An update on preliminary engineering and right-of-way acquisition for the previous quarter;

(ii) Planned objectives for right-of-way and preliminary engineering for the ensuing quarter;

(iii) An updated comparison of the total appropriation authority for the project by state;

(iv) An updated comparison of the total expenditures to date on the project by state; and

(v) The committed funding provided by the state of Oregon to right-of-way acquisition.

(8)(a) $5,000,000 of the motor vehicle account--federal appropriation and $200,000 of the motor vehicle account--state appropriation are provided solely for the I-90 Comprehensive Tolling Study and Environmental Review project (100067T). The department shall prepare a detailed environmental impact statement that complies with the national environmental policy act regarding tolling Interstate 90 between Interstate 5 and Interstate 405 for the purposes of both managing traffic and providing funding for the construction of the unfunded state route number 520 from Interstate 5 to Medina project. As part of the preparation of the statement, the department must review any impacts to the network of highways and roads surrounding Lake Washington. In developing this statement, the department must provide significant outreach to potential affected communities. The department may consider traffic management options that extend as far east as Issaquah.

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

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

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

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

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

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

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