,622	0	0	0	0	0	209,882
395	600003A	US 395/NSC-US 2 to Wandermere and US 2 Lowering - New Alignment	03, 04, 07	☐	☑	☑	90,201	5,513	0	0	0	0	0	128,013
395	600010A	US 395/North Spokane Corridor	03, 04, 07	☑	☐	☑	52,100	43,920	49,601	26,001	4,400	0	0	204,898
I-405, Lynnwood to Tukwila - Corridor Improvements							**295,816**	**264,436**	**150,035**	**9,117**	**40**	**0**	**208,831**	**1,571,830**
167	816719A	SR 167/S 180th St to I-405 - SB Widening	11	☑	☐	☑	3,166	0	0	0	0	0	0	18,844
405	140567D	I-405 Totem Lake/NE 128th St HOV Direct Access/Freeway Station - Safety	11	☐	☐	☑	503	0	0	0	0	0	0	7,092
405	840501C	I-405/Tukwila to Lynnwood - Analysis	01, 11, 37, 41, 45, 48	☐	☐	☑	239	1,165	0	0	0	0	0	8,236
405	840502B	I-405/SR 181 to SR 167 - Widening	11	☑	☑	☑	13,626	2,118	360	0	0	0	0	142,494
405	840503A	I-405/I-5 to SR 181 - Widening	11	☑	☐	☐	2,102	7	0	0	0	0	0	21,991
405	840508A	I-405/NE 44th St to 112th Ave SE - Widening	41	☑	☐	☑	1	0	0	0	0	0	144,509	150,007
405	840509A	I-405/112th Ave SE to I-90 - NB Widening	41	☑	☐	☐	1,481	0	0	0	0	0	0	19,957
405	840541F	I-405/I-90 to SE 8th St - Widening	41	☐	☑	☑	18,051	1,879	4,088	62	30	0	0	179,873
405	840551A	I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements	41, 48	☑	☐	☑	106,250	60,083	34	41	10	0	0	224,471
405	840552A	I-405/NE 10th St - Bridge Crossing	41	☑	☐	☑	6,346	142	0	0	0	0	0	63,305
405	840561A	I-405/SR 520 to SR 522 - Widening	01, 41, 45, 48	☐	☑	☐	136	0	0	0	0	0	0	81,212
405	840567B	I-405/NE 132nd St - New Interchange	01, 45	☑	☐	☐	0	0	0	0	0	0	48,500	48,500
405	8BI1001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	11, 37, 47	☑	☑	☑	100,549	6,285	71	15	0	0	0	166,541
405	8BI1002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	01, 41, 45, 48	☑	☑	☑	43,366	192,757	145,482	8,999	0	0	0	423,485
405	8BI1006	I-405/Tukwila to Bellevue Widening and Express Toll Lanes	11, 37, 41	☑	☐	☐	0	0	0	0	0	0	15,822	15,822
SR 410, Bonney Lake Vicinity - Corridor Widening							**10,733**	**587**	**148**	**119**	**73**	**36**	**0**	**18,454**
410	341015A	SR 410/214th Ave E to 234th - Add Lanes	31	☑	☑	☑	10,733	587	148	119	73	36	0	18,454

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SR 500, Vancouver to Orchards - Corridor Improvements							**7,674**	**40,044**	**636**	**0**	**0**	**0**	**0**	**56,961**
500	450000A	SR 500/St Johns Blvd - Build Interchange	49	☑	☐	☑	7,674	40,044	636	0	0	0	0	56,961
SR 502, I-5 to Battle Ground - Corridor Improvements							**13,741**	**47,377**	**18,000**	**233**	**0**	**0**	**0**	**140,307**
005	400599R	I-5/SR 502 Interchange - Build Interchange	17, 18	☐	☑	☑	826	0	0	0	0	0	0	52,521
502	450208W	SR 502/I-5 to Battle Ground - Add Lanes	18	☑	☑	☑	12,915	47,377	18,000	233	0	0	0	87,786
SR 503, Battle Ground to Vancouver - Improvements							**5,342**	**423**	**0**	**0**	**0**	**0**	**0**	**7,377**
503	450305B	SR 503/4th Plain/SR 500 Intersection - Add Turn Lane	17	☑	☐	☑	587	214	0	0	0	0	0	811
503	450393A	SR 503/Lewisville Park Vicinity - Add Climbing Lane	18	☑	☐	☑	4,755	209	0	0	0	0	0	6,566
SR 509, SeaTac to I-5 - Corridor Completion							**3,825**	**20**	**0**	**0**	**0**	**0**	**0**	**61,537**
509	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	30, 33	☑	☐	☐	3,824	20	0	0	0	0	0	26,541
509	850902A	SR 509/I-5/SeaTac to I-5 - Design and Critical R/W	33	☐	☑	☐	1	0	0	0	0	0	0	34,996
SR 510, Yelm - New Freeway							**8,734**	**687**	**0**	**0**	**0**	**0**	**4,860**	**36,006**
510	351025A	SR 510/Yelm Loop - New Alignment	02	☑	☐	☑	8,734	687	0	0	0	0	4,860	36,006
SR 518, Burien to Tukwila - Corridor Improvements							**3,170**	**733**	**0**	**0**	**0**	**0**	**0**	**42,127**
509	850919F	SR 509/SR 518 Interchange - Signalization and Channelization	33	☑	☐	☑	304	75	0	0	0	0	0	5,831
509	850919G	SR 509/SR 518 Interchange - Interchange Improvements	33	☐	☐	☑	94	0	0	0	0	0	0	465
518	851808A	SR 518/SeaTac Airport to I-5 - Eastbound Widening	11, 33	☑	☐	☑	2,772	658	0	0	0	0	0	35,831
SR 519, Seattle - Intermodal Improvements							**42,705**	**0**	**0**	**0**	**0**	**0**	**0**	**84,015**
519	851902A	SR 519/ I-90 to SR 99 Intermodal Access Project - I/C Improvements	37	☐	☑	☑	42,705	0	0	0	0	0	0	84,015
SR 520, Seattle to Redmond - Corridor Improvements							**500,907**	**1,263,266**	**629,813**	**24,005**	**25,000**	**0**	**1**	**2,645,415**
520	152040A	SR 520/W Lake Sammamish Parkway to SR 202, Stage 3 - Widening	48	☐	☑	☑	45,930	1,408	86	0	0	0	0	79,397
520	8BI1003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	43, 48	☑	☑	☑	388,087	1,247,769	629,727	24,005	25,000	0	1	2,478,632
520	L1000033	Lake Washington Congestion Management	43, 48	☑	☐	☑	66,890	14,089	0	0	0	0	0	87,386

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SR 522, Seattle to Monroe - Corridor Improvements							**37,186**	**113,866**	**23,747**	**1,635**	**787**	**0**	**0**	**252,708**
522	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	01, 32, 46	☑	☑	☑	582	0	0	0	0	0	0	22,561
522	152219A	SR 522/University of Washington Bothell - Build Interchange	01	☑	☑	☑	5,673	108	15	0	0	0	0	47,054
522	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	39	☐	☑	☑	30,931	113,108	23,732	1,635	787	0	0	182,443
522	L1000055	SR 522 Improvements / 61st Ave NE and NE 181st Street	32	☐	☐	☑	0	650	0	0	0	0	0	650
SR 527, Everett to Bothell - Corridor Improvements							**72**	**0**	**0**	**0**	**0**	**0**	**0**	**20,120**
527	152720A	SR 527/132nd St SE to 112th St SE - Add Lanes	44	☐	☑	☑	72	0	0	0	0	0	0	20,120
SR 531, Smokey Point Vicinity - Improvements							**424**	**429**	**0**	**0**	**0**	**0**	**0**	**1,380**
531	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	39	☐	☐	☑	424	429	0	0	0	0	0	1,380
SR 532, Camano Island to I-5 - Corridor Improvements							**40,968**	**8,011**	**599**	**190**	**449**	**12**	**0**	**66,090**
532	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	10	☑	☐	☑	40,968	8,011	599	190	449	12	0	66,090
SR 539, Bellingham North - Corridor Improvements							**26,777**	**4,244**	**1,863**	**0**	**0**	**0**	**0**	**175,197**
539	153900M	SR 539/I-5 to Horton Road - Access Management	42	☐	☐	☑	93	1,801	1,360	0	0	0	0	3,254
539	153902B	SR 539/Horton Road to Tenmile Road - Widen to Five Lanes	42	☐	☐	☑	1,107	262	322	0	0	0	0	68,210
539	153910A	SR 539/Tenmile Road to SR 546 - Widening	42	☐	☑	☑	25,577	2,181	181	0	0	0	0	103,733
SR 542, Bellingham Vicinity - Corridor Improvements							**5,065**	**1,936**	**17**	**0**	**0**	**0**	**0**	**7,725**
542	154205G	SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements	40, 42	☑	☐	☑	5,065	1,936	17	0	0	0	0	7,725
SR 543, Blaine Vicinity - Corridor Improvements							**392**	**0**	**0**	**0**	**0**	**0**	**0**	**50,567**
543	154302E	SR 543/I-5 to Canadian Border - Add Lanes	42	☐	☑	☑	392	0	0	0	0	0	0	50,567
SR 704, Lakewood Vicinity - New Freeway							**2,417**	**0**	**0**	**0**	**0**	**0**	**17,946**	**41,091**
704	370401A	SR 704/Cross Base Highway - New Alignment	02, 28	☑	☑	☑	2,417	0	0	0	0	0	17,946	41,091
SR 823, Selah Vicinity - Corridor Improvements							**4,631**	**3,561**	**0**	**0**	**0**	**0**	**0**	**9,310**
823	582301S	SR 823/Selah Vicinity - Re-route Highway	14	☑	☐	☑	4,631	3,561	0	0	0	0	0	9,310

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SR 900, Issaquah Vicinity - Corridor Widening							**11,907**	**133**	**0**	**0**	**0**	**0**	**0**	**43,822**
900	190098U	SR 900/SE 78th St Vic to I-90 Vic - Widening and HOV	41	☐	☑	☑	11,907	133	0	0	0	0	0	43,822
Future Unprogrammed Project Reserves							**30,000**	**30,629**	**31,500**	**31,000**	**171,335**	**171,121**	**559,141**	**1,024,726**
998	099902F	Environmental Retrofit Project Reserve - Fish Barrier Passage	99	☐	☐	☑	0	0	0	0	5,918	10,000	20,000	35,918
998	099902I	Safety Project Reserve - Collision Reduction	99	☐	☐	☑	0	0	0	0	59,580	56,727	189,260	305,567
998	099902J	Safety Project Reserve - Collision Prevention	99	☐	☐	☑	0	0	0	0	69,154	67,677	246,459	383,290
998	099902K	Environmental Retrofit Project Reserve - Stormwater Runoff	99	☐	☐	☑	0	0	0	0	3,183	3,217	6,422	12,822
998	099902N	Project Reserve - Noise Reduction	99	☐	☐	☑	0	629	1,500	1,000	1,000	1,000	2,000	7,129
998	099902Q	Environmental Retrofit Project Reserve - Chronic Environment Deficiency	99	☐	☐	☑	0	0	0	0	2,500	2,500	5,000	10,000
998	099904Q	Future Federal Earmarks for Improvement Program	99	☐	☐	☑	20,000	20,000	20,000	20,000	20,000	20,000	60,000	180,000
998	099905Q	Future Local Funds for Improvement Program	99	☐	☐	☑	10,000	10,000	10,000	10,000	10,000	10,000	30,000	90,000
Other							**4,627**	**241**	**15**	**12**	**0**	**0**	**0**	**482,003**
000	0BI100A	Mobility Reappropriation for Projects Assumed to be Complete	99	☐	☐	☑	1,322	225	15	12	0	0	0	347,008
000	0BI200A	Safety Reappropriations for Projects Assumed to be Complete	99	☐	☐	☑	3,256	16	0	0	0	0	0	37,982
000	0BI300A	Economic Initiatives Reappropriation for Projects Assumed to be Complete	99	☐	☐	☑	49	0	0	0	0	0	0	97,013
Sound Transit Projects							**37,510**	**68,710**	**49,259**	**47,414**	**3,101**	**0**	**0**	**444,923**
000	100005B	Sound Transit Management Services	01, 05, 10, 11, 21, 32, 36	☐	☐	☑	914	0	0	0	88	0	0	4,701
000	800005D	Sound Transit East Link Management Services	37, 41, 45, 48	☐	☐	☑	638	0	0	0	0	0	0	799
005	100502D	Federal Way - S 317th Street	30	☐	☐	☑	184	0	0	0	0	0	0	23,893
005	100529D	I-5/Mountlake Terrace Freeway Station	01, 21, 32	☐	☐	☑	21,794	63	0	0	0	0	0	26,218
005	100545D	I-5/South Everett Freeway Station/112th St SE - Transit Direct Access	21, 38, 44	☐	☐	☑	196	588	0	0	0	0	0	25,434
090	109040R	I-90/Two Way Transit - Transit and HOV Improvements	37, 41, 48	☐	☐	☑	11,728	64,780	42,913	50	0	0	0	145,337

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090	109053D	I-90/Eastgate Transit Access/142nd Place SE	41, 48	☐	☐	☑	557	0	0	0	0	0	0	26,721
405	140521D	I-405/Renton HOV Improvements Project - HOV Direct Access	11, 37, 41	☐	☐	☑	0	3,279	6,346	47,364	3,013	0	0	60,735
405	140541D	I-405/Bellevue Direct Access	41, 48	☐	☐	☑	0	0	0	0	0	0	0	59,922
405	140566D	I-405 Totem Lake/NE 128th St HOV - Direct Access/Freeway Station	01, 45	☐	☐	☑	881	0	0	0	0	0	0	62,484
405	140586D	I-405 Canyon Park Freeway Station - Direct Access and Flyer Stop	01	☐	☐	☑	618	0	0	0	0	0	0	8,679
Studies & System Analysis							**5,028**	**2,973**	**0**	**0**	**0**	**0**	**0**	**21,978**
000	099999G	Bremerton Economic Development Study	26, 35	☐	☐	☑	122	0	0	0	0	0	0	675
000	099999H	Spokane Economic Development Study	03, 06	☐	☐	☑	318	0	0	0	0	0	0	535
000	800020A	Express Lanes System Concept Study	99	☐	☐	☑	1,161	172	0	0	0	0	0	1,333
000	L2000054	ITS/Canadian Border Planning	99	☐	☐	☑	489	832	0	0	0	0	0	1,321
002	L2000016	US 2/Route Developement Plan	38, 44	☐	☐	☑	400	0	0	0	0	0	0	400
005	100597B	I-5/SR 534 to Cook Rd - Corridor Access Study	10, 40	☑	☐	☐	6	0	0	0	0	0	0	799
005	400507W	I-5/Woodland Industrial Area - Analysis of Freight Movement	18	☑	☐	☐	22	0	0	0	0	0	0	252
005	L2200028	I-5/ Dupont to Lakewood - Corridor Planning	28	☐	☐	☑	0	1,001	0	0	0	0	0	1,001
090	109061S	I-90/Issaquah to North Bend - Route Development Study	05, 41, 48	☑	☐	☐	576	0	0	0	0	0	0	2,002
090	509004U	I-90/Ellensburg Interchange - Feasibility Study	13	☐	☐	☑	152	150	0	0	0	0	0	610
101	310139C	US 101/West Olympia - Access Study	22	☑	☐	☑	162	0	0	0	0	0	0	737
167	816700U	SR 167 Improvement Projects - Corridor Mobility Improvement Analysis	11, 30, 33, 37, 47	☐	☑	☐	393	518	0	0	0	0	0	9,604
307	330705A	SR 307/SR 104 Safety Corridor Study - Spot Improvements	23	☑	☐	☐	1,227	0	0	0	0	0	0	2,409
523	L1000059	SR 523 Corridor Study	32	☐	☐	☑	0	300	0	0	0	0	0	300
Improvement - Program Support Activities							**19,324**	**31,652**	**27,024**	**26,007**	**15,400**	**661**	**19,800**	**139,868**
000	095901X	Set Aside for Improvement Program Support Activities - Improvements	99	☐	☐	☑	19,275	31,652	27,024	26,007	15,400	661	19,800	139,819
999	395953A	Olympic Region Park and Ride Lots	99	☐	☐	☑	49	0	0	0	0	0	0	49
Safety - Guard Rail/Bridge Rail Retrofit							**6,154**	**5,123**	**312**	**3,331**	**0**	**0**	**0**	**39,152**
999	099903M	Guardrail Retrofit Program (Nickel)	99	☐	☑	☑	1,808	0	0	0	0	0	0	16,843
999	099903N	Bridge Rail Retrofit Program	99	☐	☑	☑	3,049	2,448	312	1,330	0	0	0	16,336
999	0BI2003	Guardrail Retrofit Improvements	99	☐	☐	☑	1,297	2,675	0	2,001	0	0	0	5,973

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Safety - Interchange Improvements (New & Rebuilt)							**13,507**	**240**	**72**	**0**	**0**	**0**	**0**	**73,947**
000	0BI2001	Interchange Improvements	99	☐	☐	☑	50	0	0	0	0	0	0	27,384
002	200201E	US 2/US 97 Peshastin E - New Interchange	12	☐	☑	☑	177	0	0	0	0	0	0	20,698
011	101100F	SR 11/I-5 Interchange-Josh Wilson Rd - Rebuild Interchange	10	☑	☐	☑	6,986	240	72	0	0	0	0	10,471
395	539502L	US 395/Columbia Dr to SR 240 - Rebuild Interchange	08	☑	☐	☑	6,294	0	0	0	0	0	0	15,394
Safety - Intersection & Spot Improvements							**35,266**	**73,507**	**33,305**	**70,179**	**203**	**0**	**0**	**272,806**
000	0BI2002	Intersection & Spot Improvements	99	☐	☐	☑	4,561	36,628	30,305	70,179	203	0	0	142,035
002	100210E	US 2/Bickford Avenue - Intersection Safety Improvements	44	☐	☐	☑	1,402	17,017	1,301	0	0	0	0	19,720
002	100224I	US 2 High Priority Safety Project	39	☐	☐	☑	4,959	4,418	0	0	0	0	0	9,942
002	100236E	US 2/Pickle Farm Road and Gunn Road - Add Turn Lanes	39	☐	☑	☑	40	0	0	0	0	0	0	1,262
002	200201H	US 2/S of Orondo - Add Passing Lane	12	☑	☐	☐	1,784	0	0	0	0	0	0	2,423
002	200201J	US 2/East Wenatchee N - Access Control	12	☑	☐	☐	51	313	0	0	0	0	0	364
002	200204M	US 2/Stevens Pass - Variable Message Signs	12, 39	☐	☐	☑	101	935	0	0	0	0	0	1,036
002	600230C	US 2/N Glen-Elk Chattaroy Rd Intersection - Intersection Improvements	04, 07	☑	☐	☐	568	0	0	0	0	0	0	740
005	100525A	I-5/Reverse Express Lane to/from SR 522 - Safety	43, 46	☐	☐	☑	697	0	0	0	0	0	0	752
005	100552S	I-5/SR 532 NB Interchange Ramps - Add Turn Lanes	10	☐	☑	☑	39	0	0	0	0	0	0	6,684
005	100584A	I-5/SB Ramps at SR 11/Old Fairhaven Parkway - Add Ramp Lane	40	☐	☑	☑	68	0	0	0	0	0	0	2,249
005	100591Y	I-5/Bakerview Rd to Nooksack River Br-Slater Rd I/C - Safety Improv	42	☐	☑	☑	7	0	0	0	0	0	0	46
005	300585A	I-5/Tumwater Blvd NB On Ramp Intersection - Safety	22	☐	☐	☑	591	0	0	0	0	0	0	783
005	300585P	I-5/Mounts Rd Vicinity to Thorn Ln - Median Barrier Replacement	02, 28	☐	☐	☑	0	2,703	0	0	0	0	0	2,703
005	300585Q	I-5/Thorn Ln to 47th Ave SW - Median Barrier Replacement	28, 29	☐	☐	☑	1,367	0	0	0	0	0	0	1,367
007	300706B	SR 7/SR 507 to SR 512 - Safety Improvements	02, 29	☐	☑	☑	180	0	0	0	0	0	0	20,930
007	300738A	SR 7/SR 702 - Install Signal	02	☐	☐	☑	455	306	0	0	0	0	0	761

