
BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: H-3638.1/26

ATTY/TYPIST: MFW:jlb

BRIEF DESCRIPTION: Making supplemental transportation appropriations
for the 2025-2027 fiscal biennium.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 36.78.130, 46.68.396, and 46.68.520; amending 2025 c 416
3 ss 105, 109, 110, 117, 201, 202, 203, 204, 205, 206, 207, 208, 209,
4 210, 211, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224,
5 302, 304, 305, 306, 307, 308, 309, 310, 311, 401, 402, 403, 404, 405,
6 406, 407, 601, 606, 609, and 701 (uncodified); creating a new
7 section; making appropriations and authorizing expenditures for
8 capital improvements; and declaring an emergency.

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

10 **2025-2027 FISCAL BIENNIUM**

11 NEW SECTION. **Sec. 1.** The legislature finds that this budget
12 proposal reflects the ongoing challenges budget writers encounter in
13 addressing the State of Washington's transportation system needs.
14 Factors like ballooning project costs, bridge failures, and roads in
15 disrepair put considerable pressure on transportation revenues that,
16 despite recent tax increases, continue to trend downward. Resources
17 attributed to the Climate Commitment Act are also expected to wane
18 over time.

19 As the legislature awaits the results of mediation between the
20 Attorney General's Office and Tribes in Washington State to implement

1 the next phase of culvert restoration, the budget writers have
2 determined that now is not the time for further bond authorizations,
3 which may limit the ability of the legislature to address foreseen
4 and not yet foreseen transportation needs.

5 Recognizing the necessity to invest more in the state's aging
6 infrastructure, this budget proposal increases preservation and
7 maintenance spending this biennium and provides an additional \$500
8 million in the 2027-2029 fiscal biennium, demonstrating the
9 legislative commitment to prioritizing preservation and maintenance
10 now and in the future.

11 With respect to the state's ferry system, this budget proposal
12 commits to ongoing efforts to construct new vessels and maintain
13 existing levels of service. In lieu of funding three additional
14 ferries in this budget, the budget writers propose a process through
15 which the Joint Transportation Committee will make recommendations to
16 address our ferry system needs, including options to fund those
17 recommendations in the context of all the state's transportation
18 system needs.

(End of part)

1 **GENERAL GOVERNMENT AGENCIES—OPERATING**

2 **Sec. 101.** 2025 c 416 s 105 (uncodified) is amended to read as
3 follows:

4 **FOR THE DEPARTMENT OF AGRICULTURE**

5 Motor Vehicle Account—State Appropriation. (~~(\$1,530,000)~~)
6 \$1,551,000

7 **Sec. 102.** 2025 c 416 s 109 (uncodified) is amended to read as
8 follows:

9 **FOR THE BOARD OF PILOTAGE COMMISSIONERS**

10 Pilotage Account—State Appropriation. (~~(\$3,335,000)~~)
11 \$3,706,000

12 **Sec. 103.** 2025 c 416 s 110 (uncodified) is amended to read as
13 follows:

14 **FOR THE ECONOMIC AND REVENUE FORECAST COUNCIL**

15 Motor Vehicle Account—State Appropriation. (~~(\$987,000)~~)
16 \$1,012,000

17 NEW SECTION. **Sec. 104. FOR THE DEPARTMENT OF NATURAL RESOURCES**

18 Carbon Emissions Reduction Account—State
19 Appropriation. \$2,000,000

20 **Sec. 105.** 2025 c 416 s 117 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF REVENUE**

23 Motor Vehicle Account—State Appropriation. \$2,460,000

24 The appropriation in this section is subject to the following
25 conditions and limitations: \$2,460,000 of the motor vehicle account—
26 state appropriation is provided solely for implementation of chapter
27 417, Laws of 2025 (transportation resources). (~~If chapter~~
28 ~~(Engrossed Substitute Senate Bill No. 5801), Laws of 2025 is not~~
29 ~~enacted by June 30, 2025, the amount provided in this section~~
30 ~~lapses.))~~

(End of part)

TRANSPORTATION AGENCIES—OPERATING

Sec. 201. 2025 c 416 s 201 (uncodified) is amended to read as follows:

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

Highway Safety Account—State Appropriation.	((\$9,794,000))
	<u>\$9,847,000</u>
Highway Safety Account—Federal Appropriation.	((\$39,998,000))
	<u>\$50,001,000</u>
Highway Safety Account—Private/Local Appropriation.	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation.	\$400,000
School Zone Safety Account—State Appropriation.	\$850,000
TOTAL APPROPRIATION.	((\$51,102,000))
	<u>\$61,158,000</u>

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

(1) \$600,000 of the highway safety account—state appropriation is provided solely for the commission to purchase telematics data from a qualified vendor that provides anonymized information on vehicle speeds and driver behaviors, such as hard braking, on a statewide basis and in selected geographical areas based upon demographic characteristics and crash history. The commission must provide an annual report summarizing findings from the telematics data to the transportation committees of the legislature beginning by June 30, 2025, and until June 30, 2027.

(2) \$1,500,000 of the highway safety account—state appropriation is provided solely for a pilot program for dedicated probation or compliance officers at the local level to improve compliance with ignition interlock device installation requirements associated with impaired driving offenses. The commission must select locations based on an assessment of ignition interlock device compliance rates, and the willingness and ability to have staff dedicated to this activity. The commission must provide to the transportation committees of the legislature a preliminary status report on the specific locations selected and any outcome information by December 1, 2025, with a final report due by June 30, 2027.

(3) \$2,000,000 of the highway safety account—state appropriation is provided solely to implement a multifaceted approach to supplement

1 existing funding targeted at impaired driving and other enforcement.
2 The areas of emphasis expected to be funded include additional high
3 visibility enforcement and indigenous knowledge-informed tribal
4 traffic safety support. Funding is also provided for the commission
5 to administer and provide oversight of these activities. The
6 commission must provide a preliminary report to the transportation
7 committees of the legislature and the office of financial management
8 on these funded activities and any outcome information by December 1,
9 2025, with a final report due by December 1, 2026.

10 (4) \$350,000 of the highway safety account—state appropriation is
11 provided solely to complete an annual report on impacts of the
12 automated traffic safety cameras used in the state as required in RCW
13 46.63.220(6)(b)(ii), beginning July 1, 2026.