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007	LIGHTXXX	SR7 / Mountain Highway & 304th - Signal	02	☐	☐	☑	432	0	0	0	0	0	0	680
012	401212R	US 12/SR 122/Mossyrock - Intersection Improvements	20	☐	☐	☑	558	5	0	0	0	0	0	563
017	201701D	SR 17/Othello Vic to Soap Lake Vic - Install Lighting	09, 13	☑	☐	☐	132	0	0	0	0	0	0	196
022	502201U	SR 22/I-82 to Toppenish - Safety Improvements	15	☐	☑	☑	2,764	1,728	0	0	0	0	0	4,929
026	202601E	SR 26/Othello Vicinity - Install Lighting	09, 13	☑	☐	☑	28	0	0	0	0	0	0	147
026	202601I	SR 26/W of Othello - Add Passing Lane	09	☑	☐	☐	970	0	0	0	0	0	0	1,022
090	109070C	I-90/EB Ramps to SR 18 - Add Signal and Turn Lanes	05	☐	☑	☑	1	0	0	0	0	0	0	4,837
090	109079A	I-90/EB Ramps to SR 202 - Construct Roundabout	05	☐	☑	☑	85	27	0	0	0	0	0	1,847
097	209700B	US 97/ Border Vicinity Improvements - Safety Improvements	07	☐	☐	☑	362	0	0	0	0	0	0	569
097	209700C	US 97/ Intersection - Safety Improvements	07, 12	☐	☐	☑	359	0	0	0	0	0	0	732
097	209700H	US 97/N of Daroga State Park - Turn Lanes	12	☐	☐	☑	63	287	117	0	0	0	0	467
097	209700W	US 97/Cameron Lake Road - Intersection Improvements	12	☐	☐	☑	104	895	0	0	0	0	0	999
097	209700Y	US 97/N of Riverside - NB passing Lane	07	☐	☐	☑	215	2,365	0	0	0	0	0	2,580
097	209703H	US 97/North of Brewster - Passing Lane	12	☐	☐	☑	0	412	1,570	0	0	0	0	1,982
097	209790B	US 97A/North of Wenatchee - Wildlife Fence	12	☐	☐	☑	1,680	951	0	0	0	0	0	2,824
124	512401O	SR 124/East Jct US 12 - Reconstruction	16	☐	☑	☑	5	0	0	0	0	0	0	311
150	215004B	SR 150/W of Chelan - Install Lighting	12	☑	☐	☐	133	0	0	0	0	0	0	184
160	316006B	SR 160/SR 16 to Longlake Rd Vicinity - Widening	26	☐	☑	☑	3,390	0	0	0	0	0	0	9,774
195	619509I	US 195/Cheney-Spokane Rd to Lindeke St - New City Arterial	06	☐	☐	☑	1,437	1,269	0	0	0	0	0	3,137
195	L1000001	US 195/Cheney-Spokane Road Right Turn Lane	06	☐	☐	☑	250	0	0	0	0	0	0	250
203	120305G	SR 203/Corridor Safety Improvements - King County	05, 45	☑	☐	☐	3,134	0	0	0	0	0	0	3,679
203	120311C	SR 203/NE 124th/Novelty Rd Vicinity - Construct Roundabout	45	☐	☑	☑	3	0	0	0	0	0	0	3,600
203	120311G	SR 203/Corridor Safety Improvements - Snohomish County	39	☑	☐	☐	1,040	35	12	0	0	0	0	1,904
243	224304B	SR 243/S of Mattawa - Install Lighting	13	☑	☐	☐	255	7	0	0	0	0	0	262
282	228201D	SR 282/Ephrata - Safety	13	☐	☐	☑	123	0	0	0	0	0	0	123

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503	450306A	SR 503/Gabriel Rd Intersection	18	☑	☐	☑	98	0	0	0	0	0	0	460
507	350728A	SR 507/Vicinity East Gate Rd to 208th St E - Safety	02	☐	☐	☑	698	3,206	0	0	0	0	0	4,185
515	151505B	SR 515/SE 182nd St to SE 176th St Vic - Construct Traffic Island	11	☑	☐	☑	1	0	0	0	0	0	0	1,534
516	151632D	SR 516/208th and 209th Ave SE - Add Turn Lanes	47	☐	☑	☑	1	0	0	0	0	0	0	2,290
530	153023H	SR 530/Arlington Heights Rd/Jordan Rd - Signal and Channelization	39	☐	☐	☑	2	0	0	0	0	0	0	2,301
902	690201C	SR 902/Medical Lake Interchange - Intersection Improvements	06, 09	☑	☐	☑	15	0	0	0	0	0	0	558
971	297103B	SR 971/S Lakeshore Rd - Install Lighting	12	☑	☐	☐	58	0	0	0	0	0	0	83
Safety - Median Cross Over Protection							**23,561**	**1,630**	**15**	**14,001**	**0**	**0**	**0**	**45,404**
000	0BI2005	Median Cross-Over Protection Improvements	99	☐	☐	☑	10,026	1,499	0	14,001	0	0	0	25,643
005	100535H	I-5/52nd Ave W to SR 526 - Roadside Safety and Ramp Improvements	01, 21, 38, 44	☐	☑	☑	9	0	0	0	0	0	0	2,703
005	100552C	I-5/Marysville to Stillaguamish River Vicinity - Median Barrier	10, 38, 39	☐	☐	☑	11,661	66	15	0	0	0	0	14,170
005	400507M	I-5/Kelso Vicinity Median Crossover Prevention-Install Cable Barrier	19	☐	☐	☑	565	7	0	0	0	0	0	665
090	109053B	I-90/I-405 Vic to 150th Ave NE Vic - Median Crossover Cable	41, 48	☐	☐	☑	13	0	0	0	0	0	0	134
090	109066B	I-90/E. Fork Issaquah Crk Br Vic to Raging River Br Vic - Safety	05	☐	☐	☑	3	0	0	0	0	0	0	401
195	619508M	US 195/Vicinity Cornwall and Mullen Hill Rd to Jct I-90 - Median Barrier	06, 09	☐	☐	☑	445	58	0	0	0	0	0	503
395	639516V	US 395/Wandermere to Vicinity Half Moon Rd - Median Barrier	06, 07	☐	☐	☑	836	0	0	0	0	0	0	836
599	159900D	SR 599/S 133rd St Vic to SR 99 Vic - Median Cross-Over Protection	11	☐	☐	☑	3	0	0	0	0	0	0	349
Safety - Pedestrian & Bicycle Improvements							**11,154**	**2,846**	**0**	**0**	**0**	**0**	**0**	**24,649**
000	0BI1002	Pedestrian & Bicycle Improvements	99	☐	☐	☑	611	2,069	0	0	0	0	0	2,680
002	200200T	US 2/Stevens Pass Summit - Pedestrian Safety	12, 39	☐	☐	☑	2,712	18	0	0	0	0	0	3,270
002	200200W	US 2/E. End Odabashian Bridge - Loop Trail Connection	12	☐	☐	☑	244	0	0	0	0	0	0	616
002	200200Z	US 2/Wenatchee - Build Trail Connection	12	☑	☐	☐	8	0	0	0	0	0	0	1,802

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002	600222B	US 2/Wilbur Pedestrian Improvements - Safety	07	☐	☐	☑	386	0	0	0	0	0	0	530
005	100542F	I-5/124th St SW - Bicycle/Pedestrian Overcrossing - Safety	21, 44	☐	☐	☑	30	0	0	0	0	0	0	4,295
005	300539A	I-5/Martin Way - Bike Lanes	22	☐	☐	☑	2,089	36	0	0	0	0	0	2,605
020	102023D	SR 20/Troxell Road to Cornet Bay Road	10	☐	☐	☑	1	0	0	0	0	0	0	274
020	102032A	SR 20 Spur/Anacortes Pedestrian Improvements - Safety Improvements	40	☐	☐	☑	107	57	0	0	0	0	0	164
020	602030A	SR 20/Republic Pedestrian Improvements - Safety	07	☐	☐	☑	15	0	0	0	0	0	0	338
020	602030E	SR 20/Golden Tiger Pathway - Safety	07	☐	☐	☑	230	0	0	0	0	0	0	230
090	109064A	I-90/Highpoint to Preston - New Trail	05	☐	☐	☑	15	0	0	0	0	0	0	1,084
097	209700E	US 97/Oroville Area - Pedestrian Improvement	07	☐	☐	☑	191	0	0	0	0	0	0	215
097	209703B	US 97/Brewster Vicinity - Install Lighting	12	☑	☐	☐	17	0	0	0	0	0	0	172
099	109946F	SR 99/Aurora Ave Bridge Fence - Suicide Prevention	36, 43	☐	☐	☑	4,165	0	0	0	0	0	0	5,038
112	311239A	SR 112/Murphy Rd to Charlie Creek-Weel Rd - Pedestrian Safety	24	☐	☐	☑	214	0	0	0	0	0	0	214
162	316218A	SR 162/Orting Area - Construct Pedestrian Tunnel	02	☑	☐	☐	116	666	0	0	0	0	0	852
509	150921A	SR 509/Vic. 112th SE Pedestrian Improvements - Safety Improvements	11	☐	☐	☑	3	0	0	0	0	0	0	270
Safety - Rest Areas							**1,378**	**1,346**	**4**	**0**	**0**	**0**	**0**	**4,240**
000	099915D	Safety Rest Areas with Sanitary Disposal - Improvement Program	99	☐	☐	☑	48	0	0	0	0	0	0	106
007	300720A	SR 7/Elbe Safety Rest Area - New Facility	02	☐	☐	☑	1,330	1,346	4	0	0	0	0	4,134
Safety - Roadside Improvements							**7,304**	**105**	**2**	**704**	**0**	**0**	**0**	**38,002**
000	099999A	Statewide Roadside Safety Improvements Program (TPA)	99	☑	☐	☑	4,526	105	2	0	0	0	0	29,754
101	310155B	US 101/Corriea Rd Vicinity to Zaccardo Rd - Slope Flattening	24	☐	☑	☑	0	0	0	704	0	0	0	1,373
112	311236A	SR 112/Neah Bay to Seiku - Roadside Safety Improvements	24	☑	☐	☑	2,778	0	0	0	0	0	0	6,875
Safety - Rumble Strips							**3,898**	**1,561**	**0**	**2,001**	**0**	**0**	**0**	**7,668**
000	0BI2008	Rumble Strip Improvements	99	☐	☐	☑	2,941	1,077	0	2,001	0	0	0	6,163
000	300090B	Olympic Region Centerline Rumble Strips 2009 - Safety	24	☐	☐	☑	505	0	0	0	0	0	0	505

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000	300090C	Olympic Region Centerline Rumble Strips 2011 - Safety	02, 24, 35	☐	☐	☑	175	484	0	0	0	0	0	659
195	619506D	US 195/Jct SR 271 to Cornwall Rd - Rumble Strips - Centerline	09	☐	☐	☑	101	0	0	0	0	0	0	125
395	639519G	US 395/Jct SR 292 to Colville - Rumble Strips - Centerline	07	☐	☐	☑	176	0	0	0	0	0	0	216
Safety - Shield Redirectional Landforms							**353**	**2,898**	**1,007**	**0**	**0**	**0**	**0**	**4,258**
000	0BI2009	Redirectional Landform Improvements	99	☐	☐	☑	353	2,898	1,007	0	0	0	0	4,258
Environmental - Fish Barrier Removal & Chronic Deficiencies							**24,418**	**42,763**	**54,894**	**19,837**	**5,882**	**5,195**	**5,491**	**181,274**
005	100537C	I-5/Swamp Creek Vicinity - Fish Barrier	01	☐	☐	☑	32	0	0	0	0	0	0	461
092	109292S	SR 92/Catherine Creek Vic - Fish Barrier	44	☐	☐	☑	11	0	0	0	0	0	0	375
101	310141H	US 101/Hoh River (Site #2) - Stabilize Slopes	24	☑	☐	☑	3,160	5,502	0	0	0	0	0	9,619
101	310161D	US 101/Chicken Coop Creek - Fish Barrier	24	☐	☐	☑	0	33	548	1,468	0	0	0	2,310
104	310433A	SR 104/1.2 Miles W of Hood Canal Bridge - Fish Barrier	24	☐	☐	☑	87	69	0	0	0	0	0	1,600
106	310609A	SR 106/X Trib Skokomish - Fish Barrier	35	☐	☐	☑	760	11	11	0	0	0	0	1,347
109	310918A	SR 109/Moclips River Bridge - Replace Bridge	24	☑	☐	☐	1	0	0	0	0	0	5,370	6,130
305	330514A	SR 305/Bjorgen Creek - Fish Barrier	23	☐	☐	☑	3,083	12	0	0	0	0	0	3,434
405	140586A	I-405/Swamp Creek Vic - Fish Barrier	01	☐	☐	☑	11	0	0	0	0	0	0	436
530	153035G	SR 530/Sauk River (Site #2) - Stabilize River Bank	39	☑	☐	☐	100	5	0	0	0	0	0	3,250
530	153037K	SR 530/Sauk River Bank Erosion - Realign Roadway	39	☑	☐	☐	2,269	2,754	140	10	0	0	0	5,723
542	154229E	SR 542/Baptist Camp Creek - Fish Barrier	42	☐	☐	☑	270	0	0	0	0	0	0	468
542	154229G	SR 542/Nooksack River - Redirect River and Realign Roadway	42	☑	☐	☑	7,991	4,466	26	0	0	0	0	16,674
998	099955F	Fish Passage Barriers (TPA)	99	☑	☐	☑	4,065	14,131	16,474	2,458	0	0	0	40,715
998	0BI4001	Fish Passage Barrier and Chronic Deficiency Improvements	99	☐	☐	☑	2,578	15,780	37,695	15,901	5,882	5,195	121	88,732
Environmental - Noise Walls & Noise Mitigation							**8,555**	**3,777**	**526**	**1**	**0**	**0**	**0**	**30,727**
005	100525P	I-5/5th Ave NE to NE 92nd St - Noise Wall	46	☑	☐	☐	2,454	138	31	1	0	0	0	9,088
005	300518C	I-5/Queets Dr E Tanglewilde - Add Noise Wall	22	☑	☐	☑	672	1,306	0	0	0	0	0	1,978
005	300518D	I-5/14th Ave Thompson Pl - Add Noise Wall	22	☑	☐	☐	942	1,856	0	0	0	0	0	2,798
005	800524H	I-5/Boston St to E Shelby St - SB I-5, Westside - Noise Wall	43	☑	☐	☐	245	160	0	0	0	0	0	8,403
005	800524Z	I-5/Ship Canal Bridge - Noise Mitigation Study	43	☑	☐	☐	3,364	165	495	0	0	0	0	5,871

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005	WESTV	I-5/Westview School Noise Wall	40	☐	☐	☑	741	9	0	0	0	0	0	1,039
161	3161XXX	SR 161/ Noise Wall	30	☐	☐	☑	137	143	0	0	0	0	0	1,550
Environmental - Stormwater & Mitigation Sites							**8,553**	**14,013**	**7,526**	**8,421**	**5,299**	**4,089**	**6,870**	**66,839**
000	0BI4003	Stormwater & Mitigation Site Improvements	99	☐	☐	☑	3,709	8,059	4,809	5,998	3,518	3,061	6,000	40,816
000	0BI4ENV	Environmental Mitigation Reserve - Nickel/TPA	99	☑	☑	☐	0	1,606	2,230	2,423	1,781	1,028	870	9,938
005	100559S	I-5/Fischer Creek Vicinity - Stormwater Drainage Improvements	10	☑	☐	☐	164	0	0	0	0	0	0	240
005	100583S	I-5/Chuckanut Creek Vicinity - Stormwater Drainage Improvements	40	☑	☐	☐	146	0	0	0	0	0	0	455
005	100583W	I-5/Padden Creek Vicinity - Stormwater Drainage Improvements	40	☑	☐	☐	89	18	0	0	0	0	0	222
005	100591G	I-5/Squalicum Creek Vicinity - Stormwater Drainage Improvements	42	☑	☐	☐	49	0	0	0	0	0	0	150
005	400506M	I-5/Chehalis River Flood Control	20	☐	☑	☐	424	1,601	400	0	0	0	0	4,673
012	501213E	US 12/Naches River N of Yakima - Stabilize Slopes	14	☑	☐	☑	186	18	0	0	0	0	0	2,998
020	102054A	SR 20/Red Cabin Creek - Chronic Environment	39	☐	☐	☑	1,030	2,570	87	0	0	0	0	4,097
105	410503A	SR 105/Norris Slough - Culvert Replacement	19	☐	☐	☑	2,734	141	0	0	0	0	0	2,995
410	541002L	SR 410/Rattlesnake Creek - Stabilize Slopes	14	☑	☐	☐	22	0	0	0	0	0	0	255
Traffic Ops - ITS & Operation Enhancements							**3,822**	**487**	**2,633**	**0**	**0**	**0**	**0**	**6,942**
000	100011P	SR 539/SR 9 Advanced Traveler Information System (ATIS)	42	☐	☐	☑	0	439	2,633	0	0	0	0	3,072
005	100552W	I-5, Marysville to Stillaguamish River - ITS	10, 38, 39	☐	☐	☑	3,822	48	0	0	0	0	0	3,870

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Highway Preservation Program (P)							**720,743**	**753,714**	**529,143**	**574,509**	**621,558**	**562,337**	**1,222,717**	**5,895,012**
SR 104, Hood Canal Bridge							**27,111**	**178**	**178**	**75**	**0**	**0**	**0**	**528,557**
003	300370A	SR 3/Hood Canal Bridge Vicinity - Improvements	23	☐	☐	☑	767	0	0	0	0	0	0	1,068
104	310407B	SR 104/Hood Canal Bridge - Replace E Half	23, 24	☑	☐	☑	26,061	28	28	0	0	0	0	521,156
104	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	24	☑	☐	☑	283	150	150	75	0	0	0	6,333
Other							**1,513**	**334**	**0**	**0**	**0**	**0**	**0**	**141,876**
000	0BP100A	Roadway Reappropriation for Projects Assumed to be Complete	99	☐	☐	☑	822	44	0	0	0	0	0	66,779
000	0BP200A	Structures Reappropriation for Projects Assumed to be Complete	99	☐	☐	☑	43	251	0	0	0	0	0	38,475
000	0BP300A	Other Facilities Reappropriation for Projects Assumed to be Complete	99	☐	☐	☑	648	39	0	0	0	0	0	36,622
Preservation - ER Projects							**53,445**	**37,951**	**96**	**91**	**86**	**122**	**51**	**113,517**
000	0BP3001	Emergency Relief Preservation	99	☐	☐	☑	11,504	6,736	0	0	0	0	0	33,263
112	311240A	SR 112/Deep Creek to West Twin River - Unstable Slope Corridor Study	24	☐	☐	☑	27	32	0	0	0	0	0	336
410	541002R	SR 410/Nile Valley Landslide - Establish Interim Detour	14	☐	☐	☑	14,312	250	0	0	0	0	0	14,562
410	541002T	SR 410/Nile Valley Landslide - Reconstruct Route	14	☐	☐	☑	4,548	16,323	61	68	68	68	51	21,187
530	153034C	SR 530/Skaglund Hill Slide	39	☐	☐	☑	3,357	3,610	35	23	18	54	0	13,472
998	099960K	Emergency Slide & Flood Reserve	99	☐	☐	☑	19,697	11,000	0	0	0	0	0	30,697
Preservation - Major Drainage							**19,217**	**25,164**	**21,656**	**23,523**	**46,000**	**49,100**	**110,600**	**298,705**
000	0BP3004	Major Drainage Preservation	99	☐	☐	☑	3,610	10,947	7,365	9,523	0	0	0	31,445
005	100528L	I-5/NE 155th St Crawford Litigation Settlement	32	☐	☐	☑	448	0	0	0	0	0	0	448
142	414210A	SR 142/Glenwood Road Vicinity - Replace Failing Box Culvert	15	☐	☐	☑	0	162	291	0	0	0	0	453
410	141024A	SR 410/Clay Creek - Outfall Washout Repair	31	☐	☐	☑	914	45	0	0	0	0	0	1,733
542	154230C	SR 542/Bruce Creek - Culvert Replacement and Realignment	42	☐	☐	☑	202	0	0	0	0	0	0	645
548	154835S	SR 548/Terrell Creek - Major Drainage	42	☐	☐	☑	43	10	0	0	0	0	0	2,281
998	099902D	Other Facilities Project Reserve - Major Drainage/Electrical Systems	99	☐	☐	☑	0	0	0	0	32,000	35,100	68,600	135,700

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998	099906Q	Set Aside for Local funds - Preservation	99	☐	☐	☑	4,000	4,000	4,000	4,000	4,000	4,000	12,000	36,000
998	099907Q	Set Aside for Federal Discretionary Funds - Preservation	99	☐	☐	☑	10,000	10,000	10,000	10,000	10,000	10,000	30,000	90,000
Preservation - Major Electrical							**12,620**	**18,782**	**14,789**	**20,933**	**0**	**0**	**0**	**75,541**
000	0BP3003	Major Electrical Preservation	99	☐	☐	☑	6,129	18,782	14,789	20,933	0	0	0	60,633
016	301622E	SR 16/Tacoma Narrows Bridge Phase 1 - Electrical	26, 28	☐	☐	☑	3,369	0	0	0	0	0	0	3,897
090	109010W	I-90/Seattle to Mercer Island - Traffic Monitoring	37, 41	☐	☐	☑	628	0	0	0	0	0	0	3,709
090	109067S	I-90/Mt Baker Tunnel & Mercer Island Lid - PLC Replacement	37, 41	☐	☐	☑	1,825	0	0	0	0	0	0	1,902
099	109923A	SR 99/14th St Interchange - Illumination Rebuild	11	☐	☐	☑	657	0	0	0	0	0	0	1,682
526	152602A	SR 526/Paine Field Blvd - Signal Rebuild	21, 38	☐	☐	☑	6	0	0	0	0	0	0	806
526	152603S	SR 526/Airport Rd to Seaway Blvd - Signal and Illumination Rebuild	38	☐	☐	☑	6	0	0	0	0	0	0	2,912
Preservation - Program Support Activities							**52,244**	**45,615**	**48,508**	**48,508**	**48,615**	**48,615**	**99,015**	**391,120**
999	095901W	Set Aside for Preservation Program Support Activities	99	☐	☐	☑	52,244	45,615	48,508	48,508	48,615	48,615	99,015	391,120
Preservation - Rest Areas							**4,042**	**3,995**	**1,897**	**1,767**	**1,478**	**1,528**	**7,797**	**23,669**
000	0BP3005	Rest Areas Preservation	99	☐	☐	☑	668	1,779	975	477	221	307	4,370	8,797
005	100555B	I-5/Smokey Point NB/SB Safety Rest Area - RV Sewage System Rehab	10	☐	☐	☑	0	500	0	0	0	0	0	502
024	002400A	SR 24/Vernita Safety Rest Area - Replace Building	08	☐	☐	☑	1,238	0	0	0	0	0	0	1,285
082	008200A	I-82/Selah Creek North (EB) Safety Rest Area - Replace Building	13	☐	☐	☑	863	714	0	0	0	0	0	1,577
906	090600A	SR 906/Travelers Rest - Building Renovation	13	☐	☐	☑	0	300	0	0	0	0	0	300
998	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	99	☐	☐	☑	351	350	350	350	350	350	1,050	4,024
999	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	99	☐	☐	☑	922	352	572	940	907	871	2,377	7,184
Preservation - Unstable Slopes							**25,721**	**25,871**	**10,983**	**24,300**	**25,500**	**26,800**	**56,200**	**206,106**
000	0BP3002	Unstable Slopes Preservation	99	☐	☐	☑	13,637	8,576	5,381	24,300	0	0	0	56,926
002	100254C	US 2/Sunset Fall Slide - Slope Stabilization	39	☐	☐	☑	68	4	0	0	0	0	0	1,889
002	200200V	US 2/Stevens Pass West - Unstable Slopes	39	☐	☐	☑	284	4,024	5,599	0	0	0	0	9,979
002	200201N	US 2/W of Leavenworth - Unstable Slopes	12	☐	☐	☑	887	2,402	0	0	0	0	0	3,317

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002	200201O	US 2/E of Orondo - Unstable Slopes	12	☐	☐	☑	298	0	0	0	0	0	0	1,447
012	401206B	US 12/Rimrock Tunnel Vicinity - Stabilize Slope	14	☐	☐	☑	115	1,312	0	0	0	0	0	1,430
012	401206E	US 12/Rimrock Lake Vicinity - Stabilize Slope	14	☐	☐	☑	94	1,641	0	0	0	0	0	1,738
012	401207A	US 12/West Side White Pass - Stabilize Slope	20	☐	☐	☑	123	0	0	0	0	0	0	368
012	401207D	US 12/3 Miles East of SR 123 - Stabilize Slope	20	☐	☐	☑	313	0	0	0	0	0	0	1,246
012	401207F	US 12/4.4 Miles East of SR 123 - Stabilize Slope	20	☐	☐	☑	182	3,004	0	0	0	0	0	3,190
012	401207G	US 12/4.5 Miles East of SR 123 - Stabilize Slope	20	☐	☐	☑	163	650	0	0	0	0	0	817
014	401401C	SR 14/ 1.5 Miles East of Bergen Road - Rockfall Mitigation	15	☐	☐	☑	2,505	0	0	0	0	0	0	2,848
014	401401E	SR 14/West of White Salmon - Rockfall Stabilization	15	☐	☐	☑	980	0	0	0	0	0	0	1,135
020	602030M	SR 20/Republic West City Limits - Slope Erosion	07	☐	☐	☑	35	0	0	0	0	0	0	229
097	209700K	US 97/8 Miles S of US 2 Intersection - Unstable Slope	12	☐	☐	☑	100	0	0	0	0	0	0	176
097	209701Z	US 97/North of Blewett Pass - Unstable Slopes	12	☐	☐	☑	514	0	0	0	0	0	0	605
097	209790C	US 97A/N of Wenatchee - Unstable Slope	12	☐	☐	☑	4,895	0	0	0	0	0	0	5,221
097	209790E	US 97A/0.5 Mile So of Rocky Reach Dam - Unstable Slope	12	☐	☐	☑	229	4,250	0	0	0	0	0	4,479
101	310126C	US 101/Hoodsport Vicinity - Stabilize Slope	35	☑	☐	☑	299	8	3	0	0	0	0	566
998	099902U	Other Facilities Project Reserve - Unstable Slopes	99	☐	☐	☑	0	0	0	0	25,500	26,800	56,200	108,500
Preservation - Weigh Stations							**9,317**	**2,664**	**1,104**	**5,800**	**6,100**	**6,400**	**13,400**	**45,816**
000	0BP3006	Weigh Stations Preservation	99	☐	☐	☑	1	1,101	1,104	5,800	0	0	0	8,058
090	609030B	I-90/Spokane Port of Entry - Weigh Station Relocation	04	☐	☐	☑	9,316	1,563	0	0	0	0	0	11,858
998	099902W	Other Facilities Project Reserve - Weigh Stations	99	☐	☐	☑	0	0	0	0	6,100	6,400	13,400	25,900
Road Preservation - Asphalt							**165,557**	**161,627**	**111,223**	**132,105**	**176,944**	**165,597**	**442,742**	**1,422,264**
000	0BP1002	Asphalt Roadways Preservation	99	☐	☐	☑	76,706	101,414	101,662	127,632	0	0	0	417,680
002	200201I	US 2/West of Wenatchee - Paving	12	☐	☐	☑	82	2,268	0	0	0	0	0	2,350
002	200208A	US 2/West of Leavenworth - Paving	12	☐	☐	☑	211	0	0	0	0	0	0	1,855
002	200231D	US 2/97 Lincoln Rock State Park to Orondo - Paving	12	☐	☐	☑	2,336	0	0	0	0	0	0	2,715
002	600228M	US 2/Euclid Ave to Francis Ave - Paving	03, 06	☐	☐	☑	3,165	32	0	0	0	0	0	3,354
004	400406A	SR 4/Skamokawa to Coal Creek Rd - Paving	19	☐	☐	☑	6,187	0	0	0	0	0	0	6,560
005	100505P	I-5/S 272nd St to Southcenter Parkway - Ramp Paving	11, 30, 33	☐	☐	☑	2,684	0	0	0	0	0	0	3,043

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005	100535N	I-5/52nd Ave W to SR 526 - NB Paving	01, 21, 38, 44	☐	☐	☑	5,739	59	0	0	0	0	0	6,811
005	100540A	I-5 Northbound/Snohomish River to Ebey Slough - Paving	38	☐	☐	☑	1,808	0	0	0	0	0	0	2,376
005	100540Z	I-5 Southbound/Snohomish River to Ebey Slough Paving	38	☐	☐	☑	576	2,089	0	0	0	0	0	2,764
005	100553U	I-5/Arlington City Limit Vic to Stillaguamish River - Paving	10, 39	☐	☐	☑	774	2	2	0	0	0	0	3,239
005	300520B	I-5/SR 121 to N of Tumwater Blvd - Paving	20, 22	☐	☐	☑	331	2,828	0	0	0	0	0	3,175
005	300577D	I-5/Puyallup River Bridge to King County Line - Paving	25, 27	☐	☐	☑	5,565	0	0	0	0	0	0	6,036
005	400506C	I-5/Castle Rock Vicinity to SR 505 Vicinity - Paving	18, 19, 20	☐	☐	☑	2	0	0	0	0	0	0	8,556
005	400507B	I-5/E Fork Lewis River Bridge to Todd Road Vicinity - Paving	18	☐	☐	☑	334	5,142	0	0	0	0	0	5,488
005	400507C	I-5/Todd Rd to Kelso Weigh Station Vicinity-Paving	18, 19	☐	☐	☑	4,846	0	0	0	0	0	0	5,022
005	400508A	I-5/Koontz Rd to Chamber Way Vicinity - Paving	20	☐	☐	☑	3,221	0	0	0	0	0	0	3,758
007	400709A	SR 7/Morton to Nisqually River Bridge - Chip Seal with Paving	02, 20	☐	☐	☑	187	3,154	0	0	0	0	0	3,341
009	100949P	SR 9/SR 542 to Smith Creek Bridge Vicinity - Paving	42	☐	☐	☑	351	0	0	0	0	0	0	395
012	501212M	US 12/Naches Vicinity - Paving	13, 14	☐	☐	☑	2,141	0	0	0	0	0	0	2,239
012	501213F	US 12/Naches to PP&L Spillway - Paving	13, 14	☐	☐	☑	1,652	0	0	0	0	0	0	1,884
012	501213G	US 12/Tank Farm Rd to SR 124 - Paving	16	☐	☐	☑	978	0	0	0	0	0	0	978
012	501213I	US 12/Nine Mile Creek Vicinity to Lowden - Paving	16	☐	☐	☑	0	537	785	0	0	0	0	1,322
018	101800D	SR 18/SR 99 Vic to Auburn Black Diamond Rd I/C - Paving	30, 31, 47	☐	☐	☑	475	2,279	1,598	0	0	0	0	4,352
020	102020P	SR 20/Harbor Vista Dr Vicinity to NE Narrows Ave - Paving	10	☐	☐	☑	605	3,457	0	0	0	0	0	4,172
020	102068B	SR 20/Rocky Creek to Marblemount Vicinity - Paving	39	☐	☐	☑	231	356	0	0	0	0	0	587
020	202002B	SR 20/North Cascades Highway - Chip Seal	12, 39	☐	☐	☑	1,431	2,721	0	0	0	0	0	4,152
020	602029H	SR 20/Ferry Co Line to Republic - Crack Seal Repair	07	☐	☐	☑	243	0	0	0	0	0	0	323
021	602117A	SR 21/Vic. Malo to Kettle River - Paving	07	☐	☐	☑	203	1,967	0	0	0	0	0	2,170

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021	602118D	SR 21/1.1 Miles N of Rin Con Creek Rd to Canada - Paving	07	☐	☐	☑	0	650	2,484	0	0	0	0	3,134
022	502203H	SR 22/Toppenish to SR 223 - Chip Seal	15	☐	☐	☑	592	0	0	0	0	0	0	672
024	502403J	SR 24/Riverside Rd to Faucher Rd - Paving	13, 15	☐	☐	☑	235	2,018	0	0	0	0	0	2,253
028	202800A	SR 28/East Wenatchee Area - Paving	12	☐	☐	☑	97	1,191	0	0	0	0	0	2,505
028	202801H	SR 28/E Wenatchee to Rock Island - Pave	12	☐	☐	☑	3,210	349	0	0	0	0	0	3,739
028	202803D	SR 28/Quincy Area - Paving	13	☐	☐	☑	1,380	0	0	0	0	0	0	2,721
082	508207F	I-82/Badger Road Interchange - Paving	08, 16	☐	☐	☑	0	0	744	0	0	0	0	794
082	508207G	I-82/Locust Grove Road Interchange - Paving	16	☐	☐	☑	0	0	483	0	0	0	0	518
082	508207T	I-82/US 12 to Valley Mall Blvd Vic - Paving	14	☐	☐	☑	104	2,834	0	0	0	0	0	2,938
090	109047P	I-90/Bellevue Way Interchange Ramps - Paving	41	☐	☐	☑	1,552	0	0	0	0	0	0	1,818
090	609027O	I-90/Urban Ramp Project - Paving	03, 04, 06	☐	☐	☑	4,109	0	0	0	0	0	0	6,187
090	609041G	I-90/Ritzville to Tokio - Paving of Outside Lanes Only	09	☐	☐	☑	426	3,157	0	0	0	0	0	3,583
097	209701Y	US 97/Orondo Northward - Paving	12	☐	☐	☑	0	0	218	4,473	0	0	0	4,691
097	209709A	US 97A/Wenatchee to South of Rocky Reach Dam - Paving	12	☐	☐	☑	42	1,615	0	0	0	0	0	1,657
097	509702N	US 97/Satus Creek Vicinity - Paving	15	☐	☐	☑	128	1,400	0	0	0	0	0	1,795
099	309908A	SR 99/I-5 to Hylebos Creek - Paving	27	☐	☐	☑	174	1,204	0	0	0	0	0	1,378
100	410007A	SR 100/SR 100 Including Spur - Chip Seal	19	☐	☐	☑	18	1,128	0	0	0	0	0	1,178
101	310143C	US 101/Triton Cove to Jorsted Creek - Paving	24, 35	☐	☐	☑	1	0	0	0	0	0	0	2,417
101	310143D	US 101/Vicinity Dosewallips River Bridge to N of Webster Ln - Paving	24	☐	☐	☑	1	0	0	0	0	0	0	2,570
101	310143E	US 101/Vicinity W Uncas Rd to Vicinity Fuller Rd - Paving	24	☐	☐	☑	1	0	0	0	0	0	0	787
101	310155F	US 101/Indian Creek to Nicholas Rd - Paving	24	☐	☐	☑	604	4,155	0	0	0	0	0	4,759
101	310167D	US 101/W of Oak St to Little Hoquiam River Bridge - Paving	19, 24	☐	☐	☑	1,972	0	0	0	0	0	0	2,546
101	410105A	US 101/SR 6 to Grays Harbor County Line - Paving	19	☐	☐	☑	3,510	0	0	0	0	0	0	3,924
103	410303A	SR 103/Jct US 101 to Stackpole Road - Paving	19	☐	☐	☑	442	0	0	0	0	0	0	2,805
109	310912A	SR 109/Jct US 101 to SR 109 Spur - Paving	24	☐	☐	☑	927	0	0	0	0	0	0	1,295
109	310920A	SR 109/N of Harborview Court to S of Grass Creek Bridge - Paving	24	☐	☐	☑	195	0	0	0	0	0	0	1,201
142	414205A	SR 142/Little Klickitat River to US 97 - Paving	15	☐	☐	☑	122	942	0	0	0	0	0	1,064
167	116718P	SR 167/I-405 I/C Vic to SW 7th St Vic - Paving	11	☐	☐	☑	225	913	0	0	0	0	0	1,170

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169	116913P	SR 169/SE 264th St to Vic Witte Road - Paving and PCCP Rehab	05	☐	☐	☑	599	0	0	0	0	0	0	1,606
171	217101F	SR 171/Moses Lake - Paving	13	☐	☐	☑	1,980	229	0	0	0	0	0	2,335
202	120201F	SR 202/SR 522 to NE 124th St - Paving	45	☐	☐	☑	369	1,169	0	0	0	0	0	2,869
202	120290A	SR 202/Snoqualmie River Br to S Fork Snoqualmie River Br - Paving	05	☐	☐	☑	0	521	2,545	0	0	0	0	3,066
224	522402B	SR 224/Grosscup Blvd to SR 240 - Paving	08	☐	☐	☑	417	1,068	0	0	0	0	0	1,552
281	228101G	SR 281/Quincy Area - Paving	13	☐	☐	☑	175	0	0	0	0	0	0	357
290	629000I	SR 290/Division St to Riverpoint Blvd - Paving	03	☐	☐	☑	255	0	0	0	0	0	0	264
395	639516E	US 395/Spokane City Limits to Stevens Co Line - HMA Paving and Safety	06, 07	☐	☐	☑	5,485	0	0	0	0	0	0	5,543
410	141024P	SR 410/Twin Creek to Mather Memorial Park Pull-Out - Paving	31	☐	☐	☑	428	2,895	0	0	0	0	0	3,323
509	150905C	SR 509/S 192nd St. Vic. to SW 185th St. Vic. Paving	33	☐	☐	☑	106	0	0	0	0	0	0	288
509	150916A	SR 509/S Normandy Rd Vic to S Normandy Rd Wye Connection - Paving	33	☐	☐	☑	276	1,007	702	0	0	0	0	2,079
515	151532A	SR 515/SR 516 to SE 232nd St Vic - Paving	33, 47	☐	☐	☑	1,019	2,046	0	0	0	0	0	3,158
516	151626P	SR 516/160th Avenue SE to Covington City Limits - Paving	47	☐	☐	☑	1,485	15	0	0	0	0	0	1,678
520	152028P	SR 520/I-405 to W Lake Sammamish Parkway Interchange - Paving	48	☐	☐	☑	2,088	0	0	0	0	0	0	8,399
522	152210B	SR 522/NE 147th St to Swamp Cr Br - Paving	32	☐	☐	☑	580	0	0	0	0	0	0	3,214
522	152217B	SR 522/City Street to Hall Road - Paving	01	☐	☐	☑	421	0	0	0	0	0	0	508
522	152218D	SR 522/Hall Rd Vicinity to Kaysner Way - Paving	01	☐	☐	☑	220	1,097	0	0	0	0	0	1,317
525	152505A	SR 525/I-5 to Ash Way Br - Paving	01, 21	☐	☐	☑	373	6	0	0	0	0	0	511
526	152601P	SR 526/40th Ave W Vicinity to Casino Road - Paving	21, 38	☐	☐	☑	11	0	0	0	0	0	0	7,133
529	152902P	SR 529/BN Railroad Br to North Access Road - Paving	38	☐	☐	☑	331	808	0	0	0	0	0	1,293
536	153684S	SR 536/SR 20 to Skagit River - Paving	10, 40	☐	☐	☑	1,330	0	0	0	0	0	0	2,071
538	153800P	SR 538/I-5 to Laventure Road - Paving	40	☐	☐	☑	217	0	0	0	0	0	0	1,845
542	154204A	SR 542/Britton Rd to Cedarville Rd - Paving	40, 42	☐	☐	☑	1,643	0	0	0	0	0	0	1,912
542	154213B	SR 542/Cedarville Rd to Coal Cr Br Vic - Paving	42	☐	☐	☑	2,451	0	0	0	0	0	0	2,704
900	190018P	SR 900/Bronson Way N to Sunset Blvd N - Paving	37	☐	☐	☑	167	905	0	0	0	0	0	1,160