14 **Sec. 202.** 2025 c 416 s 202 (uncodified) is amended to read as
15 follows:

16 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

17 Rural Arterial Trust Account—State Appropriation.	((\$4,059,000))
	<u>\$4,058,000</u>
19 Motor Vehicle Account—State Appropriation.	((\$3,532,000))
20	<u>\$3,567,000</u>
21 County Arterial Preservation Account—State	
22 Appropriation.	((\$4,549,000))
23	<u>\$4,548,000</u>
24 <u>County Road Administration Board Emergency Loan</u>	
25 <u>Nonappropriated Account—State Appropriation.</u>	<u>\$3,000,000</u>
26 <u>Move Ahead WA Account—State Appropriation.</u>	<u>\$267,000</u>
27 TOTAL APPROPRIATION.	((\$12,140,000))
28	<u>\$15,440,000</u>

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

31 (1) Within appropriated funds, the county road administration
32 board may opt in as provided under RCW 70A.02.030 to assume all of
33 the substantive and procedural requirements of covered agencies under
34 chapter 70A.02 RCW. The board shall include in its 2025 and 2026
35 annual reports to the legislature a progress report on opting into
36 the healthy environment for all act and a status report on diversity,
37 equity, and inclusion within the board's jurisdiction. The county

1 road administration board may revise program standards, as needed,
2 with legislative consultation.

3 (2) \$2,500,000 of the rural arterial trust account—state
4 appropriation and \$2,500,000 of the county arterial preservation
5 account—state appropriation are provided solely for a grant program
6 to assist counties and cities with the costs associated with
7 obtaining a new federal highway administration load rating for
8 bridges to accommodate legal loads as authorized under RCW 46.44.041.

9 (3) \$3,000,000 of the county road administration board emergency
10 loan account—nonappropriated appropriation is provided solely for the
11 board to award emergency loans for repairs and restoration of roads
12 and bridges to counties and cities that experienced flooding,
13 landslides, and infrastructure damage as a result of historically
14 high rainfall levels in western Washington in December 2025. It is
15 the intent of the legislature that communities awaiting federal
16 funding relief have access to emergency loans to more rapidly begin
17 repairing county roadway sections or structures that were severely
18 damaged, destroyed, or substantially restricted to normal use due to
19 the natural event. It is also the intent of the legislature to
20 revisit the amounts appropriated in this section after data is
21 collected and available from counties and cities for consideration in
22 the 2027 legislative session.

23 **Sec. 203.** 2025 c 416 s 203 (uncodified) is amended to read as
24 follows:

25 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

26 Complete Streets Grant Program Account—State

27	<u>Appropriation.</u>	<u>\$163,000</u>
28	Transportation Improvement Account—State	
29	Appropriation.	<u>((\$4,771,000))</u>
30		<u>\$4,876,000</u>
31	<u>TOTAL APPROPRIATION.</u>	<u>\$5,039,000</u>

32 The appropriation in this section is subject to the following
33 conditions and limitations: Within appropriated funds, the
34 transportation improvement board may opt in as provided under RCW
35 70A.02.030 to assume all of the substantive and procedural
36 requirements of covered agencies under chapter 70A.02 RCW. The board
37 shall include in its 2025 and 2026 annual reports to the legislature
38 a progress report on opting into the healthy environment for all act

1 and a status report on diversity, equity, and inclusion within the
2 board's jurisdiction. The transportation improvement board may revise
3 program standards, as needed, with legislative consultation.

4 **Sec. 204.** 2025 c 416 s 204 (uncodified) is amended to read as
5 follows:

6 **FOR THE JOINT TRANSPORTATION COMMITTEE**

7	Carbon Emissions Reduction Account—State	
8	Appropriation.	((\$624,000))
9		<u>\$1,264,000</u>
10	Motor Vehicle Account—State Appropriation.	((\$3,379,000))
11		<u>\$3,688,000</u>
12	Multimodal Transportation Account—State	
13	Appropriation.	((\$350,000))
14		<u>\$850,000</u>
15	TOTAL APPROPRIATION.	((\$4,353,000))
16		<u>\$5,802,000</u>

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

19 (1) \$75,000 of the motor vehicle account—state appropriation is
20 for the joint transportation committee, in collaboration with the
21 facilities program within the department of transportation, to
22 evaluate the cost and benefits associated with having the facilities
23 program take on full responsibility for planning and support of some
24 or all of the facilities currently operated by the Washington state
25 ferries. The joint transportation committee must provide a
26 preliminary assessment, including any recommendations, by December 1,
27 2025. The joint transportation committee must prepare a final report,
28 including any recommendations, by October 1, 2026.

29 (2) \$390,000 of the motor vehicle account—state appropriation is
30 for the joint transportation committee, from amounts set aside out of
31 statewide fuel taxes distributed to cities according to RCW
32 46.68.110(2), for the following activities:

33 (a) \$250,000 is to contract with the association of Washington
34 cities for the contracting for a facilitator for the process of
35 updating the memorandum of understanding reached by the association
36 of Washington cities and the Washington state department of
37 transportation in 2013 for the construction, operations, and
38 maintenance responsibilities for city streets as part of state

1 highways. With the help of the facilitator, a work group must be
2 convened to collaborate on updating the agreement and developing
3 recommendations for maintaining the agreement. Work group
4 participants must consist of six members representing cities,
5 appointed by the association of Washington cities, and six members of
6 the Washington state department of transportation. The final work of
7 the facilitated process must be completed by June 2027.

8 (b) \$140,000 is for the joint transportation committee to
9 contract for an update to the 2019 assessment of city transportation
10 funding needs to assess the current state of city transportation
11 funding, identify emerging issues, and recommend funding sources to
12 meet current and future needs. The association of Washington cities
13 and the Washington department of transportation shall provide
14 technical support to the study. The joint transportation committee
15 must issue a report of its findings and recommendations to the
16 transportation committees of the legislature by September 2026.

17 (3) \$75,000 of the motor vehicle account—state appropriation is
18 for the joint transportation committee to continue the alternative
19 project delivery methods and innovative practices study under section
20 204(9), chapter 310, Laws of 2024. The next phase of the study must
21 provide additional consultation on collaborative procurement and
22 contracting approaches that may be used by the Washington state
23 department of transportation in public works contracting to increase
24 contract competition and support containing costs and project
25 delivery schedule. A supplemental report on findings and
26 recommendations, including any changes in current practice and
27 statutory requirements, is due to the transportation committees of
28 the legislature by December 1, 2025.

29 (4) \$274,000 of the carbon emissions reduction account—state
30 appropriation is reappropriated for the joint transportation
31 committee for a study of the impacts of implementing California's
32 emissions standards for ocean-going vessels at berth in Titles 13 and
33 17 of the California Code of Regulations in Washington. The joint
34 transportation committee must report to the transportation committees
35 of the legislature by December 31, 2025.

36 (5) \$250,000 of the motor vehicle account—state appropriation is
37 for the joint transportation committee to contract with the Freight
38 Policy Transportation Institute of Washington State University to
39 serve as the independent review team to work in coordination with the

1 Washington state department of transportation's analysis, funded in
2 section 217(5) (~~of this act~~), chapter 416, Laws of 2025, of
3 highway, road, and freight rail transportation needs, options, and
4 impacts from shifting the movement of freight and goods that
5 currently move by barge through the lower Snake river dams to
6 highways, other roads, and rail.