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998	099902B	Project Reserve - Preservation of Black Pavement	99	☐	☐	☑	0	0	0	0	176,944	165,597	442,742	785,283
Road Preservation - Chip Seal							**50,616**	**83,869**	**37,485**	**48,303**	**0**	**0**	**0**	**235,054**
000	0BP1001	Chip Seal Roadways Preservation	99	☐	☐	☑	33,973	80,591	36,083	48,303	0	0	0	200,691
000	600023H	Eastern Region Chip Seal 2010 - Design Only	07	☐	☐	☑	177	0	0	0	0	0	0	198
006	400610P	SR 6/Pe Ell to I-5 - Paving with Chip Seal	20	☐	☐	☑	2,842	0	0	0	0	0	0	2,872
019	301907A	SR 19/Oak Bay Rd to Embody Rd - Chip Seal	24	☐	☐	☑	155	0	0	0	0	0	0	359
019	301908A	SR 19/N of Embody Rd to N of Egg and I Rd - Chip Seal	24	☐	☐	☑	287	0	0	0	0	0	0	538
019	301908B	SR 19/N of Egg and I Rd to West Valley Rd - Chip Seal	24	☐	☐	☑	245	0	0	0	0	0	0	435
020	202000C	SR 20/Winthrop Westward - 2009 Chip Seal	12	☐	☐	☑	53	0	0	0	0	0	0	866
020	202000D	SR 20/Okanogan Southward - 2009 Chip Seal	07, 12	☐	☐	☑	22	0	0	0	0	0	0	345
020	202000E	SR 20/5 Miles E of Tonasket - 2009 Chip Seal	07	☐	☐	☑	39	0	0	0	0	0	0	563
020	602000A	2007-09 Eastern Region Chip Seal - Safety Restoration	07	☐	☐	☑	1,129	0	0	0	0	0	0	2,023
021	602102D	SR 21/Jct US 395 to Jct I-90 - 2009 Chip Seal	09	☐	☐	☑	453	0	0	0	0	0	0	803
021	602109A	SR 21/Jct SR 174 to Keller Ferry - 2009 Chip Seal	07	☐	☐	☑	461	0	0	0	0	0	0	546
021	602116A	SR 21/Jct SR 20 to Canada - 2009 Chip Seal	07	☐	☐	☑	957	0	0	0	0	0	0	1,110
026	602608B	SR 26/Washtucna to LaCrosse Airport Rd - 2009 Chip Seal	09	☐	☐	☑	865	0	0	0	0	0	0	994
101	310183C	US 101/S of W Fork Hoquiam River Br to N of Boulder Creek Br - Chip Seal	24	☐	☐	☑	2,782	0	0	0	0	0	0	6,331
101	310189A	US 101/Vic Olympic National Park Rd to Vic Lost Creek Bridge - Chip Seal	24	☐	☐	☑	1,412	0	0	0	0	0	0	1,537
102	310203A	SR 102/Washington State Corrections Center to US 101 - Chip Seal	35	☐	☐	☑	273	0	0	0	0	0	0	588
106	310610A	SR 106/Union to Twanoh State Park - Chip Seal	35	☐	☐	☑	656	0	0	0	0	0	0	913
109	310929A	SR 109/Conner Creek Bridge to North of Chabot Road - Chip Seal	24	☐	☐	☑	0	0	342	0	0	0	0	380
109	310930A	SR 109/S of Moclips - Olympic Hwy to Quinault River Bridge - Chip Seal	24	☐	☐	☑	0	0	1,060	0	0	0	0	1,125
112	311238A	SR 112/Falls Creek Bridge to SR 113 and Burnt Mountain Rd - Chip Seal	24	☐	☐	☑	695	0	0	0	0	0	0	766
116	311603A	SR 116/Naval Undersea Engineering Station to Flagler Rd - Chip Seal	24	☐	☐	☑	473	0	0	0	0	0	0	686
122	412209A	SR 122/US 12 to Mossyrock - Chip Seal	20	☐	☐	☑	183	904	0	0	0	0	0	1,091

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129	512902F	SR 129/Oregon State Line to 1.2 Miles S of Cemetery Rd - Chip Seal	09	☐	☐	☑	0	2,374	0	0	0	0	0	2,374
153	215300A	SR 153/Methow Northward - 2009 Chip Seal	12	☐	☐	☑	71	0	0	0	0	0	0	1,180
155	215500D	SR 155/Coulee Dam Westward - 2009 Chip Seal	07, 12	☐	☐	☑	248	0	0	0	0	0	0	2,434
174	617402C	SR 174/Grant Co Line to Jct SR 21 - 2009 Chip Seal	07	☐	☐	☑	590	0	0	0	0	0	0	669
260	626002B	SR 260/Kahlotus to Washtucna - 2009 Chip Seal	09	☐	☐	☑	527	0	0	0	0	0	0	634
263	626300C	SR 263/Snake River to Kahlotus - 2009 Chip Seal	09	☐	☐	☑	269	0	0	0	0	0	0	311
395	639524H	US 395/Boyds to Canada - 2009 Chip Seal	07	☐	☐	☑	779	0	0	0	0	0	0	1,692
Road Preservation - Concrete/Dowel Bar Retrofit							**102,584**	**56,724**	**40,969**	**110,928**	**104,534**	**89,879**	**91,602**	**622,967**
000	0BP1003	Concrete Roadways Preservation	99	☐	☐	☑	86,223	52,792	32,744	69,357	41,357	0	0	284,512
005	100558A	I-5/SR 532 to Hill Ditch Bridge - Concrete Pavement Rehabilitation	10, 39	☐	☐	☑	3,435	274	0	0	0	0	0	6,966
005	100591Z	I-5/Bakerview Rd to Nooksack Rd Br - Concrete Pavement Rehab	40, 42	☐	☐	☑	198	589	0	0	0	0	0	4,087
005	400508P	I-5/North Kelso to Castle Rock - Concrete Pavement Rehabilitation	18, 19	☐	☐	☑	4,018	0	0	0	0	0	0	4,553
005	800515C	Concrete Rehabilitation Program (Nickel)	11, 32, 37, 43, 46	☐	☑	☑	6,148	0	5,681	2,001	21,300	65,200	25,802	139,700
090	5BP1001	I-90/Concrete Rehabilitation (Nickel)	13	☐	☑	☑	0	2,901	602	39,570	9,177	0	0	52,250
090	609048M	I-90/Spokane Viaduct to Sprague Ave I/C - PCCP Rehab	03, 04	☐	☐	☑	2,562	0	0	0	0	0	0	5,610
099	109936G	SR 99/Spokane St Br to Alaskan Way Viaduct - Concrete Pavm't Rehab	11	☐	☐	☑	0	168	1,942	0	0	0	0	2,110
998	099902C	Project Reserve - Concrete Pavement Preservation	99	☐	☐	☑	0	0	0	0	32,700	24,679	65,800	123,179
Road Preservation - Safety Features							**4,284**	**6,330**	**0**	**5,052**	**0**	**0**	**0**	**16,172**
000	0BP1004	Safety Features Preservation	99	☐	☐	☑	2,851	5,667	0	5,052	0	0	0	13,894
000	200000C	NC Region Sign Update 2007 - 2009	07, 12, 13	☐	☐	☑	503	0	0	0	0	0	0	588
000	200003C	NC Region Guardrail Update - Year 2010	12, 13	☐	☐	☑	624	0	0	0	0	0	0	662
005	100576B	I-5/SR 530 to Samish Hwy - MMA Striping	10, 39, 40	☐	☐	☑	306	663	0	0	0	0	0	1,028
Bridge Preservation - Repair							**57,820**	**90,244**	**128,944**	**90,237**	**69,988**	**54,583**	**206,028**	**735,172**
000	0BP2002	Bridge Repair Preservation	99	☐	☐	☑	23,934	68,445	77,382	37,886	248	0	0	209,186
002	100205E	US 2/43rd Ave SE Vic to 50th Ave SE Vic - Bridge Rehabilitation	44	☐	☐	☑	2,144	6,320	0	0	0	0	0	8,565

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005	100540S	I-5/I-405 Overcrossing, Vic South Center - Br Deck Overlay	11	☐	☐	☑	0	0	0	469	1,616	0	0	2,085
005	100562S	I-5/Spokane Street Interchange Vicinity - Special Bridge Repair	11	☐	☐	☑	106	4,283	89	0	0	0	0	4,525
005	100586S	I-5/Vic Lakeway Drive - Replace Sign Br	42	☐	☐	☑	90	183	0	0	0	0	0	273
005	100595E	I-5/Nooksack River Bridges - Painting	42	☐	☐	☑	0	168	4,186	0	0	0	0	4,368
005	300522B	I-5/Nisqually River Bridge - Special Repair	02, 22	☐	☐	☑	131	0	0	0	0	0	0	1,007
005	300534B	I-5/Clover Creek Bridge - Bridge Deck	28, 29	☐	☐	☑	533	583	0	0	0	0	0	1,116
005	300580B	I-5/Capital Blvd Bridge - Bridge Painting	22	☐	☐	☑	418	0	0	0	0	0	0	686
005	400507F	I-5/North Fork Lewis River Bridge Southbound - Expansion Joint	18	☐	☐	☑	453	0	0	0	0	0	0	601
009	100912C	SR 9/Snohomish River Bridge - Painting	44	☐	☐	☑	0	0	1,949	521	0	0	0	2,470
012	301249B	US 12/Black River Bridge - Bridge Painting	35	☐	☐	☑	379	0	0	0	0	0	0	503
018	101812M	SR 18/Green River (Neely) Bridge - Painting	31, 47	☐	☐	☑	0	0	1,558	0	0	0	0	1,558
018	101818S	SR 18/Holder Creek Bridge - Bridge Deck Overlay	05	☐	☐	☑	0	0	0	179	1,018	0	0	1,197
026	602609G	SR 26/Palouse River Br - Deck Repair	09	☐	☐	☑	10	0	0	0	0	0	0	766
031	603102A	SR 31/Slate Crk Br - Deck Rehab	07	☐	☐	☑	0	0	0	512	0	0	0	563
090	109024H	I-90/Homer M. Hadley Bridge - Special Bridge Repair	41	☐	☐	☑	3,060	0	0	0	0	0	0	8,211
090	109043S	I-90/Mercer Slough Bridge - Deck Overlay	41	☐	☐	☑	0	0	0	1,490	6,167	0	0	7,657
090	609026J	I-90/Medical Lake Rd Br - Bridge Deck Repair	09	☐	☐	☑	9	0	0	0	0	0	0	578
097	209703L	US 97/South of Tonasket - Bridge Deck Repair	07	☐	☐	☑	523	0	0	0	0	0	0	823
097	409703G	US 97/Biggs Rapids Bridge - Deck Replacement	15	☐	☐	☑	279	0	0	0	0	0	0	15,495
099	109947B	SR 99/George Washington Bridge - Painting	36, 43	☐	☐	☑	0	301	29,026	34,786	0	0	0	64,235
101	310117F	US 101/Riverside Bridge - Mechanical	19, 24	☐	☐	☑	0	0	1,868	7,241	0	0	0	9,109
101	410108P	US 101/ Astoria-Megler Bridge- North End Painter	19	☐	☐	☑	7,823	1,291	0	0	0	0	0	9,192
101	410110P	Astoria-Megler Bridge - South End Painter	19	☐	☐	☑	132	8,670	11,092	0	0	0	0	19,894
107	310710C	SR 107/Chehalis River - Bridge Deck Repair	19	☐	☐	☑	0	0	1,627	6,044	0	0	0	7,671
153	215301E	SR 153/Methow River Bridge - Deck Rehabilitation	12	☐	☐	☑	0	0	167	1,109	0	0	0	1,276
205	420507B	I-205/Glenn Jackson Bridge - Expansion Joint Replacement	17, 49	☐	☐	☑	2,969	0	0	0	0	0	0	3,043
433	443399A	SR 433/Lewis and Clark Bridge - Painting	19	☐	☐	☑	5,738	0	0	0	0	0	0	16,763
509	150906S	SR 509/F B Hoit Bridge - Bridge Painting	27, 30	☐	☐	☑	1,277	0	0	0	0	0	0	1,369
509	150907D	SR 509/Joes Creek Bridge - Bridge Painting	30	☐	☐	☑	580	0	0	0	0	0	0	666

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509	350904F	SR 509/City Waterway Bridge - Turnback Agreement	27	☐	☐	☑	6,647	0	0	0	0	0	0	6,884
526	152603T	SR 526/Sign Structure Replacement	38	☐	☐	☑	10	0	0	0	0	0	0	578
542	154230S	SR 542/North Fork Nooksack River Bridge - Painting	42	☐	☐	☑	575	0	0	0	0	0	0	709
998	099902P	Structures Project Reserve - Bridge Preservation	99	☐	☐	☑	0	0	0	0	60,939	54,583	206,028	321,550
Bridge Preservation - Replacement							**103,494**	**148,641**	**70,446**	**28,486**	**106,109**	**79,713**	**94,282**	**684,782**
000	0BP2001	Bridge Replacement Preservation	99	☐	☐	☑	398	6,842	2,814	11,634	30,362	9,688	0	61,771
002	200200I	US 2/E of Stevens Pass - Misc Sign Structure	12	☐	☐	☑	38	0	0	0	0	0	0	181
002	200201K	US 2/Wenatchee River Bridge - Replace Bridge	12	☑	☐	☑	1,681	5,620	0	0	0	0	0	7,963
002	200201L	US 2/Chiwaukum Creek - Replace Bridge	12	☑	☐	☑	864	4,116	15	0	0	0	0	5,543
004	400411A	SR 4/Abernathy Creek Br - Replace Bridge	19	☑	☐	☐	0	0	0	0	0	0	15,000	15,000
005	000061M	I-5/Downtown Seattle Sign Bridges	43, 46	☐	☐	☑	0	727	973	0	0	0	0	1,762
006	400612A	SR 6/Rock Creek Br E - Replace Bridge	20	☑	☐	☐	252	1,508	6,829	0	0	0	0	8,592
006	400612B	SR 6/Rock Creek Br W - Replace Bridge	20	☑	☐	☑	243	1,309	5,292	0	0	0	0	6,849
006	400694A	SR 6/Willapa River Br - Replace Bridge	19	☑	☐	☑	285	1,174	6,833	1,009	0	0	0	9,641
006	400694B	SR 6/S Fork Chehalis River Bridge - Replace Bridge	20	☑	☐	☑	2,808	0	0	0	0	0	0	10,999
009	100934R	SR 9/Pilchuck Creek - Replace Bridge	10	☑	☐	☑	2,213	15,139	2,039	43	0	0	0	19,472
009	L2000018	SR 9/Snohomish River Bridge - EIS	44	☐	☐	☑	1,214	287	0	0	0	0	0	1,501
012	501211N	US 12/Tieton River W Crossing - Replace Bridge	14	☑	☐	☑	5,267	25	0	0	0	0	0	6,393
012	501211P	US 12/Tieton River E Crossing - Replace Bridge	14	☑	☐	☑	4,415	0	0	0	0	0	0	5,571
020	102061W	SR 20/Gulch Bridge - Replace Bridge	39	☐	☐	☑	0	0	0	77	9,318	0	0	10,052
021	602110F	SR 21/Keller Ferry Boat - Preservation	07	☐	☐	☑	734	0	0	0	0	0	0	1,411
021	602110J	SR 21/Keller Ferry Boat - Replace Boat	07	☐	☐	☑	0	12,002	0	0	0	0	0	12,002
021	602117C	SR 21/Curlew Creek - Culvert Replacement	07	☐	☐	☑	0	707	0	0	0	0	0	735
027	602704A	SR 27/Pine Creek Bridge - Replace Bridge	09	☑	☐	☐	3,411	14	0	0	0	0	0	3,883
097	509703L	US 97/Satus Creek Bridge - Bridge Replacement	15	☐	☐	☑	2,360	3,808	0	0	0	0	0	6,656
099	109935A	SR 99/Spokane St Bridge - Replace Bridge Approach	11	☑	☐	☑	1,106	12,724	0	0	0	0	0	14,037
101	310133D	US 101/Purdy Creek Bridge - Replace Bridge	35	☐	☐	☑	1,312	587	27	0	0	0	0	13,086
101	310134A	US 101/W Fork Hoquiam River Bridge - Replace Bridge	24	☑	☐	☑	467	0	0	0	0	0	0	3,117
101	310134B	US 101/W Fork Hoquiam River Bridge - Replace Bridge	24	☑	☐	☑	503	0	0	0	0	0	0	2,425
101	410104A	US 101/Middle Nemah River Br - Replace Bridge	19	☑	☐	☑	461	4,852	304	0	0	0	0	5,617
101	410194A	US 101/Bone River Bridge - Replace Bridge	19	☑	☐	☑	638	11,560	437	0	0	0	0	13,297

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105	410510A	SR 105/Smith Creek Br - Replace Bridge	19	☑	☐	☑	655	4,287	6,945	131	0	0	0	12,169
105	410510B	SR 105/North River Br - Replace Bridge	19	☑	☐	☑	1,583	11,739	9,619	50	0	0	0	23,163
107	310708A	SR 107/Slough Bridges - Replace Bridge	19	☐	☐	☑	1	0	0	0	18,954	390	0	22,339
162	316219A	SR 162/Puyallup River Bridge - Replace Bridge	02	☑	☐	☐	1,275	5,305	7,351	0	0	0	0	15,007
167	316725A	SR 167/Puyallup River Bridge - Bridge Replacement	25	☐	☐	☑	0	2,847	20,156	7,000	0	0	0	30,003
195	619503K	US 195/Spring Flat Creek - Bridge Replacement	09	☑	☐	☐	0	0	0	0	0	0	4,000	4,000
241	524101U	SR 241/Dry Creek Bridge - Replace Bridge	15	☑	☐	☑	702	0	0	0	0	0	0	745
290	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	03	☑	☐	☑	0	0	0	3,893	4,511	28,150	531	37,085
303	330311A	SR 303/Manette Bridge Bremerton Vicinity - Replace Bridge	23	☐	☐	☑	37,447	19,531	348	0	0	0	0	60,604
508	450807A	SR 508/Creek Bridge West - Replacement	20	☐	☐	☑	0	0	190	1,194	711	0	0	2,130
508	450807B	SR 508/Creek Bridge East - Replacement	20	☐	☐	☑	5	0	189	1,326	831	0	0	2,380
529	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	38	☑	☐	☑	15,878	21,851	49	51	0	0	0	42,307
532	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	10	☑	☐	☐	15,222	62	36	18	44	0	0	19,454
542	154229A	SR 542/Boulder Creek Bridge - Replace Bridge	42	☑	☐	☑	56	18	0	0	0	0	0	6,084
548	154816A	SR 548/Dakota Creek Br - Replace Bridge	42	☐	☐	☑	0	0	0	2,060	8,994	6,369	0	17,505
998	099902R	Structures Project Reserve - Bridge Replacement	99	☐	☐	☑	0	0	0	0	32,384	35,116	74,751	142,251
Bridge Preservation - Scour							**5,801**	**5,873**	**452**	**2,347**	**1,504**	**0**	**0**	**17,940**
000	0BP2003	Bridge Scour Prevention Preservation	99	☐	☐	☑	5,469	5,863	17	758	1,346	0	0	13,453
000	500061E	SCR Region Wide Bridge - Scour Prevention	15	☐	☐	☑	45	0	0	0	0	0	0	51
008	300812A	SR 8/Middle Fork Wildcat Creek Culvert Bridge - Scour	35	☐	☐	☑	6	0	0	0	0	0	0	582
009	100934S	SR 9/Pilchuck Creek Bridge - Bridge Scour	10	☐	☐	☑	2	0	0	0	0	0	0	355
009	100935S	SR 9/Thunder Creek Bridge - Bridge Scour	39, 40	☐	☐	☑	13	6	0	0	0	0	0	457
012	301256A	US 12/Cloquallum Creek Bridge Vicinity Elma - Bridge Scour	35	☐	☐	☑	0	0	0	60	89	0	0	149
012	501211Q	US 12/Touchet River Bridge at Touchet	16	☐	☐	☑	256	0	0	0	0	0	0	470
020	102050B	SR 20/Coal Creek Bridge - Scour	39	☐	☐	☑	10	4	0	0	0	0	0	390
097	409705R	US 97/Kusshi Creek Bridge - Scour Repair	15	☐	☐	☑	0	0	226	0	0	0	0	226
101	310157C	US 101/Waketickeh Creek - Bridge Scour	35	☐	☐	☑	0	0	136	170	0	0	0	306
500	450005S	SR 500/5th Plain Creek Bridge - Scour	17	☐	☐	☑	0	0	0	58	0	0	0	58
508	450805S	SR 508/S Fork Newaukum River Bridge - Scour Repair	20	☐	☐	☑	0	0	73	490	69	0	0	632
821	582102D	SR 821/Lower Wilson Creek - Scour Repair	13	☐	☐	☑	0	0	0	811	0	0	0	811