7 (a) The department shall include the independent review team in
8 all phases of the analysis to enable the team to develop an
9 independent assessment of the analysis, assumptions, stakeholder
10 engagement, and cost and impact estimates. Summary findings from the
11 independent assessment must be provided to the department, the
12 governor's office, and the transportation committees of the
13 legislature on a quarterly basis, with an end of biennium report due
14 to the governor and the transportation committees of the legislature
15 by December 31, 2026.

16 (b) The independent review team must conduct an independent
17 stakeholder engagement effort. The river transportation work group
18 must be formed to provide data and guidance to the independent review
19 team for the independent stakeholder engagement effort. The river
20 transportation work group must be made up of stakeholders, including
21 farming and agricultural production, fishing industry, tug and barge
22 operators, shippers and receivers, public ports, railroad operators,
23 cruise lines, the federal highway administration, and the army corps
24 of engineers. Consultations with federally recognized tribes must
25 also occur in coordination with the Washington state department of
26 transportation.

27 (c) The independent review team shall make regular presentations
28 to the joint transportation committee and, by request, to the
29 transportation committees of the legislature.

30 (6) \$200,000 of the motor vehicle account—state appropriation is
31 for the joint transportation committee to conduct a study and make
32 recommendations on alternative new methods for local governments to
33 fund sidewalk improvements, including but not limited to establishing
34 a sidewalk utility. The study must review revenue options utilized in
35 other states and make evaluations based on fairness, stability,
36 adequacy, regressivity, simplicity, and the effect on economic
37 vitality. The joint transportation committee must submit a
38 preliminary report of findings and recommendations to the
39 transportation committees of the legislature by December 15, 2025. A

1 final report is due to the office of the governor and the
2 transportation committees of the legislature by June 30, 2026.

3 (7) \$250,000 of the carbon emissions reduction account—state
4 appropriation is for the joint transportation committee to review and
5 evaluate administrative, performance, and delivery efficiencies for
6 alternative fuel and zero emission vehicle and vessel and
7 infrastructure programs and other transportation electrification
8 programs funded under the climate commitment act. As part of its
9 review, the committee must analyze previously and currently funded
10 programs under the omnibus operating, capital, and transportation
11 appropriations acts. By October 1, 2026, the committee must provide
12 to the transportation committees of the legislature a report on
13 evaluation findings and recommendations on improvements to program
14 delivery, including the consolidation of any programs, and as to
15 which agency or agencies are appropriate and optimal to administer
16 such climate commitment act funded programs.

17 (8) (a) \$100,000 of the multimodal transportation account—state
18 appropriation is for the joint transportation committee to continue
19 its contract with a national expert on developing inclusive, mixed-
20 income, mixed-use transit-oriented housing to complete a review of
21 transit-oriented development conditions in cities in King, Pierce,
22 Spokane, Clark, and Snohomish counties as described under section
23 204(13), chapter 310, Laws of 2024.

24 (b) The review must also analyze transit-oriented development
25 housing supply and affordability strategies within chapter 267, Laws
26 of 2025, and include any recommendations on how such legislation may
27 be most effectively implemented by local governments. The contracted
28 party shall provide its review to the appropriate committees of the
29 legislature by December 15, 2025.

30 (9) \$100,000 of the carbon emissions reduction account—state
31 appropriation is for the joint transportation committee to oversee
32 the development of tools and methodologies to assist in program
33 delivery evaluation for fuel conversion activity programs that
34 receive appropriations from the carbon emissions reduction account.
35 Program delivery evaluation must include carbon emissions reduction
36 estimates by program and by unit of time, program cost per unit of
37 emission reduction, quantified benefits to vulnerable populations and
38 overburdened communities by program cost, any additional appropriate
39 qualitative and quantitative metrics, and actionable recommendations

1 for improvements in program delivery. A report is due to the
2 transportation committees of the legislature by October 1, 2025.

3 (10) \$640,000 of the carbon emissions reduction account—state
4 appropriation is for the joint transportation committee to continue
5 to oversee the development and use of the carbon emission reduction
6 tracking tool developed to assist in program delivery evaluation for
7 fuel conversion activity programs that receive appropriations from
8 the carbon emissions reduction account, where "fuel conversion
9 activity programs" include the purchase of zero emission or hybrid
10 electric vehicles, vessels, or off-road equipment, and the charging
11 or fueling infrastructure needed to support zero emission or hybrid
12 electric vehicles or vessels. Tool development and use activities may
13 include, but are not limited to, tool administration, hosting,
14 maintenance, support, enhancements, quality assurance activities, and
15 a tool redesign for better integration of user data and data export
16 capabilities.

17 (11) \$300,000 of the motor vehicle account—state appropriation is
18 for the joint transportation committee to contract with Washington
19 State University's Freight Policy Transportation Institute for the
20 following activities:

21 (a) (i) \$200,000 to conduct a study of off-hour gate operations at
22 the container terminals operated jointly by the ports of Seattle and
23 Tacoma. The study should consider the following:

24 (A) The cost to the terminal operating entities associated with
25 shifting hours of operation to an off-peak schedule;

26 (B) Cost savings to the state resulting from reduced
27 transportation impacts of freight movement if an off-peak schedule is
28 adopted;

29 (C) Other costs and benefits to the state from the adoption of an
30 off-peak schedule;

31 (D) Emission reductions and other environmental benefits and
32 costs that could result from adoption of an off-peak schedule;

33 (E) Costs and benefits to shippers and beneficial cargo owners;

34 (F) Impacts to key supply chain partners involved in freight
35 movement, through interviews conducted by the joint transportation
36 committee and Washington State University;

37 (G) Impacts to other supply chain partners, including, but not
38 limited to, labor partners, warehousing, trucking, rail, and
39 transloading; and

1 (H) Strategies that could support participation of supply chain
2 partners in an off-peak schedule.

3 (ii) A final report shall be submitted to the transportation
4 committees of the legislature by June 30, 2027.

5 (b) (i) \$100,000 to review the existing methodology for
6 designating Washington state department of transportation freight and
7 goods transportation system (FGTS) and the freight mobility strategic
8 investment board's strategic freight corridors. The review should
9 include:

10 (A) Recommendations for incorporating improved freight and
11 economic data including, but not limited to, data on economic
12 impacts, performance, tonnage, volume, resiliency, safety, and supply
13 chain impacts;

14 (B) Recommendations on streamlining and utilizing collected data
15 to designate FGTS and strategic freight corridors;

16 (C) An assessment of whether any new data collection, recording,
17 and sharing capabilities of the Washington state department of
18 transportation or local jurisdictions would be necessary to implement
19 recommendations made; and

20 (D) An assessment of whether any statutory changes would be
21 required to implement recommended methodology changes.