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Highway Preservation Program (P)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Bridge Preservation - Seismic Retrofit							**25,357**	**39,852**	**40,413**	**32,054**	**34,700**	**40,000**	**101,000**	**335,754**
000	099955H	Seismic Bridges Program - High & Med. Risk (TPA)	99	☑	☐	☑	24,533	25,778	16,425	16,547	0	0	0	99,684
000	0BP2004	Bridge Seismic Retrofit Preservation	99	☐	☐	☑	2	10,437	19,450	15,507	0	0	0	48,231
000	400006S	Clark/Wahkiakum County - Seismic Strengthening of Three Bridges	49	☐	☐	☑	209	0	0	0	0	0	0	1,157
008	300813A	SR 8/Mud Bay Bridges - Seismic Retrofit	35	☐	☐	☑	0	1,502	0	0	0	0	0	1,641
009	100923C	SR 9/Getchell Road Bridge - Seismic	38, 39	☐	☐	☑	0	52	237	0	0	0	0	344
012	301254A	US 12/Railroad Bridge - Seismic Retrofit	20	☐	☐	☑	0	493	0	0	0	0	0	493
020	102060A	SR 20/Concrete Vicinity Bridges - Seismic	39	☐	☐	☑	0	159	1,481	0	0	0	0	1,640
090	109051P	I-90/Eastgate Vicinity Bridges - Seismic	05, 41, 48	☐	☐	☑	511	0	0	0	0	0	0	2,434
101	310122C	US 101/Lost Lake Bridge - Seismic Retrofit	35	☐	☐	☑	102	292	0	0	0	0	0	468
107	310710B	SR 107/Chehalis River Bridge - Seismic Retrofit	19	☐	☐	☑	0	924	244	0	0	0	0	1,170
522	152236A	SR 522/Snohomish River Bridge - Seismic	39	☐	☐	☑	0	215	2,576	0	0	0	0	2,792
998	099902S	Structures Project Reserve - Seismic Retrofit	99	☐	☐	☑	0	0	0	0	34,700	40,000	101,000	175,700

2011-13 Biennium Transportation Budget Project List
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Traffic Operations Program (Q)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Traffic Operations Program (Q)							**18,433**	**12,039**	**10,000**	**10,000**	**10,000**	**10,000**	**20,000**	**104,615**
Traffic Ops - CVISN, WIM, & Weigh Stations							**1,637**	**699**	**0**	**0**	**0**	**0**	**0**	**3,204**
000	000510Q	CVISN-CVISN-Deployment Stations along I-5, I-90, and I-82	02, 10, 13, 15, 16, 30, 38	☐	☐	☑	1,637	699	0	0	0	0	0	3,204
Traffic Ops - ITS & Operation Enhancements							**12,294**	**9,174**	**10,000**	**10,000**	**10,000**	**10,000**	**20,000**	**84,014**
000	000005Q	Reserve for Federal Earmarks and State Match	99	☐	☐	☑	4,566	3,749	10,000	10,000	10,000	10,000	20,000	68,361
000	000056Q	USA/Canada Trade Corridor System Phase 3	42	☐	☐	☑	8	0	0	0	0	0	0	134
000	100010Q	SR 18, SR 169, SR 516 & Vic. - Traffic Signal Controller Integration	05, 47	☐	☐	☑	200	0	0	0	0	0	0	200
000	100014Q	Traffic Signal Controller Integration - Multiple Locations	01, 30, 33, 45	☐	☐	☑	125	0	0	0	0	0	0	125
000	200004L	Leavenworth Vicinity Communications Upgrade	12	☐	☐	☑	66	0	0	0	0	0	0	66
000	200004M	Stage 1 - NCR Basin ITS Communications Upgrade	12, 13	☐	☐	☑	133	123	0	0	0	0	0	256
000	200004N	Stage 2 - NCR Basin ITS Communications and Travelers Information	09, 13	☐	☐	☑	0	85	0	0	0	0	0	85
000	200022Q	Advanced Snowplow Systems	12	☐	☐	☑	223	0	0	0	0	0	0	837
000	400003Q	134th Street Signal Optimization Plan	18	☐	☐	☑	20	0	0	0	0	0	0	65
000	400005Q	I-5, Hwy 99/Main Street corridor-Freeway Operations & Incident Mgmt.	17, 49	☐	☐	☑	171	0	0	0	0	0	0	177
000	400008Q	Advanced Traveler Information Freeway Improvements	15, 17, 18, 49	☐	☐	☑	125	175	0	0	0	0	0	300
000	400010Q	Padden/Andersen Traffic Signal Optimization	15	☐	☐	☑	55	0	0	0	0	0	0	55
000	400013Q	192nd Avenue and Communications Interconnect	15, 17, 18, 49	☐	☐	☑	20	0	0	0	0	0	0	20
000	400016Q	ITS Network Enhancement	15, 17, 18, 49	☐	☐	☑	50	0	0	0	0	0	0	50
005	000010Q	Puget Sound In-Vehicle Traffic Map Demonstration project	11, 21, 32, 33, 37, 43, 46	☐	☐	☑	257	0	0	0	0	0	0	1,671
005	100503Q	I-5 SB Ramps Meters from Tukwila to Federal Way	30, 33	☐	☐	☑	0	700	0	0	0	0	0	700
005	100504Q	I-5 NB Ramps Meters at S 272nd St, SR 516 & S 188th St - ITS	30, 33	☐	☐	☑	0	735	0	0	0	0	0	735

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Traffic Operations Program (Q)
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Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
005	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems	43	☐	☐	☑	175	0	0	0	0	0	0	175
005	100553Q	I-5/Marine View Drive Vicinity to SR 531 Vicinity - ITS	10, 38, 39	☐	☐	☑	120	0	0	0	0	0	0	120
005	100555Q	I-5/North Everett to SR 528 - ITS	38	☐	☐	☑	1,493	878	0	0	0	0	0	2,371
005	300505Q	I-5/DuPont to Thorne Lane - Fiber and Cameras	02, 22, 28	☐	☐	☑	828	780	0	0	0	0	0	1,608
005	400009Q	I-5 Traveler Information, Incident Management and Variable Message Sign	15, 17, 18, 49	☐	☐	☑	501	801	0	0	0	0	0	1,302
020	602000Q	SR 20/US 395/SR 26 HAR Sites Upgrade	07, 09	☐	☐	☑	297	0	0	0	0	0	0	297
090	509013Q	I-90/Snoqualmie Pass Vicinity - Camera Replacement	05, 13	☐	☐	☑	61	0	0	0	0	0	0	61
090	509017Q	I-90/Kittitas Vicinity WB - Install Variable Message Sign	13	☐	☐	☑	250	0	0	0	0	0	0	250
090	609002Q	I-90/Sullivan Rd East to Vic Idaho State Line - ITS	04	☐	☐	☑	2,087	0	0	0	0	0	0	2,168
182	518241Q	I-182/Road 68 Vicinity - Install Traffic Camera	16	☐	☐	☑	51	0	0	0	0	0	0	51
195	619500Q	US 195/Cheney-Spokane Rd to I-90 - Congestion & Safety Management - ITS	06	☐	☐	☑	101	1,148	0	0	0	0	0	1,260
503	450315Q	SR 503 Aerial Fiber Replacement/Enhancement	17, 18	☐	☐	☑	300	0	0	0	0	0	0	300
525	NWRXXX	SR 525/ Low-cost enhancements - restriping	99	☐	☐	☑	11	0	0	0	0	0	0	214
Traffic Ops - Traveler Information							**4,502**	**2,166**	**0**	**0**	**0**	**0**	**0**	**17,397**
000	000044Q	Amber Alert	20	☐	☐	☑	14	0	0	0	0	0	0	1,355
000	000057Q	Road and Weather Information System - Expansion	99	☐	☐	☑	17	0	0	0	0	0	0	632
000	000058Q	Statewide Transportation Emergency Operations Center	22	☐	☐	☑	9	0	0	0	0	0	0	669
000	100008B	Puget Sound Interagency Video and Data Network	99	☐	☐	☑	1,173	0	0	0	0	0	0	1,405
000	100012Q	I-5/Integrated Corridor Management Stage 1 - Study	11, 37	☐	☐	☑	61	0	0	0	0	0	0	197
000	100022Q	Bellingham Regional Operations Center	01	☐	☐	☑	91	0	0	0	0	0	0	755
000	100031Q	Remote Traffic Operations Center	01	☐	☐	☑	13	0	0	0	0	0	0	335
000	300032Q	Olympia Arterial Advanced Traffic Management	22	☐	☐	☑	29	0	0	0	0	0	0	1,074
000	400001Q	ITS Network Enhancement - SW Region	15, 17, 18, 49	☐	☐	☑	20	0	0	0	0	0	0	164
000	400004Q	Advanced Traveler Information System Phase II Deployment	15, 17, 18, 49	☐	☐	☑	162	90	0	0	0	0	0	252

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000	400541Q	Vancouver Advanced Traffic Management System	49	☐	☐	☑	15	0	0	0	0	0	0	433
005	000541Q	Seattle Incident & Operations Deployment	46	☐	☐	☑	114	0	0	0	0	0	0	874
014	401401Q	SR 14/Freeway Operations and Incident Management	17, 18	☐	☐	☑	676	0	0	0	0	0	0	697
014	401402Q	SR 14/West Infill Freeway Operations and Incident Management	49	☐	☐	☑	636	0	0	0	0	0	0	652
082	508232Q	I-82 Yakima Area Traveler Information	13, 14	☐	☐	☑	1	0	0	0	0	0	0	327
090	509018Q	I-90/Snoqualmie Pass to Vantage - Install VMS and Traffic Cameras	13	☐	☐	☑	0	550	0	0	0	0	0	550
090	509021Q	I-90/Kittitas Co. Workzone Safety System	13	☐	☐	☑	171	0	0	0	0	0	0	754
090	509043Q	I-90/Snoqualmie Pass Variable Speed Limit	13	☐	☐	☑	85	0	0	0	0	0	0	629
090	609001Q	I-90/Geiger I/C to WSP District Office - ITS	06	☐	☐	☑	77	0	0	0	0	0	0	88
090	609003Q	I-90/WB Altamont Variable Message Sign Replacement	03, 04	☐	☐	☑	217	0	0	0	0	0	0	217
090	609004Q	I-90/Sprague Rest Area Traveler Information	07	☐	☐	☑	0	175	0	0	0	0	0	175
090	609031Q	Spokane Traffic Operations	03, 06	☐	☐	☑	168	0	0	0	0	0	0	832
182	501231Q	Tri-Cities Advanced Traffic Management System	08, 16	☐	☐	☑	238	0	0	0	0	0	0	835
205	400014Q	I-205 Traveler Information, Padden Pkwy to 134th	17	☐	☐	☑	0	1,301	0	0	0	0	0	1,301
522	100011Q	Puget Sound Traffic Map Extension Program	01, 45	☐	☐	☑	465	0	0	0	0	0	0	1,905
543	100056Q	SR 543/I-5 to International Bndry.	42	☐	☐	☑	50	50	0	0	0	0	0	290

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Washington State Ferries Capital Program (W)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Washington State Ferries Capital Program (W)							**308,227**	**283,341**	**344,360**	**307,888**	**293,398**	**248,402**	**1,246,553**	**3,347,575**
WSF - Administrative and Systemwide							**25,464**	**26,791**	**21,713**	**26,980**	**25,173**	**24,003**	**77,686**	**227,810**
000	998901J	WSF/Administrative Support - Allocated to W1	99	☐	☐	☑	3,109	2,472	2,960	7,735	7,714	6,806	9,066	39,862
000	998951A	WSF/Administrative Support - Allocated to W2	99	☐	☐	☑	7,518	7,742	8,377	4,033	4,506	5,886	31,600	69,662
000	L1000016	Primavera Project Management System	99	☐	☐	☑	689	299	311	323	335	348	736	3,041
000	L1000050	Reductions to Planning, PMRS, Scheduling Support, Purchasing, Etc.	99	☐	☐	☑	0	-1,017	0	0	0	0	0	-1,017
000	L2000006	Vessel Project Support	99	☐	☐	☑	4,497	3,707	3,826	3,721	3,847	3,978	13,310	36,886
000	L2000041	Reservation System	99	☐	☐	☑	1,818	3,846	0	4,692	2,047	0	0	12,403
000	L2000042	Communications	99	☐	☐	☑	198	3,321	0	0	0	0	0	3,519
003	L2000007	Terminal Project Support	99	☐	☐	☑	7,635	6,421	6,239	6,476	6,724	6,985	22,974	63,454
WSF - Emergency Repairs							**2,000**	**2,000**	**2,257**	**2,416**	**2,587**	**2,770**	**9,547**	**36,596**
000	999910K	Emergency Repair	26, 40, 43	☐	☐	☑	2,000	2,000	2,257	2,416	2,587	2,770	9,547	36,596
WSF - New Vessels							**171,693**	**161,143**	**186,362**	**0**	**0**	**0**	**0**	**598,327**
000	944470A	64-Car Class Ferry Construction	10, 24	☐	☐	☑	161,791	32,154	0	0	0	0	0	211,161
000	L1000030	144 Auto Vessel	26, 40, 43	☐	☐	☑	9,902	1,000	0	0	0	0	0	72,815
000	L2200038	#1 - 144-capacity Vessel	99	☐	☐	☑	0	123,828	23,085	0	0	0	0	146,913
000	L2200039	#2 - 144-capacity Vessel	99	☐	☐	☑	0	4,161	163,277	0	0	0	0	167,438
WSF - Terminal Improvements							**19,231**	**17,605**	**6,333**	**57,755**	**43,400**	**-488**	**-976**	**199,593**
000	L2000043	Reduce Budget for 3 Terminal Engineer Positions	99	☐	☐	☑	-244	-488	-488	-488	-488	-488	-976	-3,660
020	900012L	Port Townsend Tml Improvement	24	☐	☐	☑	1,141	320	0	0	0	0	0	1,923
020	900022J	Lopez Tml Improvement	40	☐	☐	☑	10	93	0	0	0	0	0	103
020	900024G	Shaw Tml Improvement	40	☐	☐	☑	10	93	0	0	0	0	0	103
020	900026Q	Orcas Tml Improvement	40	☐	☐	☑	176	94	0	0	0	0	0	270
020	900028V	Friday Harbor Tml Improvement	40	☐	☐	☑	21	867	0	0	0	0	0	888
020	902017M	Coupeville (Keystone) Tml Improvement	10	☐	☐	☑	1,319	183	0	0	0	0	0	1,502
020	902020D	Anacortes Tml Improvement	40	☐	☐	☑	1,235	2,998	0	0	0	0	0	23,701
104	910413R	Edmonds Tml Improvement	21	☐	☐	☑	474	308	0	0	0	0	0	11,801
104	910414S	Kingston Tml Improvement	23	☐	☐	☑	149	243	0	0	0	0	0	392
160	900005N	Fauntleroy Tml Improvement	34	☐	☐	☑	131	131	0	0	0	0	0	262
160	900006T	Vashon Tml Improvement	34	☐	☐	☑	4,320	176	0	0	0	0	0	6,821
160	916008S	Southworth Tml Improvement	26	☐	☐	☑	79	275	606	0	0	0	0	971
163	900001H	Point Defiance Tml Improvement	27	☐	☐	☑	582	355	0	0	0	0	0	937
163	900002H	Tahlequah Tml Improvement	34	☐	☐	☑	261	141	0	0	0	0	0	402
304	930410U	Bremerton Tml Improvement	26	☐	☐	☑	428	171	0	0	0	0	0	599

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Washington State Ferries Capital Program (W)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
305	900040O	Eagle Harbor Maint Facility Improvement	23	☐	☐	☑	2,104	85	0	0	0	0	0	2,189
305	930513H	Bainbridge Island Tml Improvement	23	☐	☐	☑	557	180	0	0	0	0	0	2,274
519	900010M	Seattle Tml Improvement	43	☐	☐	☑	2,183	7,276	0	0	0	0	0	9,459
525	952515P	Mukilteo Tml Improvement	21	☐	☐	☑	4,142	3,932	6,215	36,243	43,888	0	0	116,331
525	952516S	Clinton Tml Improvement	10	☐	☐	☑	153	172	0	22,000	0	0	0	22,325
WSF - Terminal Preservation							**38,120**	**30,445**	**51,651**	**138,501**	**132,432**	**147,840**	**189,062**	**770,254**
000	900022I	Lopez Tml Preservation	40	☐	☐	☑	400	7,593	0	1,227	0	380	9,020	23,553
000	900024F	Shaw Tml Preservation	40	☐	☐	☑	3,241	0	0	697	0	0	2,191	6,129
000	900028U	Friday Harbor Tml Preservation	40	☐	☐	☑	0	497	2,912	4,078	8,026	0	2,326	17,842
020	900012K	Port Townsend Tml Preservation	24	☐	☐	☑	4,198	10,481	0	994	8,283	5,785	190	32,374
020	900026P	Orcas Tml Preservation	40	☐	☐	☑	0	301	1,330	192	3,498	714	0	11,449
020	902017K	Coupeville (Keystone) Tml Preservation	10	☐	☐	☑	2,242	155	405	4,996	0	4,454	0	12,261
020	902020C	Anacortes Tml Preservation	40	☐	☐	☑	2,661	289	7,143	6,531	5,519	18,980	20,846	64,911
104	910413Q	Edmonds Tml Preservation	21	☐	☐	☑	751	1,303	86	11	29	5,599	7,855	15,634
104	910414P	Kingston Tml Preservation	23	☐	☐	☑	228	952	851	4,926	340	1,517	21,156	32,398
160	900005M	Fauntleroy Tml Preservation	34	☐	☐	☑	0	0	60	1,209	1,797	15,497	37,165	55,735
160	900006S	Vashon Tml Preservation	34	☐	☐	☑	500	1,956	11,365	20,732	12,862	34	15,722	63,171
160	916008R	Southworth Tml Preservation	23	☐	☐	☑	0	155	826	897	14,651	5,297	1,100	22,926
163	900001G	Point Defiance Tml Preservation	27	☐	☐	☑	0	306	3,116	255	4,955	2,640	3,491	14,763
163	900002G	Tahlequah Tml Preservation	34	☐	☐	☑	0	0	0	221	339	4,994	4,538	10,777
304	930410T	Bremerton Tml Preservation	26	☐	☐	☑	0	278	7,752	1,277	3,580	7,603	1,145	21,780
305	900040N	Eagle Harbor Maint Facility Preservation	23	☐	☐	☑	12,391	0	1,139	18,211	546	1,058	0	54,727
305	930513G	Bainbridge Island Tml Preservation	23	☐	☐	☑	0	415	4,817	1,249	43	8,851	18,540	33,915
519	900010L	Seattle Tml Preservation	43	☐	☐	☑	2,700	5,764	9,705	70,779	67,906	64,371	42,111	263,819
525	952515O	Mukilteo Tml Preservation	21	☐	☐	☑	8,808	0	54	7	29	25	73	8,996
525	952516R	Clinton Tml Preservation	10	☐	☐	☑	0	0	90	12	29	41	1,593	3,094
WSF - Vessel Improvements							**11,300**	**15,314**	**5,121**	**5,677**	**6,277**	**6,928**	**678,282**	**728,899**
000	944401E	MV Issaquah Improvement	26, 34	☐	☐	☑	354	398	283	302	323	345	1,159	3,164
000	944402E	MV Kittitas Improvement	10, 21	☐	☐	☑	624	392	283	302	323	345	1,159	3,428
000	944403E	MV Kitsap Improvement	26, 43	☐	☐	☑	215	389	283	302	323	345	1,159	3,016
000	944404E	MV Cathlamet Improvement	10, 21	☐	☐	☑	70	392	268	302	323	345	1,159	2,859
000	944405F	MV Chelan Improvement	40	☐	☐	☑	286	393	268	302	323	345	1,159	3,076
000	944406E	MV Sealth Improvement	40	☐	☐	☑	95	389	283	302	323	345	1,159	2,896
000	944410G	MV Evergreen St Improvement	40	☐	☐	☑	306	139	0	0	0	0	0	445
000	944412D	MV Klahowya Improvement	26, 34	☐	☐	☑	310	360	283	302	323	345	1,159	3,082
000	944413C	MV Tillikum Improvement	26, 34	☐	☐	☑	377	360	283	302	323	345	1,159	3,149

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Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
000	944431E	MV Hyak Improvement	26, 43	☐	☐	☑	1,092	392	283	302	323	345	1,159	3,896
000	944432H	MV Elwha Improvement	40	☐	☐	☑	297	1,213	283	302	323	345	369	3,132
000	944433E	MV Kaleetan Improvement	40	☐	☐	☑	501	3,777	283	302	323	345	1,159	6,690
000	944434E	MV Yakima Improvement	40	☐	☐	☑	1,782	2,913	283	302	323	345	1,159	7,107
000	944441C	MV Walla Walla Improvement	26, 43	☐	☐	☑	1,046	402	283	302	323	345	1,159	3,860
000	944442C	MV Spokane Improvement	21, 23	☐	☐	☑	1,931	441	283	302	323	345	1,159	4,784
000	944451D	MV Hiyu Improvement	27, 34	☐	☐	☑	316	101	0	0	0	0	0	417
000	944452C	MV Rhododendron Improvement	34	☐	☐	☑	310	89	0	0	0	0	0	399
000	944476B	MV Chetzemoka Improvements	10, 24	☐	☐	☑	0	0	170	181	194	207	696	1,448
000	944499F	MV Puyallup Improvement	21, 23	☐	☐	☑	293	855	283	302	323	345	1,159	3,560
000	944499G	MV Tacoma Improvement	23, 43	☐	☐	☑	499	455	283	302	323	345	1,159	3,366
000	944499H	MV Wenatchee Improvement	26, 43	☐	☐	☑	596	455	283	302	323	345	1,159	3,463
000	990051X	New Replacement Vessel	99	☐	☐	☑	0	0	0	0	0	0	655,700	655,700
000	992011B	MV Chetzemoka Improvement (11-13)	10, 24	☐	☐	☑	0	703	0	0	0	0	0	703
000	L1000008	4th New Vessel Improvement	10, 21	☐	☐	☑	0	0	0	0	204	221	791	1,216
003	L1000009	144 Improvement	40	☐	☐	☑	0	0	0	0	0	221	790	1,011
004	944477B	MV Salish Improvements	24	☐	☐	☑	0	153	170	181	194	207	696	1,601
012	944478C	MV Kennewick Improvements	27	☐	☐	☑	0	153	0	181	194	207	696	1,431
WSF - Vessel Preservation							**40,419**	**30,043**	**70,923**	**76,559**	**83,529**	**67,349**	**292,952**	**786,096**
000	944401D	MV Issaquah Preservation	26, 34	☐	☐	☑	2,389	671	2,423	1,233	4,471	3,341	14,211	33,285
000	944402D	MV Kittitas Preservation	10, 21	☐	☐	☑	4,050	467	1,577	2,727	1,495	14,480	11,906	41,032
000	944403D	MV Kitsap Preservation	26, 43	☐	☐	☑	1,246	912	5,623	8,309	639	2,698	15,375	37,873
000	944404D	MV Cathlamet Preservation	10, 21	☐	☐	☑	127	1,505	1,424	1,690	3,702	2,701	25,182	39,825
000	944405D	MV Chelan Preservation	40	☐	☐	☑	2,304	697	1,625	6,364	317	3,574	20,604	41,953
000	944406D	MV Sealth Preservation	40	☐	☐	☑	303	400	1,228	5,742	3,511	1,768	24,662	45,066
000	944410F	MV Evergreen St Preservation	40	☐	☐	☑	1,426	0	0	0	0	0	0	2,520
000	944412C	MV Klahowya Preservation	26, 34	☐	☐	☑	3,211	1,822	4,307	1,365	1,734	405	4,363	19,095
000	944413B	MV Tillikum Preservation	26, 34	☐	☐	☑	1,884	612	4,652	1,423	1,598	132	4,516	16,237
000	944431D	MV Hyak Preservation	26, 43	☐	☐	☑	3,641	7,160	8,716	6,445	900	1,699	10,954	52,396
000	944432G	MV Elwha Preservation	40	☐	☐	☑	1,902	2,593	5,129	6,643	3,499	15,100	6,000	49,270
000	944433D	MV Kaleetan Preservation	40	☐	☐	☑	1,251	1,520	2,611	11,661	3,699	1,849	16,389	49,696
000	944434D	MV Yakima Preservation	40	☐	☐	☑	6,217	144	2,293	10,055	5,982	4,784	7,881	43,850
000	944441B	MV Walla Walla Preservation	26, 43	☐	☐	☑	1,305	3,491	4,912	1,528	9,367	5,001	9,551	54,404
000	944442B	MV Spokane Preservation	21, 23	☐	☐	☑	3,943	522	6,485	7,983	3,795	1,929	19,949	66,803
000	944451C	MV Hiyu Preservation	27, 34	☐	☐	☑	390	0	0	0	0	0	0	941
000	944471A	MV Chetzemoka Preservation	26, 40, 43	☐	☐	☑	0	0	0	311	3,259	3,369	12,262	19,201
000	944499C	MV Puyallup Preservation	21, 23	☐	☐	☑	39	790	1,892	9,308	22,677	789	13,359	53,460

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000	944499D	MV Tacoma Preservation	23, 43	☐	☐	☑	4,206	1,536	8,436	4,939	11,353	821	25,654	59,841
000	944499E	MV Wenatchee Preservation	26, 43	☐	☐	☑	585	7,477	8,894	576	11,697	337	22,692	54,823
000	L1000006	4th New Vessel Preservation	10, 21	☐	☐	☑	0	0	0	0	325	4,708	11,814	16,847
000	L1000007	144 Preservation	40	☐	☐	☑	0	0	0	0	0	325	16,560	16,885
000	L2200029	Placeholder for Vessel Preservation - Constructability	99	☐	☐	☑	0	-2,276	-1,304	-11,875	-13,001	-11,336	-24,910	-64,702
002	944477A	MV Salish Preservation	24	☐	☐	☑	0	0	0	132	2,369	6,341	9,315	18,157
010	944478B	MV Kennewick Preservation	27	☐	☐	☑	0	0	0	0	141	2,534	14,663	17,338

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Rail Capital Program (Y)							**143,218**	**426,444**	**230,292**	**230,719**	**34,985**	**14,985**	**66,793**	**1,255,607**
Freight Rail - Track Improvements							**9,257**	**3,461**	**0**	**0**	**0**	**0**	**13,268**	**31,209**
000	700610A	CW Line/Lincoln County - Grade Crossing Rehabilitation	07	☐	☐	☑	371	0	0	0	0	0	0	371
000	710110A	Clark County Rail Line/Battle Ground to Vancouver - Track Rehabilitation	17, 18, 49	☐	☐	☑	2,367	0	0	0	0	0	0	2,367
000	711010A	Tacoma Rail/Tacoma - New Refinery Spur Tracks	27	☐	☐	☑	420	0	0	0	0	0	0	420
000	711010B	Tacoma Rail/Tacoma - Improved Locomotive Facility	27	☐	☐	☑	526	0	0	0	0	0	0	526
000	722710A	Port of Ephrata/Ephrata - Additional Spur Rehabilitation	13	☐	☐	☑	479	0	0	0	0	0	0	479
000	751010A	Port of Vancouver - Track Improvements	18, 49	☐	☐	☑	1,161	2,711	0	0	0	0	0	3,872
000	F01001O	Port of Moses Lake/Northern Columbia Basin - RR Engineering and Environm	13	☑	☐	☐	100	0	0	0	0	0	0	2,000
000	F01010A	Port of Pasco - Intermodal Facility Improvements, Phase 4	16	☐	☐	☑	860	0	0	0	0	0	0	882
000	F01113A	Geiger - New Transloader	07, 09	☐	☐	☑	0	0	0	0	0	0	790	840
000	F01130C	Tacoma Rail and Puget Sound and Pacific RR/Centralia - Reconfigure Rail	20	☑	☐	☑	0	0	0	0	0	0	7,063	7,400
000	F01130D	Tacoma Rail and Puget Sound and Pacific RR - Reconfig Rail Phase 1B	20	☐	☐	☑	0	0	0	0	0	0	5,415	5,415
000	F01160G	Tacoma Rail/Fredrickson to Morton - Track Rehab	02, 20	☐	☐	☑	1,127	0	0	0	0	0	0	1,485
000	F01160H	Tacoma Rail/Tacoma to Morton and Yelm - Track Rehab	02, 20	☐	☐	☑	754	0	0	0	0	0	0	755
000	F01170A	Port of Quincy - Short Haul Intermodal Pilot Project	13	☐	☐	☑	409	0	0	0	0	0	0	984
000	F11001A	Intermodal Infrastructure Enhancement Project, Port of Olympia	22	☐	☐	☑	347	0	0	0	0	0	0	1,980
000	F11001C	Intermodal Infrastructure Enhancement Project, Port of Olympia	22	☐	☐	☑	336	0	0	0	0	0	0	683
000	L1000053	Port of Royal Slope Improvements	13	☐	☐	☑	0	750	0	0	0	0	0	750

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Freight Rail - Track Preservation							**8,825**	**336**	**0**	**0**	**0**	**0**	**0**	**28,704**
000	700100A	Palouse River and Coulee City RR - Rail Authority-Sponsored Rehabilitati	07, 09, 12	☐	☑	☑	8,079	36	0	0	0	0	0	8,600
000	700100C	Palouse River and Coulee City RR Future Needs	07, 09, 12	☐	☐	☑	100	300	0	0	0	0	0	400
000	744110A	Puget Sound and Pacific RR Disaster Repair	24	☐	☐	☑	101	0	0	0	0	0	0	101
000	F01021A	Port of Columbia/Wallula to Dayton - Track Rehabilitation	16	☐	☑	☐	253	0	0	0	0	0	0	523
000	F01111A	Palouse River and Coulee City RR - Acquisition	07, 09, 12	☐	☑	☑	150	0	0	0	0	0	0	15,335
000	F01111B	Palouse River and Coulee City RR - Rehabilitation	07, 09, 12	☐	☑	☑	142	0	0	0	0	0	0	3,745
Freight Rail - Train Investments							**744**	**143**	**0**	**0**	**0**	**0**	**0**	**1,974**
000	701301A	Statewide - Washington Produce Rail Car Pool	99	☐	☐	☑	744	143	0	0	0	0	0	1,974
Freight Rail - Grant Program							**346**	**2,754**	**2,750**	**2,750**	**2,750**	**2,750**	**8,250**	**22,372**
000	710110C	Clark County- Lewis and Clark Rail Line (2011 FRAP)	17	☐	☐	☑	0	455	0	0	0	0	0	455
000	710420A	Spokane County - Geiger Spur (2011 FRAP)	06	☐	☐	☑	0	198	0	0	0	0	0	198
000	727014A	Port of Vancouver-Grain Spur Extension (2011 FRAP)	18, 49	☐	☐	☑	0	527	0	0	0	0	0	527
000	740510A	Cascade and Columbia River Railroad (2011 FRAP)	99	☐	☐	☑	0	684	0	0	0	0	0	684
000	741410A	Columbia Basin-Schrag Line (2011 FRAP)	13	☐	☐	☑	0	392	0	0	0	0	0	392
000	744310A	Puget Sound and Pacific Railroad (2011 FRAP)	35	☐	☐	☑	0	498	0	0	0	0	0	498
000	F01001A	Statewide - Emergent Freight Rail Assistance Projects	99	☐	☐	☑	0	0	2,750	2,750	2,750	2,750	8,250	19,250
000	F01001E	New Creston Livestock Feed Mill Spur Track	07	☐	☐	☑	346	0	0	0	0	0	0	368
Freight Rail - Loan Program							**4,153**	**5,802**	**5,000**	**5,000**	**5,000**	**5,000**	**16,000**	**46,662**
000	711010C	Tacoma Rail-Locomotive Repower (2011 FRIB)	02	☐	☐	☑	0	450	0	0	0	0	0	450
000	711010D	Tacoma Rail-Annie Tracks 1 & 2 Rail Relay (2011 FRIB)	02	☐	☐	☑	0	612	0	0	0	0	0	612
000	711010E	Tacoma Rail- Yard Track Relay (2011 FRIB)	02	☐	☐	☑	0	361	0	0	0	0	0	361
000	721410A	City of Richland-Loop Track (2011 FRIB)	08	☐	☐	☑	0	250	0	0	0	0	0	250
000	722810A	Port of Everett - New Rail Track (FRIB)	38	☐	☐	☑	400	800	0	0	0	0	0	1,200
000	727015A	Port of Vancouver-Farwest Steel Rail Spur (2011 FRIB)	49	☐	☐	☑	0	250	0	0	0	0	0	250
000	F01000A	Statewide - Freight Rail Investment Bank	99	☐	☐	☑	3,753	2,899	5,000	5,000	5,000	5,000	16,000	43,359

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000	L2000053	Spokane County - Geiger Spur (2011 FRIB)	06	☐	☐	☑	0	180	0	0	0	0	0	180
Passenger Rail - Station Investments							**2,042**	**0**	**0**	**0**	**0**	**0**	**0**	**4,601**
000	P20000A	Stanwood - New Station	10	☑	☐	☐	2,042	0	0	0	0	0	0	4,601
Passenger Rail - Track Improvements							**88,347**	**68,191**	**16,935**	**7,235**	**7,235**	**7,235**	**29,275**	**300,951**
000	730210A	Tacoma - New D St-M St. Rail Connection	27, 29	☐	☐	☑	6,500	0	0	0	0	0	0	6,500
000	730210B	Tacoma/Pacific Ave Crossing PE	02	☐	☐	☑	460	0	0	0	0	0	0	460
000	744201A	Hoquiam Horn Spur Railroad Track Improvement Proj. (2009 RLR&I)	24	☐	☐	☑	0	356	0	0	0	0	0	356
000	798999B	Railroad Crossing Safety Placeholder for Federal Funds	99	☐	☐	☑	0	8,120	6,540	6,540	6,540	6,540	19,620	53,900
000	798999D	FY2010 Placeholder for RLR&I	99	☐	☐	☑	0	14,196	0	0	0	0	0	14,196
000	F01030C	Bellingham - Waterfront Restoration	42	☑	☐	☑	40	0	5,000	0	0	0	0	5,495
000	P01000B	PNWRC - Safety Improvements	99	☐	☐	☑	1,000	695	695	695	695	695	2,085	9,898
000	P01005A	Vancouver - Rail Bypass and W 39th Street Bridge	18, 49	☐	☑	☑	42,962	34,550	0	0	0	0	0	120,087
000	P01006A	Kelso to Martin's Bluff - 3rd Mainline and Storage Tracks	18	☐	☑	☐	0	0	0	0	0	0	0	3,430
000	P01008C	Tacoma - Bypass of Pt. Defiance	02, 27, 28, 29	☑	☑	☑	10,900	0	1,700	0	0	0	0	19,781
000	P01010A	Chehalis Jct - High Speed Crossovers	20	☑	☐	☐	0	0	0	0	0	0	3,900	3,900
000	P01010B	Newaukum River - High Speed Crossovers	18, 20	☑	☐	☐	0	0	0	0	0	0	3,490	3,490
000	P01100A	Bellingham - GP Area Upgrades	42	☐	☑	☐	0	0	0	0	0	0	180	200
000	P01101A	Mt Vernon - Siding Upgrade	10	☐	☑	☑	446	4,932	0	0	0	0	0	7,108
000	P01102A	Everett - Curve Realignments and Storage Tracks	99	☐	☑	☑	11,442	0	0	0	0	0	0	15,197
000	P01104A	Stanwood - Siding Upgrades	10	☐	☑	☑	11,872	0	0	0	0	0	0	15,951
000	P01105A	Blaine - Customs Facility Siding	42	☑	☐	☑	2,175	0	3,000	0	0	0	0	6,002
000	P01201A	King Street Station - Track Improvements	11	☑	☐	☐	550	5,342	0	0	0	0	0	15,000
Passenger Rail - Train Investments							**4,950**	**1,519**	**0**	**0**	**0**	**0**	**0**	**9,000**
000	P02001A	Cascades Train Sets - Overhaul	99	☑	☐	☐	4,950	1,519	0	0	0	0	0	9,000
Passenger Rail - High Speed Rail Grant Investments							**24,554**	**344,238**	**205,607**	**215,734**	**20,000**	**0**	**0**	**810,134**
000	700000C	Amtrak Cascades New Train Set (ARRA)	99	☐	☐	☑	44	5,176	9,369	9,492	0	0	0	24,081
000	798999C	Redistributed High Speed Rail Placeholder (ARRA)	99	☐	☐	☑	0	47,307	68,039	30,811	0	0	0	146,158
000	799999A	Placeholder to cover federally ineligible expenditures	99	☐	☐	☑	2,200	0	0	0	0	0	0	2,200

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000	L2200027	Higher Speed Rail Reserve - State funds	99	☐	☐	☑	0	0	2,500	17,500	20,000	0	0	40,000
005	730220A	Tacoma- D to M Street Connection (ARRA)	27, 29	☐	☐	☑	8,507	26,108	0	0	0	0	0	34,615
005	730310A	Tacoma- Point Defiance Bypass (ARRA)	02, 27, 28, 29	☐	☐	☑	2,762	2,628	27,433	58,814	0	0	0	91,637
005	750610A	Tukwila Station (FY09 Residual)	11	☐	☐	☑	0	9,135	0	0	0	0	0	9,135
005	751014A	Advanced Signal System (ARRA)	99	☐	☐	☑	1,175	61,979	66	0	0	0	0	63,220
005	751020A	Vancouver- Yard Bypass Track (ARRA)	18, 49	☐	☐	☑	1,340	28,257	0	0	0	0	0	29,597
005	751030A	Kelso Martin's Bluff- New Siding (ARRA)	18	☐	☐	☑	1,796	15,341	18,704	0	0	0	0	35,841
005	751031A	Kelso Martin's Bluff- Toteff Siding Extension (ARRA)	18	☐	☐	☑	1,646	1,510	14,747	19,557	0	0	0	37,460
005	751032A	Kelso Martin's Bluff- Kelso to Longview Jct. (ARRA)	18	☐	☐	☑	2,241	5,929	38,361	79,560	0	0	0	126,091
005	751040A	Corridor Reliability Upgrades- South (ARRA)	99	☐	☐	☑	1,033	94,467	0	0	0	0	0	95,500
005	754021A	Everett- Storage Track (ARRA)	38	☐	☐	☑	174	3,492	0	0	0	0	0	3,666
005	770220A	Seattle- King Street Station Track Upgrades (ARRA)	11	☐	☐	☑	1,636	24,340	26,388	0	0	0	0	52,364
005	770230A	King Street Station Seismic Refit (FY2010)	11	☐	☐	☑	0	18,569	0	0	0	0	0	18,569

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Local Programs (Z)							**95,265**	**91,169**	**38,067**	**21,910**	**25,379**	**22,009**	**43,618**	**378,211**
SR 20, Island County - Safety Improvements							**0**	**896**	**0**	**0**	**0**	**0**	**0**	**896**
020	L2200040	Parker Road - SR 20 Realign and Transit Park	10	☐	☐	☑	0	896	0	0	0	0	0	896
SR 522, Seattle to Monroe - Corridor Improvements							**100**	**150**	**0**	**0**	**0**	**0**	**0**	**250**
000	L1000041	SR 522 - McAleer and Lyon Creeks Basin Flood Reduction	32	☐	☐	☑	100	150	0	0	0	0	0	250
Facility Improvements							**0**	**115**	**0**	**0**	**0**	**0**	**0**	**115**
410	L1000058	SR 410 Median Street Lighting	31	☐	☐	☑	0	115	0	0	0	0	0	115
Studies & System Analysis							**0**	**2,125**	**0**	**0**	**0**	**0**	**0**	**2,125**
000	L1000060	Cross-Docking Study	12	☐	☐	☑	0	60	0	0	0	0	0	60
000	L1000061	Transit Overlay Study PSRC	99	☐	☐	☑	0	65	0	0	0	0	0	65
432	L1000056	SR 432 Rail Realignment and Highway Improvements	18	☐	☐	☑	0	2,000	0	0	0	0	0	2,000
FMSIB Projects							**39,582**	**35,094**	**14,598**	**12,101**	**15,570**	**12,200**	**24,000**	**173,331**
000	01F035A	S 228th Street Extension & Grade Separation	31, 33, 42	☐	☐	☑	3	3,373	0	0	0	0	0	8,623
000	01F037A	Duwamish Intelligent Transportation System	11, 33, 34, 37	☐	☐	☑	1,598	0	0	0	0	0	0	2,500
000	01F048A	Bigelow Gulch Rd - Urban Boundary To Argonne Rd	03, 04, 06	☐	☐	☑	500	1,500	0	0	0	0	0	2,000
000	01F058A	East Marginal Way Truck Access	11, 33, 34, 37	☐	☐	☑	0	994	0	0	0	0	0	994
000	01P003A	East Marginal Way Ramps	11	☑	☐	☑	5,658	0	0	0	0	0	0	6,920
000	0LP899F	UP Contribution Placeholder	99	☐	☐	☑	980	2,371	0	0	0	0	0	4,101
000	1LP702F	Green Valley BNSF & UP Industrial	33	☐	☐	☑	1,250	1,250	0	0	0	0	0	2,500
000	1LP902F	Strander Blvd/SW 27th St Connection	11	☑	☐	☑	0	6,175	0	0	0	0	0	6,623
000	1LP903F	M St SE Grade Separation Project	31	☑	☐	☑	123	3,669	2,331	0	0	0	0	6,124
000	1LP905F	Granite Falls Alternate Route	39	☑	☐	☑	4,229	0	0	0	0	0	0	4,229
000	1LP907F	SR 202 Corridor-SR 522 to 127th Pl NE	45	☑	☐	☐	0	0	0	0	0	0	0	750
000	1LP908F	S 212th St Grade Separation	33	☑	☐	☐	0	0	3,148	3,000	3,852	0	0	10,000
000	1LP909F	Willis St Grade Separation	33	☑	☐	☐	0	0	0	4,000	0	0	0	4,000
000	1LP912F	Duwamish Truck Mobility Improvement Project	11	☑	☐	☐	0	0	0	2,300	0	0	0	2,300
000	3LP110F	Lincoln Ave Grade Separation	25	☑	☐	☑	7,029	0	0	0	0	0	0	11,229
000	3LP115F	Shaw Rd Extension	25	☑	☐	☑	1,995	0	0	0	0	0	0	6,123
000	3LP320F	N Canyon Rd Extension/BNSF Grade Separation	25	☑	☐	☐	0	0	0	2,000	0	0	0	2,000