22 (ii) A final report of findings and recommendations shall be
23 submitted to the transportation committees of the legislature by
24 December 1, 2026.

25 (12) \$500,000 of the motor vehicle account—state appropriation is
26 for the joint transportation committee, in collaboration with the
27 department of transportation, to convene a work group on terminal
28 improvements, vessel procurement, and ferry asset preservation in
29 order to develop a long-range vessel sufficiency and asset management
30 plan.

31 (a) The legislature finds that maintaining the state's marine
32 highway system is of critical importance to the citizens of
33 Washington state and that the aging condition of the state's vessel
34 fleet requires action now to ensure replacement assets are in place
35 to avoid service interruption and reduced service levels.

36 (b) The work group must consist of, but is not limited to, the
37 following members:

38 (i) The secretary of transportation or the secretary of
39 transportation's designee;

1 (ii) Joint transportation committee executive committee members
2 or their designees; and

3 (iii) A representative from the office of financial management.

4 (c) The committee may contract with a third-party consultant for
5 work group support. The committee may contract with a consultant
6 specializing in naval architecture and marine engineering to provide
7 neutral technical expertise to the work group.

8 (d) In developing a plan for long-range vessel sufficiency and
9 ferry asset management, the work group shall:

10 (i) Prioritize approaches that, at a minimum, avoid loss of
11 service, as defined by no reduction in planned service and no
12 reduction to the total number of vessels actively in service or
13 undergoing maintenance and preservation activities as of 2026;

14 (ii) Include in its considerations the environmental benefits and
15 impacts, life cycle costs, and risks associated with technology and
16 design alternatives;

17 (iii) Analyze and provide recommendations on industry standards
18 and best practices for alternative vessel types, propulsion systems,
19 and fuels;

20 (iv) Evaluate options for upgrading and modifying existing aging
21 vessels and consider to what extent upgrading and modifying existing
22 aging vessels is a viable supplemental strategy to avoid service
23 interruption and the effective use of available resources; and

24 (v) Evaluate procurement and contract delivery options, including
25 leasing, as well as parameters and schedule needed to avoid
26 degradation of service.

27 (e) The work group shall evaluate sustainable funding and
28 financing options, including leasing, certificates of participation,
29 and bonding, that prioritize the avoidance of both a multi-year gap
30 in service and loss of service delivery. The work group shall
31 evaluate the financial feasibility of these options, among ferries
32 accounts as well as the broader state transportation budget, taking
33 into consideration other constraints in meeting long-term delivery
34 expectations.

35 (f) The work group shall report its findings and recommendations
36 to the governor and the appropriate transportation committees of the
37 legislature by December 1, 2026.

38 **Sec. 205.** 2025 c 416 s 205 (uncodified) is amended to read as
39 follows:

1 **FOR THE TRANSPORTATION COMMISSION**

2 Motor Vehicle Account—State Appropriation. (~~(\$2,105,000)~~)
3 \$2,119,000
4 Interstate 405 and State Route Number 167 Express
5 Toll Lanes Account—State Appropriation. \$150,000
6 State Route Number 520 Corridor Account—State
7 Appropriation. \$488,000
8 Tacoma Narrows Toll Bridge Account—State
9 Appropriation. \$178,000
10 Alaskan Way Viaduct Replacement Project Account—
11 State Appropriation. \$368,000
12 TOTAL APPROPRIATION. (~~(\$3,289,000)~~)
13 \$3,303,000

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

16 ((+2)) (1) Within the parameters established under RCW
17 47.56.880, the commission shall review toll revenue performance on
18 the Interstate 405 and state route number 167 corridor and adjust
19 Interstate 405 tolls as appropriate to increase toll revenue to
20 provide sufficient funds for payments of future debt pursuant to RCW
21 47.10.896 and to support improvements to the corridor. The commission
22 shall consider adjusting maximum toll rates, minimum toll rates, day-
23 of-week rates and time-of-day rates, and restricting direct access
24 ramps to transit and HOV vehicles only, or any combination thereof,
25 in setting tolls to increase toll revenue. The commission is
26 encouraged to make any adjustments to toll rates in coordination with
27 the planned expansion of express toll lanes between the cities of
28 Renton and Bellevue.

29 ((+3)) (2) The commission must evaluate and consider temporary
30 toll rate adjustments for the state route number 99 tunnel to support
31 management of increased demand leading up to and during the 2026
32 World Cup.

33 ((+4)) (3)(a) \$200,000 of the state route number 520 corridor
34 account—state appropriation and \$200,000 of the Alaskan Way viaduct
35 replacement project account—state appropriation are provided solely
36 for the commission, in coordination with the department of
37 transportation, to conduct a pilot or pilots of advanced tolling
38 technology provided by the private sector. The purpose of this pilot
39 or pilots will be to assess the viability and accuracy of advanced

1 technologies that may reduce the implementation and long-term costs
2 of the toll system or enable more flexible operations. The commission
3 shall retain a separate independent third-party vendor or vendors who
4 can provide expert oversight, guidance, and advisement on the work,
5 including: The pilot design; the evaluation plan; data analysis; and
6 reporting on findings.

7 (b) A final report of findings is due to the transportation
8 committees of the legislature by July 1, 2026. The report must, at a
9 minimum: Outline the technology tested; provide a comparison of
10 system performance, operations, costs, and revenue collection
11 efficiencies between the test system or test systems and the roadway
12 toll system in use today; assess the requirements for achieving
13 compatibility with the existing back-office system; provide a summary
14 of how lessons learned from the pilot or pilots were incorporated
15 into the planned procurement of new roadside toll systems; and
16 provide recommendations on next steps.

17 ((+5)) (4) The commission shall partner with the department of
18 transportation to design and implement a toll relief program based
19 upon income qualification. Implementation must start with facilities
20 where tolling begins in fiscal year 2026 or later. The commission
21 shall work with the department of transportation to assess potential
22 impacts of extending the toll relief program based upon income
23 qualification to existing tolled facilities that opened prior to
24 fiscal year 2026. The assessment, at a minimum, must determine
25 potential impacts to meeting current financial and legal requirements
26 in place for each facility. The commission, in partnership with the
27 department of transportation, shall provide annual updates on the
28 program to the transportation committees of the legislature.

29 ((+6)) (5) The commission shall provide regular updates on the
30 status of ongoing coordination with the state of Oregon regarding
31 toll rates and exemptions. Prior to finalizing tolling proposals, the
32 commission shall advise on the status of any bistate agreements to
33 the joint transportation committee beginning in September 2025 and
34 quarterly thereafter until any agreements are finalized.