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Local Programs (Z)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
000	3LP904F	Canyon Rd Northerly Extension	25	☑	☐	☐	0	0	0	0	3,000	0	0	3,000
000	3LP913F	70th and Valley Ave Widening	25	☑	☐	☐	1,500	500	0	0	0	0	0	2,000
000	4LP701F	West Vancouver Freight Access	17, 49	☐	☐	☑	5,072	0	0	0	0	0	0	5,072
000	5LP071F	Myra Rd at Dalles Rd Intersection	16	☐	☐	☑	0	501	0	0	0	0	0	501
000	5LP336F	Yakima Grade Separated Rail Crossing	13	☑	☐	☐	2,022	2,480	0	0	0	0	0	7,000
000	6LP10AF	Park Road BNSF Grade Separation Project	03	☑	☐	☐	0	0	0	0	2,519	2,481	0	5,000
000	6LP901F	Havana St/BNSF Separation Project	03	☑	☐	☐	2,000	2,000	0	0	0	0	0	4,000
000	9LP999A	Freya Street Bridge	04	☐	☐	☑	2,720	0	0	0	0	0	0	2,720
000	L2000013	FMSIB Placeholder	99	☐	☐	☑	0	0	0	0	1,000	9,719	24,000	34,719
005	1LP103F	Port of Everett to I-5 Improvements	38	☐	☐	☑	0	0	400	0	0	0	0	400
005	9LP999B	Port of Tacoma Rd- Interchange improvements	27	☐	☐	☑	903	3,000	0	0	0	0	0	3,903
099	1LP104F	Marginal/Diagonal approach & Argo Gate	36	☐	☐	☑	0	3,300	0	0	0	0	0	3,300
099	1LP105F	South Park Bridge	11	☐	☐	☑	0	1,500	1,900	0	0	0	0	3,400
099	3LP101F	SR 99 Puyallup River Bridge	02	☐	☐	☑	0	100	4,900	0	0	0	0	5,000
509	1LP102F	SR 509 D St Ramps	27	☐	☐	☑	0	0	0	801	5,199	0	0	6,000
999	4LP121F	Grain Subdivision Phase B #8 WVFA	17, 49	☐	☐	☑	1,250	0	0	0	0	0	0	1,250
999	4LP122F	Rail Tie-In to Mainline Schedule 2 Rail Trench #15-18 WVFA	17, 49	☐	☐	☑	750	2,381	1,919	0	0	0	0	5,050
Improvement - Park & Rides							**3,923**	**440**	**0**	**0**	**0**	**0**	**0**	**7,000**
000	1LP604E	Island Transit Park and Ride Development	10	☑	☐	☐	923	440	0	0	0	0	0	2,500
005	ANDERSO	I-5/ Anderson Park and Ride	10	☑	☐	☑	3,000	0	0	0	0	0	0	4,500
Safety - Intersection & Spot Improvements							**0**	**500**	**0**	**0**	**0**	**0**	**0**	**500**
000	L1000052	South Wapato and McDonald Road Intersection Safety	14	☐	☐	☑	0	500	0	0	0	0	0	500
Safety - Rest Areas							**0**	**3,126**	**0**	**0**	**0**	**0**	**0**	**3,126**
101	3LP187A	US 101/Northeast Peninsula Safety Rest Area - New Facility	24	☐	☐	☑	0	3,126	0	0	0	0	0	3,126
Safety - Roadside Improvements							**1,100**	**900**	**0**	**0**	**0**	**0**	**0**	**2,000**
516	L2000017	SR 516/Wax Rd to 185th Ave SE - Improvements	47	☐	☐	☑	1,100	900	0	0	0	0	0	2,000
Road Preservation - Asphalt							**104**	**3,673**	**0**	**0**	**0**	**0**	**0**	**3,777**
908	1LP611A	SR 908 - Pavement Rehabilitation	48	☐	☐	☑	104	3,673	0	0	0	0	0	3,777

2011-13 Biennium Transportation Budget Project List
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Local Programs (Z)
(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Bridge Preservation - Repair							**5,905**	**0**	**0**	**0**	**0**	**0**	**0**	**5,905**
509	3LP1001	SR 509/City Waterway Bridge - Turnback Agreement	27	☐	☐	☑	5,905	0	0	0	0	0	0	5,905
Local Programs - Improvement Projects							**18,226**	**14,047**	**1,809**	**1,809**	**1,809**	**1,809**	**3,618**	**52,776**
000	1LP601E	Des Moines Creek Trail	33	☐	☐	☑	-59	0	0	0	0	0	0	702
000	1LP610E	Issaquah Traffic Signal Synchronization	05, 41	☐	☐	☑	522	0	0	0	0	0	0	1,501
000	1LP913F	SR99/Spokane St. Bridge - Replace Bridge Approach	11	☐	☐	☑	0	2,700	0	0	0	0	0	2,700
000	5LP601E	Franklin County Slide	09	☐	☐	☑	15	0	0	0	0	0	0	800
000	L1000025	Coal Creek Parkway	41	☐	☐	☑	3,000	0	0	0	0	0	0	3,000
000	L1000037	150th and Murray Road Intersection Improvements	28	☐	☐	☑	50	450	0	0	0	0	0	500
000	L1000042	39th Ave SE and SR 96 Intersection Improvements	44	☐	☐	☑	200	0	0	0	0	0	0	200
000	L2200043	City of Auburn - 8th and R street NE Intersection Improvement	47	☐	☐	☑	0	100	0	0	0	0	0	100
000	RVRSIDE	Riverside Ave Extension Project.	03, 06	☐	☐	☑	500	1,900	0	0	0	0	0	2,400
020	202005A	SR 20/Winthrop Area - Construct Bike Path	12	☐	☐	☑	948	1,000	0	0	0	0	0	1,959
082	I82VALLE	I-82 Valley Mall Blvd Connection	14	☐	☐	☑	2,188	730	0	0	0	0	0	3,100
099	1LP608E	SR99/S 138th St Vicinity to N of S 130th St	11	☐	☑	☐	2,709	0	0	0	0	0	0	2,852
520	L1000054	SR 520 Avondale Rd and 405	48	☐	☐	☑	0	500	0	0	0	0	0	500
522	L1000036	Shell Valley Emergency Access Road	21	☐	☐	☑	25	225	0	0	0	0	0	250
525	MUKSIG	Highway 525 Intersection Improvements	21	☐	☐	☑	67	233	0	0	0	0	0	300
998	0LP500Z	State Infrastructure Bank	99	☐	☐	☑	0	1,809	1,809	1,809	1,809	1,809	3,618	14,023
998	0LP601I	Intersection and Corridor Safety Program	99	☐	☐	☑	4,194	0	0	0	0	0	0	9,622
999	0LP000A	Federal Funding Adjustment Option	99	☐	☐	☑	0	4,000	0	0	0	0	0	4,000
999	L1000019	Northwest Avenue Improvements	42	☐	☐	☑	767	0	0	0	0	0	0	767
999	L1000022	Lewis Street Overpass	16	☐	☐	☑	3,000	0	0	0	0	0	0	3,000
999	L1000032	Lake Forest Park Park and Ride	32	☑	☐	☐	100	400	0	0	0	0	0	500
Local Programs - Other Grants							**2,683**	**1,115**	**0**	**0**	**0**	**0**	**0**	**4,049**
000	2LP704E	Leavenworth Icicle Rail Station	12	☐	☐	☑	445	0	0	0	0	0	0	545
000	6LP705E	Spokane Street Car feasibility study	03	☐	☐	☑	99	0	0	0	0	0	0	250
005	L2000019	Regional Origin and Destination Study	22	☐	☐	☑	250	0	0	0	0	0	0	250
395	L2000020	Benton-Franklin-Walla Walla RTPO Columbia River Crossing Planning Study	08	☐	☐	☑	125	0	0	0	0	0	0	125
998	0LP601M	Passenger Only Ferry	34, 43	☐	☐	☑	1,764	1,115	0	0	0	0	0	2,879

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(Dollars in Thousands)

Route	Bin	Project	Leg Dist	-- Fund Source -- TPA	Nckl	Othr	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021 +	Total (incl. Prior)
Local Programs - Pedestrian Safety							**23,642**	**28,988**	**21,660**	**8,000**	**8,000**	**8,000**	**16,000**	**122,361**
164	L1000057	City of Auburn Auburn Way South Pedestrian Improvement Plan	31	☐	☐	☑	0	100	0	0	0	0	0	100
998	0LP600P	Pedestrian Safety/Safe Route to Schools	99	☑	☐	☑	23,642	28,888	21,660	8,000	8,000	8,000	16,000	122,261
Total All Projects							**4,187,477**	**5,675,178**	**3,368,767**	**1,949,321**	**1,280,957**	**1,126,719**	**3,749,858**	**28,878,224**

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Pedestrian and Bicycle Safety Program Projects and Safe Route to School Program Projects

LEAP Transportation Document 2011-A

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Pedestrian and Bicycle Safety Program Projects and Safe Routes to Schools Program Projects

Priority	Project Title	Agency	Leg District	Total Project Cost	Grant Funding	Cumulative Total
Safe Routes to Schools Program						
1	Creating Walking and Cycling Paths in Lynnwood	Lynnwood	21	$600,000	$250,000	$250,000
2	Sheridan Elementary - Safe Routes to School Project	Tacoma	27	$414,360	$379,960	$629,960
3	Mount Vernon Safe Routes to School 2010	Mount Vernon	40, 10	$368,100	$308,100	$938,060
4	Garfield Elementary School, Safe Walking Routes	Olympia	22	$58,700	$58,700	$996,760
5	Safe Routes to Prospect Point Elementary School	Walla Walla County	16	$1,054,000	$330,000	$1,326,760
6	Hawthorne Hike and Bike	Seattle	37	$150,500	$132,000	$1,458,760
7	Roxhill Elementary - Feet, Food and Fitness	Seattle	11	$579,000	$564,000	$2,022,760
8	Lea Hill Safe Walking/Cycling Route Improvements	Auburn	08, 09	$422,035	$398,500	$2,421,260
9	54th Avenue West Sidewalk Improvement Project	Mountlake Terrace	21	$509,304	$330,304	$2,751,564
10	Centralia 2010 School Safety Enhancement Program	Centralia	20	$316,950	$297,750	$3,049,314
11	Northwood Middle School and Farwell Elementary School Safety Project	Spokane County	6	$435,115	$373,794	$3,423,108
12	Sunset Elementary Safe Routes Grant 2010	Airway Heights	7	$324,565	$223,692	$3,646,800
13	North Kitsap Schools Poulsbo Campus Complex Safe Routes Program	Poulsbo	23	$353,000	$298,000	$3,944,800
14	Walk Route Safety Improvements - Hazelwood Elem	Snohomish County	21	$78,612	$78,000	$4,022,800
15	Cascade School District Safe Routes Program	Leavenworth	12	$378,000	$338,000	$4,360,800
16	Washington Way at 28th Avenue	Longview	19	$150,000	$150,000	$4,510,800
17	Castle Rock's Safe Routes to School Improvements	Castle Rock	19	$322,000	$322,000	$4,832,800
18	Anacortes Safe Routes Bike & Pedestrian Improvements	Anacortes	40	$775,000	$675,000	$5,507,800
19	Briarcrest Safe Routes	Shoreline	32	$425,000	$385,000	$5,892,800
20	Bradley Street - Morgen Owings Elementary to Gibson Ave	Chelan	12	$455,913	$423,413	$6,316,213
21	Dower Elementary - Safe Routes to School Project	Lakewood	28	$277,000	$257,000	$6,573,213
22	Peter Kirk Elementary	Kirkland	48	$512,600	$456,600	$7,029,813

Pedestrian and Bicycle Safety Program Projects and Safe Routes to Schools Program Projects

Priority	Project Title	Agency	Leg District	Total Project Cost	Grant Funding	Cumulative Total
23	Mark Twain Elementary - Safe Routes to School Program	Federal Way	30	$421,197	$386,057	$7,415,870
24	Lakota Middle School-Safe Routes to School Program Federal Way	Federal Way	30	$885,080	$859,080	$8,274,950
25	Beckonridge Drive Safe Routes to School Project	University Place	28	$900,000	$830,000	$9,104,950
26	Dearborn Park Elementary School Sidewalk	Seattle	11	$607,000	$587,000	$9,691,950
27	Lakeview Elementary	Kirkland	48	$348,000	$348,000	$10,039,950
28	Olympic Hills Elementary Sidewalk	Seattle	46	$439,500	$424,500	$10,464,450
29	27th Street Safe Routes to Schools Project	University Place	28	$1,010,000	$910,000	$11,374,450
30	Pasadena Park Elementary School Pathway Project	Spokane County	4	$464,846	$451,992	$11,826,442
Contingency Projects						
31	Wellesley Ave Sidewalk and Adams Road Sidewalk	Spokane Valley	4	$691,000	$628,000	$12,454,442
32	Prairie View Elementary School Sidewalk Project	Spokane County	39	$418,202	$408,465	$12,862,907
33	SR9 Pedestrian/Bicycle Safety Improvements Project	Sedro-Woolley	24	$904,000	$400,000	$13,262,907
34	SR 19 Pedestrian Crossing Improvement, Trail Connection, and Student Project	Jefferson County	11, 37	$464,844	$438,669	$13,701,576
35	Cascade View Elementary Safe Routes Demonstration Program	Tukwila	41	$642,050	$642,050	$14,343,626
36	Highlands Elementary - Monroe Ave Sidewalk Improvements	Renton	28	$360,000	$315,000	$14,658,626
37	44th Street Safe Routes to School Project	University Place	9	$890,000	$820,000	$15,478,626
38	Grantham Sidewalk Improvements	Grantham Elementary	12	$444,031	$444,031	$15,922,657
39	Okanogan and Red Apple Road Sidewalks and Pedestrian Enhancements	Wenatchee	28	$261,500	$191,500	$16,114,157
40	Lochburn Middle School - Safe Routes to School Project	Lakewood		$392,000	$367,000	$16,481,157
Pedestrian and Bicycle Safety Program						
1	North Division Street (US 2)	Spokane	6	$233,535	$214,035	$214,035
2	SR 202 Rechannelization	Redmond	48	$506,200	$400,000	$614,035
3	Kent Kangley Pedestrian Safety Project	Kent	47	$416,200	$416,200	$1,030,235

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Pedestrian and Bicycle Safety Program Projects and Safe Routes to Schools Program Projects

Priority	Project Title	Agency	Leg District	Total Project Cost	Grant Funding	Cumulative Total
4	Browne St / Division St Couplet	Spokane	3	$423,000	$410,000	$1,440,235
5	Mill Plain Blvd - Hybrid Pedestrian Beacons and Lead Pedestrian Intervals	Vancouver	49	$499,000	$499,000	$1,939,235
6	Comprehensive Education Project	Spokane	6	$176,510	$116,450	$2,055,685
7	Indian Street Pedestrian and Bicycle Safety Project	Bellingham	40	$478,000	$193,000	$2,248,685
8	Samish Way Pedestrian and Bicycle Safety Improvement Project	Bellingham	40	$500,000	$400,000	$2,648,685
9	2011 Pedestrian Safety Education Campaign	Seattle	36, 37, 43, 46	$280,000	$260,000	$2,908,685
10	SR 164 Auburn Way South Corridor Improvement Plan	Auburn	8, 9	$840,830	$740,830	$3,649,515
11	Monroe Street	Spokane	6	$91,100	$80,600	$3,730,115
12	Evergreen Way (SR99) Airport Rd to 112th Street Pedestrian Safety	Everett	38	$390,000	$390,000	$4,120,115
13	Aurora Ave N and N 95 St New Signal	Seattle	46	$615,000	$585,000	$4,705,115
14	2011 Accessible Pedestrian Signals	Seattle	36, 37, 43, 46	$246,000	$246,000	$4,951,115
15	Nevada Street	Spokane	6	$109,960	$100,460	$5,051,575
16	Northup Way Pedestrian Crossing Safety Enhancements	Bellevue	48	$442,700	$355,000	$5,406,575
17	Rainier Beach Pedestrian Improvements	Seattle	37	$275,000	$275,000	$5,681,575
18	North Everett Pedestrian and Bicycle Safety	Everett	38	$410,000	$410,000	$6,091,575
19	15th Ave at Douglas and Hemlock Streets	Longview	19	$200,000	$200,000	$6,291,575
20	US Hwy 101 Pedestrian Crossing Safety Project	Aberdeen	19	$665,000	$665,000	$6,956,575
21	College Street and 22nd Avenue Traffic Calming Project	Lacey	22	$2,500,000	$1,750,000	$8,706,575
22	South Fisher Place at Rainier Ave S Sidewalk	Seattle	37	$519,000	$509,000	$9,215,575
23	Madison Avenue Non-motorized Safety Improvement Project	Bainbridge Island	23	$240,000	$240,000	$9,455,575
24	Cooper Point Road Pedestrian Crossing Improvement	Olympia	22	$249,400	$199,520	$9,655,095
25	Stratford Road Crosswalk Project	Moses Lake	13	$150,000	$150,000	$9,805,095
Contingency Projects						

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Pedestrian and Bicycle Safety Program Projects and Safe Routes to Schools Program Projects

Priority	Project Title	Agency	Leg District	Total Project Cost	Grant Funding	Cumulative Total
26	SR 303 Pedestrian and Bicycle Safety Improvements	Bremerton	23	$1,000,000	$1,000,000	$10,805,095
27	Sullivan Rd Sidewalk Project	Spokane Valley	4	$867,000	$842,000	$11,647,095
28	Israel Road Pedestrian Improvement	Tumwater	22	$320,000	$320,000	$11,967,095
29	16th Ave and Fruitvale Blvd Intersection Pedestrian Improvements	Yakima	14	$370,000	$370,000	$12,337,095
30	Capitol Mall Drive and Alta Street Pedestrian Crossing	Olympia	22	$267,345	$213,875	$12,550,970
31	Powerhouse Road Sidewalk	Yakima	14	$465,000	$465,000	$13,015,970
32	SR 240 Multi-Purpose Trail	Richland	8	$680,000	$680,000	$13,695,970
33	Cascade View Elementary Safe Routes Demonstration Program	Tukwila	11, 37	$642,050	$642,050	$14,338,020
34	Sheridan Elementary Safe Routes to School Project	Tacoma	27	$431,606	$397,206	$14,735,226
35	City of Federal Way Pedestrian & Bicycle Safety Program	Federal Way	30	$240,460	$198,000	$14,933,226

Regional Mobility Grant Program

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Regional Mobility Grant Program

Project Title	Agency	2011-2013 Funding	2013-2015 Funding	Total Grant Funding	Total Project Cost	% of Project Funded by Grant
Swift Bus Rapid Transit Operations	Community Transit	$2,500,000	$0	$2,500,000	$20,822,900	12.0%
Central Eastside Transit Service Improvement	King County Metro	$2,139,571	$0	$2,139,571	$5,216,484	41.0%
Salmon Creek Interchange Park and Ride	Clark County	$500,000	$0	$3,400,000	$8,700,000	39.1%
Hawks Prairie Park and Ride	Intercity Transit	$3,526,892	$0	$3,526,892	$8,207,095	43.0%
Southeast King County Connectors	King County Metro	$3,863,579	$0	$3,863,579	$8,879,608	43.5%
S 200th Intermodal Station and park and ride	Sound Transit	$3,600,000	$1,613,789	$5,213,789	$70,400,000	7.4%
Tukwila Urban Center - Transit Center	City of Tukwila	$3,900,000	$835,000	$4,735,000	$7,527,000	62.9%
N 192nd St to N205th St BAT Lanes	City of Shoreline	$5,507,839	$850,000	$6,357,839	$38,941,413	16.3%
South Kirkland Park and Ride Expansion	King County Metro	$485,000	$540,000	$1,025,000	$7,275,000	14.1%
Rainier Ave. S. Bus Access Transit Lanes	City of Renton	$1,500,000	$0	$1,500,000	$42,979,720	3.5%
NW Market/45th St. Transit Priority Corridor Improvements	Seattle Dept of Transportation	$4,000,000	$0	$4,000,000	$8,870,600	45.1%
King Street Station Restoration Project	Seattle Dept of Transportation	$1,250,000	$0	$1,250,000	$2,825,632	44.2%
112th and Pacific/SR 7 Transit Access Improvements	Pierce Transit	$700,883	$1,115,645	$1,816,528	$2,375,658	76.5%
Poulsbo SR 305/3 Park and Ride	Kitsap Transit	$1,900,000	$0	$1,900,000	$2,900,000	65.5%
Lakewood Station Connection	City of Lakewood	$3,000,000	$0	$3,000,000	$4,412,428	68.0%
Plaza Improvements - Wall Street Reconfiguration	Spokane Transit	$1,352,000	$0	$1,352,000	$1,690,000	80.0%
Contingency List						
Alger Park and Ride	Skagit Transit	$1,198,350	$0	$1,198,350	$1,763,750	67.9%
New Link (light rail) Platform	City of Tacoma	$350,000	$0	$350,000	$500,000	70.0%
Parker Road - SR 20 Realignment and Transit Park	Island Transit	$896,000	$0	$896,000	$1,120,000	80.0%
RapidRide D Line	King County Metro	$6,000,000	$0	$6,000,000	$8,575,000	70.0%
Lakewood to Seattle Commuter Rail Expansion - Vehicles	Sound Transit	$4,500,000	$0	$4,500,000	$13,500,000	33.3%
Seattle - Port Townsend Ferry	Port of Port Townsend	$860,000	$140,000	$1,000,000	$2,500,000	40.0%
Southwest Seattle/Burien Service Improvements	King County Metro	$1,362,702	$1,613,789	$2,976,491	$4,252,131	70.0%

LEAP Transportation Document 2011-B as developed April 19, 2011
Regional Mobility Grant Program

Project Title	Agency	2011-2013 Funding	2013-2015 Funding	Total Grant Funding	Total Project Cost	% of Project Funded by Grant
Tumwater/DuPont/Lakewood - Expanded Express Service	Intercity Transit	$2,723,968	$1,103,968	$3,827,936	$4,784,920	80.0%
Sunday Service	Community Transit	$1,689,001	$2,622,912	$4,311,913	$6,159,876	70.0%
Seattle Express Bus Service	Intercity Transit	$693,808	$860,258	$1,554,066	$1,942,582	80.0%
SR522 Peak Period Transit Service Improvements	King County Metro	$226,536	$198,447	$424,983	$531,228	80.0%
SoundRunner Foot Ferry	Port of Kingston	$310,000	$240,000	$550,000	$4,285,000	12.8%
Hanford Site - New Service and 3 New Buses	Ben Franklin Transit	$1,640,000	$0	$1,640,000	$2,050,000	80.0%

Appendices

- **Appendix A –** Glossary
- **Appendix B –** Transportation Equipment Fund
- **Appendix C –** Miscellaneous Transportation Programs Account
- **Appendix D –** WSDOT Organization Chart

Appendix A – Glossary

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 time period. Only the Legislature can make appropriations in Washington State.

Biennium
A 24-month period extending from July 1 of odd numbered years to June 30 of odd numbered years to which the appropriation legislation applies. For example, the 2011-13 biennium extends from July 1, 2011 to June 30, 2013.

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.

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 2012 is the 12-month period from July 1, 2011 to June 30, 2012.

FTEs
Full Time Equivalent staff. In the department, one FTE equates to approximately 1,757.33 hours of work for fiscal year 2012 and is determined by available hours less holidays and a three-year historical average of vacation and sick leave taken. The factors

for conversion are calculated on a monthly basis for regular full-time employees, 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 only be used 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

Transportation Equipment Fund
Business Plan

Business Mission

To provide Transportation Equipment Fund (TEF) customers with reliable, well maintained vehicles, equipment, and radio communications that meet the needs of users so they may accomplish their services to the public in a safe, efficient, timely and cost effective manner.

Business Description

RCW 47.08.120 gives Washington State Department of Transportation (WSDOT) the authority to operate the Transportation Equipment Fund to provide equipment and related services to other department programs. The TEF program functions as a non-appropriated proprietary fund program that charges rates for equipment used by customers to fully recover expenditures. TEF services are available to any state or local government agency; however, WSDOT programs are the principal customers.

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 equipment. In addition to furnishing equipment, the program operates 32 vehicle and communications service and repair facilities throughout the state. These facilities are also available to other government agencies when workload allows.

TEF also owns and operates 130 vehicle fuel stations throughout the state that provide direct service to WSDOT and Washington State Patrol (WSP). These stations are also available to other government agencies. TEF fueling stations issue approximately seven million gallons each year.

The program also provides and maintains the department's statewide wireless communications system and equipment.

Marketing Plan

The business plan assumes that the department’s vehicle and equipment needs and related services will not change significantly over the next ten years. This results in planned levels of services provided by TEF that will be increased from the current level. TEF’s revenue plan is designed to provide adequate funding for the planned expenses for operating and administrative costs. Funding shortfalls dictate the need to defer some vehicle and equipment replacements. The program has a funding plan, over the next ten years, to make up the remaining backlog. Equipment rental charges paid by TEF customers are the program’s major revenue source, accounting for about 80 percent of the total revenue. Income is also derived from the sale of fuel to other local and state agencies, sales of aged vehicles and equipment, and interest income on cash balances of the Transportation Equipment Fund.

Operational Production Plan

Facilities Assessment

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

Expenditures for the replacement of equipment normally would be about 37.8 percent of the TEF budget but funding constraints has required the funding level to be reduced to 29.4 percent for the 2011-13 biennium expenditures in the six-year financial plan. Due to funding challenges, the program has had to alter its established replacement program. Each type of equipment has a replacement schedule based on equipment age, use, and lowest lifecycle cost. TEF periodically reviews these schedules to identify necessary revisions to replacement criteria.

Labor Requirements

As a result of extending equipment replacement life cycles, there has been an increase in repairs and maintenance requirements. There may be a need for additional staff to continue providing adequate maintenance and repair support.

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 have risen to 50.3 percent of total TEF operating expenditures. Fuel costs are extremely difficult to predict or control. WSDOT fuel consumption is determined by equipment utilization, which is greatly affected by the weather. 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 older vehicles with more fuel-efficient models, this should favorably impact fuel consumption and expenditures.

The purchase of repair parts represents about 11 percent of total TEF operating expenses.

General operating supplies include items such as office materials, shop supplies, parts cleaning compounds, restroom supplies, and other such items. This expense varies with the number of employees and is anticipated to remain constant during the plan period.

Quality Control Requirements

The program has in place 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, there is a proper division of duties, and the equipment rental rates are fair and equitable. The program's Board of Directors provides guidance for program operating policy and financial planning. The TEF program has in place several internal performance measures to evaluate its service delivery.

Outline of Daily Operations

Daily TEF program operations include the following activities:

- Purchase new units to replace aged/wrecked vehicles and equipment.
- Perform asset management responsibilities.
- Maintain the Fleet and Equipment 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.
- Monitor, analyze and report program performance.

Significant Changes, Challenges, or Opportunities

The TEF business plan for the 2011-13 biennium funds the cost of fuel at March 2011 consensus price projections, which includes legislative mandates to use ethanol and biodiesel.

Performance Assessment

TEF business objectives support the department's strategic goals to better leverage agency funds and to maximize the use of existing funds. To evaluate its performance in accomplishing these objectives, the program has developed internal performance measures for service delivery.

Strategic Assessment

The program continues to evaluate operational and administrative requirements in conjunction with its financial plan and the department's overall budget.

TEF Financial Plan			
(Dollars in Thousands)			
	2011-13	**2013-15**	**2015-17**
Beginning Cash Balance	**$10,580.4**	**$602.4**	**$602.4**
Revenue:			
- Other revenue	$1,121.0	$1,154.0	$1,202.0
- Fuel sales	$22,813.0	$22,813.0	$22,813.0
- Equipment sales	$3,010.0	$5,100.0	$5,176.0
- Interest income	$508.0	$508.0	$508.0
- Equipment rental revenue	$109,150.0	$127,766.0	$129,246.0
Total Revenue	**$136,602.0**	**$157,341.0**	**$158,945.0**
Operating Expenses:			
- Labor (Includes Program S)	$30,320.0	$30,685.0	$30,685.0
- Fuel	$48,490.0	$48,490.0	$48,490.0
- Repair parts	$10,660.0	$10,971.0	$11,423.0
- Outside services	$3,070.0	$3,159.0	$3,290.0
- Fees to other agencies	$554.0	$580.0	$610.0
- Other	$3,322.0	$3,431.0	$3,591.0
Total Operating Expenses	**$96,416.0**	**$97,316.0**	**$98,089.0**
Equipment Purchasing Expenses	**$49,364.0**	**$60,025.0**	**$60,856.0**
Total Expenses:	**$145,780.0**	**$157,341.0**	**$158,945.0**
Adjustment for fuel and parts inventory	**($800.0)**	**$0.0**	**$0.0**
Ending Cash Balance:	**$602.4**	**$602.4**	**$602.4**

Appendix C – Miscellaneous Transportation Programs Account

Miscellaneous Transportation Programs Account

The Miscellaneous Transportation Programs Account (Fund 784) was created by the Legislature in 1997 (RCW 47.04.220). The account was established to track federal funds that are administered by the department and are passed through to local governments, and to track expenditures for services the department provides to other public and private entities for which the department receives reimbursement. This account is "non-appropriated," which means that the Legislature does not create in law a specific budget amount; and this account is "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 still 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 on the expenditures processed through this account.

Expenditures on behalf of other state agencies and the reimbursements are also recorded in this account. For internal department allotment procedures, expenditures that are reimbursable from other state agencies are shown in the spending plan as positive amounts, but are offset in total by negative amounts in object S--Interagency Reimbursements, so that net expenditures reported in Fund 784 for other state agencies are equal to zero. There is no off-set in the spending plan for other public or private entities, because their reimbursements are recorded in the accounting system as revenue, rather than as a negative expenditure.

Miscellaneous Transportation Programs Account Activities

Programs that use the Miscellaneous Transportation Programs Account include:

Program C—Office of Information Technology

The Office of Information Technology reimbursable services are related to interagency agreements with other state agencies as well as municipalities.

Subprogram C3–Infrastructure Services uses Fund 784 to perform reimbursable work on behalf of other state agencies and municipalities for network and fiber optic installation and collocation.

Subprogram C5–Enterprise Applications uses Fund 784 to perform reimbursable work on the Collision Location Accident System (CLAS) for the Washington State Patrol.

Program D—Facilities
Program D uses Fund 784 to record expenditures and reimbursements from the following state agencies: (1) the Washington State Patrol for utilities and facility maintenance in the Southwest Region where they use a portion of department facilities at region headquarters in Vancouver and at the section maintenance facility at Naselle; (2) Washington State Department of Parks and Recreation for electricity billed to WSDOT, but used by Parks and Rec. at the WSDOT maintenance site at Hyak, Washington. This fund is also used to record expenditures for non-state agencies and private entities for which the program provides services, such as utilities used by the Wenatchee National Forest at a wireless communication site.

Program I—Improvements
The department provides project design services and construction project administration to the Central Puget Sound Regional Transit Authority (Sound Transit) for that agency's regional express bus program. Projects involving the department include direct access ramps to state highways for Sound Transit buses and carpools and related high occupancy vehicle (HOV) and supporting facilities such as park and ride lots.

Program K—Public Private Partnerships
Public Private Partnerships' reimbursable services are related to interagency agreements with other state agencies. Program K receives reimbursement for the Washington State Department of Commerce for work on the I-5 Electric Highway Project.

Program M—Highway Maintenance
The Highway Maintenance Program reimbursable services consist of maintenance work performed for cities and counties, and the federal government on roads that are not part of the state system.

Program P—Preservation – Subprogram P9 – Sales and Services to Others
This program accounts for several types of reimbursable services that are provided to other government agencies and private parties. They include services of the department's Materials Laboratory and Geographic 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 that gives businesses the opportunity to place their names on motorist information signs. Businesses are charged a fee to reimburse the department for the costs of the program.

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 and the annual statewide communicator's conference organized by the Communications Office. The expenditures for these conferences are allotted once they are scheduled.

Subprogram S2, Finance and Administration utilizes Fund 784 by the Enterprise Risk Management Office, which provides vehicle claim investigation services that are reimbursed by the Department of Enterprise Services.

Program T—Transportation Planning, Data, and Research
Subprogram T2: Statewide Travel & Collision Data office uses Fund 784 to account for reimbursement of traffic counts completed for local government agencies at their request. The GIS and Roadway Data Office uses Fund 784 to respond to requests for digital copies of State Route imagery used in tort defense.

Subprogram T6 Pass Through Funds: Program T administers the distribution of federal funds to the state's eleven Metropolitan Planning Organizations to support their transportation planning activities.

Program V—Public Transportation
Public Transportation administers federal grants from the Federal Transit Administration (FTA) that are given to public and private transit agencies. The FTA grant programs that are included in the Miscellaneous Transportation Programs Account include the following: (1) the Section 5310 program that provides grants to non-profit agencies serving the elderly and persons with disabilities; (2) the Section 5311 program that funds projects to improve public transportation in non-urban areas; (3) Section 5309 grants for bus purchases and other transit equipment; (4) the 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) the Section 5317 program that provides transportation to persons with disabilities, beyond the requirements of the Americans with Disabilities Act. In addition, the division is responsible for the selection, administration, and reporting of FTA funds provided by the American Recovery and Reinvestment Act of 2009.

Program W—Ferries Construction
Program W uses Fund 784 to purchase and install security equipment at terminals and on vessels. These purchases are reimbursed by Washington State Military Department's Emergency Management Division. Fund 784 will also be used for the Fauntleroy Terminal-Barton Pump Station Upgrade, which will be reimbursed by King County.

Program Z—Local Programs–Capital
Off state system projects – Subprogram Z2: Local Programs is responsible for administering federal funds that are earmarked for city and county highway projects, including federal funds

from the American Recover and Reinvestment Act (ARRA) of 2009. Also included are projects for which cities and counties fully reimburse the department.

Local agency investments on the state system – Subprogram Z9: The Miscellaneous Transportation Programs Account is used for projects on the state system that are paid for with local or federal funding sources.

Shown below are allotments by program for 2011-13.

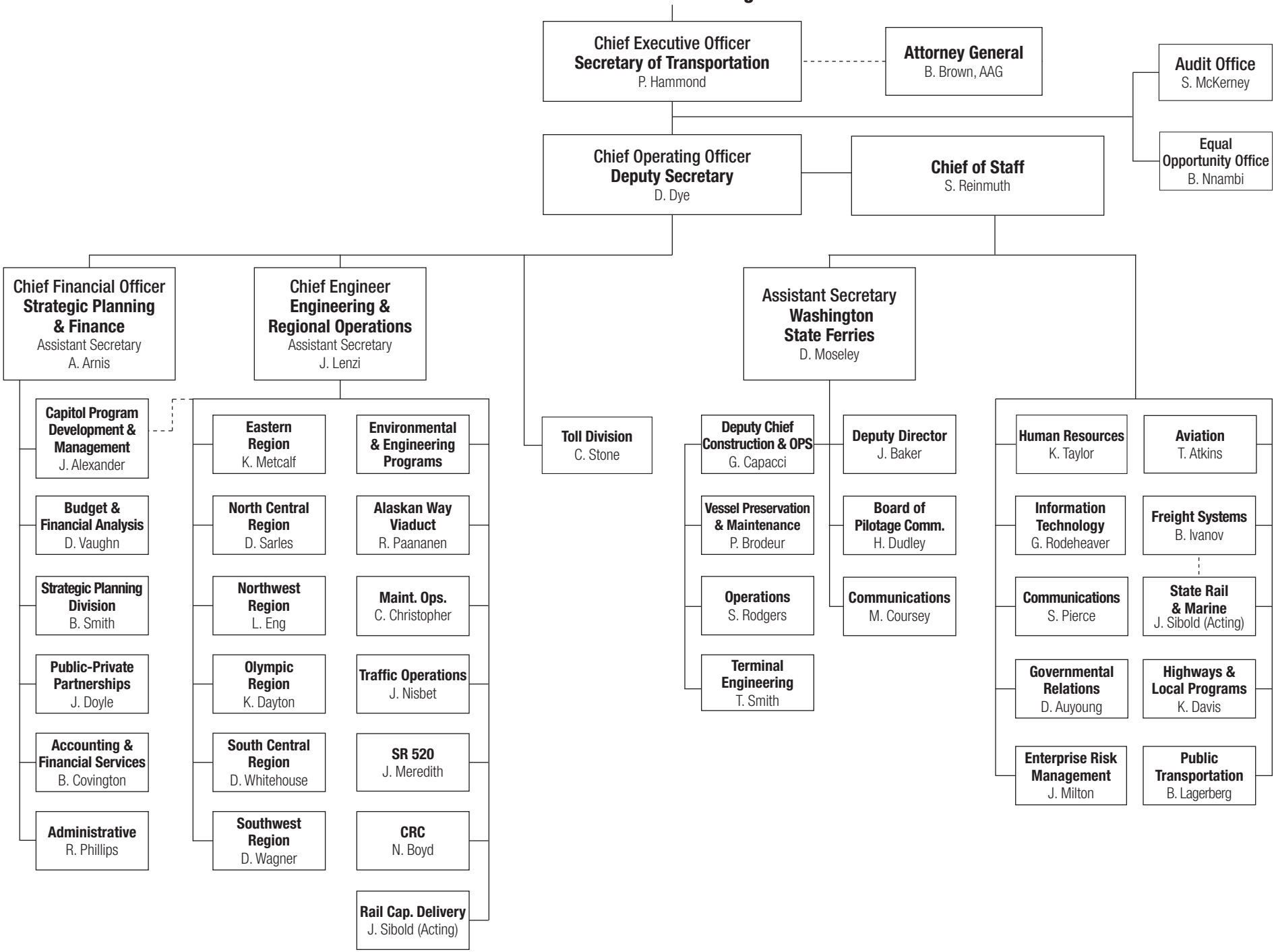
Miscellaneous Transportation Programs Account				
2011-13 Allotments as of November 2011				
Program	**Dollars**	**ARRA Funds**	**Total**	**FTE**
Pgm. C--Information Technology	3,000		3,000	1.0
Pgm. D--Facilities	800		800	-
Pgm. I--Highway Improvements	68,710,000		68,710,000	48.0
Pgm. K--Public Private Partnerships	0		0	-
Pgm. M--Highway Maintenance	3,220,000		3,220,000	27.0
Pgm. P--Highway Preservation	7,426,000		7,426,000	31.0
Pgm. Q--Traffic Operations	2,906,000		2,906,000	12.0
Pgm. S--Transportation Management	40,500		40,500	
Pgm. T--Transp. Planning, Data, & Research	17,957,000		17,957,000	2.3
Pgm. V--Public Transportation	32,533,520	1,460,200	33,993,720	11.9
Pgm. W--Ferries	403,000		403,000	0.2
Pgm. Z--Local Programs	417,594,000	30,000,000	447,594,000	61.0
Total	**550,793,820**	**31,460,200**	**582,254,020**	**194.4**

Appendix D – WSDOT Organization Chart

Washington State Department of Transportation

Paula J. Hammond, P.E.

8-17-2011
Date



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