35 **Sec. 206.** 2025 c 416 s 206 (uncodified) is amended to read as
36 follows:

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

38 Freight Mobility Investment Account—State
39 Appropriation. ((~~\$1,412,000~~))

2 The appropriation in this section is subject to the following
3 conditions and limitations: Within appropriated funds, the freight
4 mobility strategic investment board may opt in as provided under RCW
5 70A.02.030 to assume all of the substantive and procedural
6 requirements of covered agencies under chapter 70A.02 RCW. The board
7 shall include in its 2025 and 2026 annual reports to the legislature
8 a progress report on opting into the healthy environment for all act
9 and a status report on diversity, equity, and inclusion within the
10 board's jurisdiction. The freight mobility strategic investment board
11 may revise program standards, as needed, with legislative
12 consultation.

13 **Sec. 207.** 2025 c 416 s 207 (uncodified) is amended to read as
14 follows:

15 **FOR THE WASHINGTON STATE PATROL**

16 Alaskan Way Viaduct Replacement Project Account—

17 State Appropriation. \$42,000

18 State Patrol Highway Account—State Appropriation. ((~~\$710,586,000~~))

19 \$728,779,000

20 State Patrol Highway Account—Federal Appropriation. ((~~\$24,001,000~~))

21 \$23,990,000

22 State Patrol Highway Account—Private/Local

23 Appropriation. \$4,603,000

24 Highway Safety Account—State Appropriation. ((~~\$10,276,000~~))

25 \$10,275,000

26 Ignition Interlock Device Revolving Account—State

27 Appropriation. ((~~\$2,705,000~~))

28 \$2,704,000

29 Multimodal Transportation Account—State

30 Appropriation. \$328,000

31 State Route Number 520 Corridor Account—State

32 Appropriation. \$90,000

33 Tacoma Narrows Toll Bridge Account—State

34 Appropriation. \$274,000

35 I-405 and SR 167 Express Toll Lanes Account—State

36 Appropriation. \$2,894,000

37 TOTAL APPROPRIATION. ((~~\$755,799,000~~))

38 \$773,979,000

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

3 (1) \$580,000 of the state patrol highway account—state
4 appropriation is provided solely for the operation of and
5 administrative support to the license investigation unit to enforce
6 vehicle registration laws in southwestern Washington. The Washington
7 state patrol, in consultation with the department of revenue, shall
8 maintain a running estimate of the additional vehicle registration
9 fees, sales and use taxes, and local vehicle fees remitted to the
10 state pursuant to activity conducted by the license investigation
11 unit. Beginning October 1, 2025, and semiannually thereafter, the
12 Washington state patrol shall submit a report detailing the
13 additional revenue amounts generated since July 1, 2023, to the
14 director of the office of financial management and the transportation
15 committees of the legislature. At the end of the fiscal quarter in
16 which it is estimated that more than \$625,000 in state sales and use
17 taxes have been remitted to the state since July 1, 2023, the
18 Washington state patrol shall notify the state treasurer and the
19 state treasurer shall transfer funds pursuant to section 406 (~~of~~
20 ~~this act~~), chapter 416, Laws of 2025.

21 (2) (a) \$250,000 of the state patrol highway account—state
22 appropriation is provided solely for the activities of a vehicle
23 registration pilot program in the Puget Sound region. The pilot
24 program must emphasize compliance with annual vehicle registration
25 requirements. By February 15, 2026, the Washington state patrol must
26 provide a status report on pilot program implementation.

27 (b) The Washington state patrol must provide information on the
28 funding needed and a preliminary plan for statewide implementation of
29 activities related to ensuring compliance with annual vehicle
30 registration in the report under (a) of this subsection.

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

1 (4) (a) By December 1st of each year during the 2025-2027 fiscal
2 biennium, the Washington state patrol must report to the
3 transportation committees of the legislature on the status of
4 recruitment and retention activities as follows:

5 (i) A summary of recruitment and retention strategies;

6 (ii) The number of transportation funded staff vacancies by major
7 category;

8 (iii) The number of applicants for each of the positions by these
9 categories;

10 (iv) The composition of workforce;

11 (v) Other relevant outcome measures with comparative information
12 with recent comparable months in prior years; and

13 (vi) Activities related to the implementation of the agency's
14 workforce diversity plan, including short-term and long-term,
15 specific comprehensive outreach, and recruitment strategies to
16 increase populations underrepresented within both commissioned and
17 noncommissioned employee groups.

18 (b) During the 2025-2027 fiscal biennium, the office of financial
19 management, with assistance of the Washington state patrol, must
20 conduct two surveys regarding the competitiveness with law
21 enforcement agencies within the boundaries of the state of Washington
22 pursuant to RCW 43.43.380, with the first survey being informational
23 regarding the change since the last survey was conducted and the
24 second survey used as part of the collective bargaining process.
25 Prior to the 2026 legislative session, the office of financial
26 management, with assistance of the Washington state patrol, must also
27 provide comparison information regarding recruitment bonus amounts
28 currently being offered by local law enforcement agencies in the
29 state.

30 (5) (a) (~~(\$8,504,000)~~) \$11,337,000 of the state patrol highway
31 account—state appropriation is provided solely for the land mobile
32 radio system replacement, upgrade, and other related activities.

33 (b) Beginning January 1, 2026, the Washington state patrol must
34 report semiannually to the office of the chief information officer on
35 the progress related to the projects and activities associated with
36 the land mobile radio system, including the governance structure,
37 outcomes achieved in the prior six-month time period, and how the
38 activities are being managed holistically as recommended by the
39 office of the chief information officer. At the time of submittal to
40 the office of the chief information officer, the report must be

1 transmitted to the office of financial management and the
2 transportation committees of the legislature.

3 (6) (a) \$2,610,000 of the state patrol highway account—state
4 appropriation is provided solely for enhancing the state patrol's
5 diversity, equity, and inclusion program, a community engagement
6 program to improve relationships with historically underrepresented
7 communities and to recruit and retain a diverse workforce, and
8 contracting with an external psychologist to perform exams. The state
9 patrol must work with the state office of equity and meet all
10 reporting requirements and responsibilities pursuant to RCW
11 43.06D.060. Funds provided for the community engagement program must
12 ensure engagement with communities throughout the state.

13 (b) The state patrol may revise program standards, as needed,
14 with legislative consultation.

15 (7) (a) \$7,552,000 of the (~~state patrol~~) highway safety account—
16 state appropriation is provided solely for costs associated with the
17 work zone speed safety camera pilot program with the amounts for
18 specific activities as follows:

19 (i) \$2,353,000 for the Washington state patrol's oversight,
20 administrative, overtime, and other costs associated with the
21 processing of work zone speed violations;

22 (ii) \$3,990,000 for interagency reimbursements to the office of
23 administrative hearings for adjudication related expenses associated
24 with work zone speed violations; and

25 (iii) \$1,209,000 for interagency reimbursements to the office of
26 attorney general for legal guidance and adjudication related expenses
27 associated with work zone speed violations.

28 (b) By December 1st of each year during the 2025-2027 fiscal
29 biennium, the Washington state patrol, in conjunction with the other
30 agencies involved in the work zone speed safety camera pilot program,
31 must report on the number of deployments and locations, workload,
32 violations issued, detailed expenses incurred by each agency in the
33 pilot program, and efficiency measures each agency is taking in
34 operating the pilot program in the most cost-effective manner
35 possible.

36 (8) \$1,668,000 of the state patrol highway account—state
37 appropriation is provided solely for three accelerated training
38 programs for lateral hires. It is the intent of the legislature that
39 the three accelerated training programs for lateral hires offered in

1 the 2025-2027 fiscal biennium achieve at least 30 qualified graduates
2 based on the Washington state patrol aggressively recruiting,
3 advertising bonus policies, and taking other steps to achieve this
4 outcome.

5 (9) By December 1, 2026, the Washington state patrol must provide
6 a report to the governor and appropriate committees of the
7 legislature on the status of *McClain v. Washington State Patrol* and
8 an update on legal expenses associated with the case.

9 (10) \$7,572,000 of the state patrol highway account—state
10 appropriation is provided solely for ~~((one additional trooper basic
11 training class with troopers graduating in the 2025-2027 fiscal
12 biennium and funding to initiate an additional trooper basic training
13 class with troopers graduating in the 2027-2029 fiscal biennium))~~
14 additional trooper basic training classes starting or graduating in
15 the 2025-2027 fiscal biennium.

16 (11) Within existing resources, the Washington state patrol must
17 offer a minimum of 14 emergency vehicle operator courses per year at
18 its Shelton driving track exclusively for basic law enforcement
19 academies offered by the criminal justice training commission.

20 (12) It is the intent of the legislature to address any
21 demographic disparities that might exist regarding traffic stops
22 initiated by troopers, including traffic stops of indigenous
23 motorists. Therefore, within the amounts provided in this section,
24 the Washington state patrol must provide a report to the joint
25 transportation committee by October 1, 2025, detailing the
26 demographic breakout of traffic stops for each of the most recent
27 three calendar years for which data is available. The report must
28 include counts and per capita rates for each demographic group on:
29 (a) Traffic stops; (b) verbal warnings; (c) written warnings; (d)
30 citation issuance; (e) arrests; and (f) searches. The joint
31 transportation committee must hold a work session on the traffic stop
32 report by December 15, 2025. If deemed warranted, the joint
33 transportation committee shall make recommendations to the office of
34 financial management and the transportation committees of the
35 legislature on future funding adjustments or other actions necessary
36 to address any demographic disparities identified in the report.

37 (13) \$800,000 of the highway safety account—state appropriation
38 is provided solely for increased chain enforcement on Interstate 90
39 in the area around Snoqualmie Pass. The legislature intends that the
40 Washington state patrol, pursuant to RCW 46.37.005, require

1 commercial vehicles to carry chains statewide during winter months
2 and, in coordination with the department of transportation, develop a
3 process for monitoring compliance at weigh stations.

4 (14) \$3,500,000 of the state patrol highway account—state
5 appropriation is provided solely to address emergent issues that may
6 arise due to the high level of commissioned and noncommissioned
7 vacancies. Potential uses of the funding include the following:
8 Employee leave buyouts, increased contracting to maintain adequate
9 service levels, unanticipated facility and equipment needs, increased
10 overtime, travel, and other related costs.

11 (15) (~~(\$3,000,000)~~) \$1,600,000 of the state patrol highway
12 account—state appropriation is provided solely for hiring additional
13 staff (~~and~~), increased overtime, increased contracting to maintain
14 adequate service levels, purchasing equipment, and other related
15 costs for the toxicology laboratory to reduce the DUI processing
16 backlog, with the expectation that processing times will be reduced.
17 Beginning December 1, 2025, and semiannually thereafter, the state
18 patrol must report on the activities undertaken and planned with the
19 funding provided in this subsection and current DUI processing times
20 compared to those as of June 2025.

21 (16) (~~(\$4,500,000)~~) \$9,300,000 of the state patrol highway
22 account—state appropriation is provided solely for updates and
23 improvements to the agency's wide area and local area network. The
24 office of financial management, in consultation with Washington
25 technology solutions, must actively monitor the expenditure of funds
26 provided in this subsection to ensure that the state patrol is
27 staying within the scope, schedule, and budget of the project and has
28 adequately addressed issues identified by Washington technology
29 solutions in its review of the budget request. These issues include
30 the appropriate phasing of the equipment replacement, conducting a
31 cost-benefit analysis of leasing versus purchasing the equipment, and
32 the utilization of existing state patrol staff compared to
33 contracting for certain functions and activities to achieve the
34 desired outcomes. The office of financial management may unallot any
35 unused funding or pause the project at any time based on its
36 assessment and monitoring.

37 (17) \$5,000,000 of the state patrol highway account—state
38 appropriation is provided solely to enhance the vehicle replacement
39 cycle for higher mileage vehicles in the agency's fleet.

1 (18) (a) \$3,644,000 of the state patrol highway account—state
2 appropriation is provided solely for administrative costs,
3 advertising, outreach, and bonus payments associated with developing
4 and implementing a state trooper expedited recruitment incentive
5 program for the purpose of recruiting and filling vacant trooper
6 positions in the 2025-2027 fiscal biennium. The legislature is
7 committed to continuing the state trooper expedited recruitment
8 incentive program until the vacancy levels are significantly reduced
9 from current levels. The recruitment, advertising, and outreach
10 associated with this program must continue efforts to create a more
11 diverse workforce and must also provide an accelerated pathway for
12 joining the state patrol for high quality individuals who have
13 previously been employed as a general authority peace officer.

14 (b) The state trooper expedited recruitment incentive program
15 must include:

16 (i) Thorough hiring procedures to ensure that only the highest
17 quality candidates are selected as cadets and as lateral hires,
18 including extensive review of past law enforcement employment history
19 through extensive reference checks, Brady list identification, and
20 any other issues that may impact the performance, credibility, and
21 integrity of the individual;

22 (ii) An accelerated training program for lateral hires from other
23 agencies that recognizes the knowledge and experience of candidates
24 previously employed in law enforcement; and

25 (iii) A sign-on bonus for each trooper hired through the
26 expedited recruitment incentive program as follows:

27 (A) \$5,000 for each cadet after completion of the Washington
28 state patrol academy;

29 (B) \$5,000 for each successful graduating cadet after completion
30 of a one-year probation period;

31 (C) \$8,000 for each lateral hire after completion of the
32 accelerated training program for lateral hires;

33 (D) \$6,000 for each lateral hire after completion of a one-year
34 probation period; and

35 (E) \$6,000 for each lateral hire after completion of two years of
36 service.

37 (c) The expenditures on the state trooper expedited recruitment
38 incentive program are contingent upon execution of an appropriate
39 memorandum of understanding between the governor or the governor's

1 designee and the exclusive bargaining representative, consistent with
2 the terms of this section.

3 (d) For the purposes of this subsection:

4 (i) "Cadet" means a person employed for the express purpose of
5 receiving the on-the-job training required for attendance at the
6 Washington state patrol academy and for becoming a commissioned
7 trooper.

8 (ii) "Lateral hire" means an eligible employee previously
9 employed as a general authority peace officer.

10 (19) (~~(\$2,178,000)~~) \$1,865,000 of the state patrol highway
11 account—state appropriation is provided solely to continue the bonus
12 policy for commissioned staff who reach 26 or more years of service
13 in the Washington state retirement system pursuant to chapter 237,
14 Laws of 2024.

15 (20) \$600,000 of the state patrol highway account—state
16 appropriation is provided solely for staffing and security equipment
17 for Washington state patrol to staff the international border
18 crossing and provide support for the department of homeland security,
19 during the months of June and July 2026 for the purposes of the World
20 Cup, to facilitate border crossings and screening against human
21 trafficking, narcotics trafficking, unlawful crossings, and other
22 unlawful activity.

23 (21) \$304,000 of the state patrol highway account—state
24 appropriation is provided solely for implementation of chapter . . .
25 (Engrossed Second Substitute House Bill No. 2637), Laws of 2026 (PRA/
26 personal information). If chapter . . . (Engrossed Second Substitute
27 House Bill No. 2637), Laws of 2026 is not enacted by June 30, 2026,
28 the amount provided in this subsection lapses.

29 (22) \$998,000 of the state patrol highway account—state
30 appropriation is provided solely for staffing and other related costs
31 to support video coordination and processing for public disclosure
32 and discovery requests. Within this funding the department must
33 research and evaluate technology and automation enhancements to gain
34 efficiency and reduce costs.

35 **Sec. 208.** 2025 c 416 s 208 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF LICENSING**

38 Driver Licensing Technology Support Account—State

1	Appropriation.	((\$1,765,000))
2		<u>\$1,680,000</u>
3	Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
4	Motorcycle Safety Education Account—State	
5	Appropriation.	((\$5,382,000))
6		<u>\$5,419,000</u>
7	Limited Fish and Wildlife Account—State	
8	Appropriation.	((\$495,000))
9		<u>\$509,000</u>
10	Highway Safety Account—State Appropriation.	((\$289,511,000))
11		<u>\$300,472,000</u>
12	Highway Safety Account—Federal Appropriation.	\$1,311,000
13	Motor Vehicle Account—State Appropriation.	((\$94,639,000))
14		<u>\$94,529,000</u>
15	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
16	Ignition Interlock Device Revolving Account—State	
17	Appropriation.	((\$6,831,000))
18		<u>\$6,837,000</u>
19	Department of Licensing Services Account—State	
20	Appropriation.	((\$8,585,000))
21		<u>\$7,694,000</u>
22	License Plate Technology Account—State Appropriation.	((\$3,747,000))
23		<u>\$4,223,000</u>
24	Abandoned Recreational Vehicle Account—State	
25	Appropriation.	((\$3,109,000))
26		<u>\$5,083,000</u>
27	Limousine Carriers Account—State Appropriation.	((\$128,000))
28		<u>\$147,000</u>
29	Electric Vehicle Account—State Appropriation.	\$459,000
30	DOL Technology Improvement & Data Management	
31	Account—State Appropriation.	((\$968,000))
32		<u>\$967,000</u>
33	Agency Financial Transaction Account—State	
34	Appropriation.	((\$16,317,000))
35		<u>\$13,699,000</u>
36	Move Ahead WA Flexible Account—State Appropriation.	((\$1,506,000))
37		<u>\$1,471,000</u>
38	Driver's Education Safety Improvement Account—State	
39	Appropriation.	((\$10,460,000))

1		<u>\$10,143,000</u>
2	TOTAL APPROPRIATION.	((\$446,583,000))
3		<u>\$456,013,000</u>

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

6 (1) \$1,100,000 of the highway safety account—state appropriation
7 and \$1,100,000 of the move ahead WA flexible account—state
8 appropriation are provided solely for the department to provide an
9 interagency transfer to the department of children, youth, and
10 families for the purpose of providing driver's license support. In
11 addition to support services required under RCW 74.13.338(2), support
12 services may include reimbursement of:

13 (a) The cost for a youth in foster care of any eligible age to
14 complete a driver training education course, as outlined in chapter
15 46.82 or 28A.220 RCW;

16 (b) The costs incurred by foster youth in foster care for a motor
17 vehicle insurance policy;

18 (c) The costs of roadside assistance, motor vehicle insurance
19 deductibles, motor vehicle registration fees, towing services,
20 vehicle maintenance, comprehensive motor vehicle insurance, and gas
21 cards; and

22 (d) Any other costs related to obtaining a driver's license and
23 driving legally and safely.

24 (2)(a) \$2,200,000 of the highway safety account—state
25 appropriation is provided solely for organizations providing driver's
26 license assistance and support services.

27 (b) By December 1st of each year during the 2025-2027 fiscal
28 biennium, the department must submit information on the contracted
29 providers, including: The annual budget of the contracted providers
30 in the preceding year; information regarding private and other
31 governmental support for the activities of the providers; and a
32 description of the number of people served, services delivered, and
33 outcome measures.

34 (3) Within existing resources, the department must continue to
35 issue nonemergency medical transportation vehicle decals under the
36 high occupancy vehicle lane access pilot program in accordance with
37 sections 217(2) and 208(20), chapter 310, Laws of 2024.

38 (4)(a) (~~(\$3,109,000)~~) \$5,083,000 of the abandoned recreational
39 vehicle disposal account—state appropriation is provided solely for

1 providing reimbursements in accordance with the department's
2 abandoned recreational vehicle disposal reimbursement program. It is
3 the intent of the legislature that the department prioritize this
4 funding for allowable and approved reimbursements and not to build a
5 reserve of funds within the account. During the 2025-2027 fiscal
6 biennium, the department must report any amounts recovered to the
7 office of financial management and appropriate committees of the
8 legislature on a quarterly basis.

9 (b) Within the amounts appropriated under this subsection, the
10 department, after consulting with abandoned recreational vehicle
11 disposal reimbursement program participants, must assess current
12 practices and reimbursement rates associated with the fiscal
13 sustainability of the program. By December 1, 2025, the department
14 must submit a financial plan demonstrating sustainability for a
15 minimum of two subsequent fiscal biennia at current or proposed fee
16 rates.

17 ~~((+6))~~ (5) The department shall report on a quarterly basis on
18 licensing service office operations, associated workload, and
19 information with comparative information with recent comparable
20 months in prior years. The report must include detailed statewide and
21 by licensing service office information on staffing levels, average
22 monthly wait times, the number of enhanced drivers' licenses and
23 enhanced identicards issued and renewed, and the number of primary
24 drivers' licenses and identicards issued and renewed. By November 1,
25 2025, the department must update a report with recommendations on the
26 future of licensing service office operations based on the recent
27 implementation of efficiency measures designed to reduce the time for
28 licensing transactions and wait times, and the implementation of
29 statutory and policy changes.

30 ~~((+7))~~ (6) \$6,000 of the motorcycle safety education account—
31 state appropriation, \$1,000 of the limited fish and wildlife account—
32 state appropriation, \$406,000 of the highway safety account—state
33 appropriation, \$137,000 of the motor vehicle account—state
34 appropriation, \$5,000 of the ignition interlock device revolving
35 account—state appropriation, and \$6,000 of the department of
36 licensing services account—state appropriation are provided solely
37 for the department of licensing for additional finance and budget
38 staff. By December 1, 2025, the department shall submit a report to
39 the governor and appropriate committees of the legislature on the

1 specific steps the department has taken to address the findings of
2 the State Auditor's Office FY2022 Accountability Audit Report No.
3 1032793.

4 ~~((8))~~ (7) \$50,000 of the motor vehicle account—state
5 appropriation is provided solely for the department to conduct a
6 study on the feasibility of implementing and administering a per mile
7 fee program. The study must identify the staffing and resources
8 needed to implement and administer the program, including possible
9 technical investments, leveraging existing technology platforms. The
10 legislature intends to require a final report that includes potential
11 third-party costs and options to the governor and the transportation
12 committees of the legislature by December 31, 2025.

13 ~~((9))~~ (8)(a) ~~(\$300,000)~~ \$600,000 of the highway safety
14 account—state appropriation is provided solely for the department to
15 enter into an interagency agreement with the commission on Asian
16 Pacific American affairs to contract with one or more private
17 nonprofit organizations with appropriate expertise and experience to
18 provide REAL ID compliance support to residents of the state who are
19 compact of free association citizens, comprised of citizens of the
20 Federated States of Micronesia, the Republic of the Marshall Islands,
21 and the Republic of Palau, by providing the following assistance
22 using a culturally and linguistically appropriate approach:

23 (i) Communication and community outreach activities to inform
24 compact of free association citizens of federally acceptable
25 identification options that will be required and for which they are
26 eligible for the purposes of domestic air travel once the REAL ID Act
27 policy takes effect;

28 (ii) Case management assistance through the use of community
29 navigators who can provide assistance in the process to obtain
30 federally acceptable identification documents that will be required
31 for the purposes of domestic air travel when the REAL ID Act policy
32 is in effect, including in obtaining any documentation necessary for
33 the application process; and

34 (iii) For those who meet the requirements of (b) of this
35 subsection, financial assistance to obtain federally acceptable
36 identification documents that will be required for the purposes of
37 domestic air travel when the REAL ID Act policy is in effect,
38 including financial assistance to obtain a foreign passport.

1 (b) To qualify for assistance under (a)(ii) of this subsection
2 (~~(9)~~) (8), a compact of free association citizen who resides in the
3 state of Washington must be:

4 (i) A recipient of, or eligible for, public assistance under
5 Title 74 RCW; or

6 (ii) A participant in, or eligible for, the Washington women,
7 infants, and children program.

8 (~~(10)~~) (9) \$173,000 of the motor vehicle account—state
9 appropriation is provided solely for implementation of chapter 332,
10 Laws of 2025 (improving collector vehicle regulations). (~~If~~
11 ~~chapter . . . (Substitute Senate Bill No. 5127), Laws of 2025 is not~~
12 ~~enacted by June 30, 2025, the amount provided in this subsection~~
13 ~~lapses.~~

14 (~~(12)~~) (10) \$44,000 of the motor vehicle account—state
15 appropriation is provided solely for implementation of
16 (~~chapter . . . (Substitute Senate Bill No. 5410), Laws of 2025~~
17 ~~(veteran parking privileges) or~~) chapter 295, Laws of 2025 (veteran
18 parking privileges). (~~If neither chapter . . . (Substitute Senate~~
19 ~~Bill No. 5410), Laws of 2025 or chapter . . . (Substitute House Bill~~
20 ~~No. 1371), Laws of 2025 are enacted by June 30, 2025, the amount~~
21 ~~provided in this subsection lapses.~~

22 (~~(13)~~) (11) \$4,971,000 of the motor vehicle account—state
23 appropriation is provided solely for implementation of chapter 385,
24 Laws of 2025 (special license plates). (~~If chapter . . . (Substitute~~
25 ~~Senate Bill No. 5444), Laws of 2025 is not enacted by June 30, 2025,~~
26 ~~the amount provided in this subsection lapses.~~

27 (~~(14)~~) (12) \$36,000 of the motor vehicle account—state
28 appropriation is provided solely for implementation of chapter 10,
29 Laws of 2025 (vehicle inspection backlog). (~~If chapter . . . (Senate~~
30 ~~Bill No. 5462), Laws of 2025 is not enacted by June 30, 2025, the~~
31 ~~amount provided in this subsection lapses.~~

32 (~~(15)~~) (13) \$64,000 of the highway safety account—state
33 appropriation is provided solely for implementation of chapter 217,
34 Laws of 2025 (blood type information). (~~If chapter . . . (Engrossed~~
35 ~~Senate Bill No. 5689), Laws of 2025 is not enacted by June 30, 2025,~~
36 ~~the amount provided in this subsection lapses.~~

37 (~~(16)~~) (14) \$150,000 of the motor vehicle account—state
38 appropriation is provided solely for the department to send periodic
39 notifications to vehicle owners with significantly expired vehicle

1 registrations to increase compliance with annual vehicle registration
2 requirements. Notifications must contain information about vehicle
3 registration requirements and possible penalties associated with
4 operating a vehicle with an expired registration.

5 ~~((17) \$726,000))~~ (15) \$638,000 of the highway safety account—
6 state appropriation is provided solely for implementation of chapter
7 417, Laws of 2025 (transportation resources). ~~((If chapter . . .
8 ~~(Engrossed Substitute Senate Bill No. 5801), Laws of 2025 is not
9 enacted by June 30, 2025, the amount provided in this subsection
10 lapses.))~~ Of this amount:~~

11 (a) ~~((256,000))~~ \$331,000 is provided solely for the
12 implementation of new revenues; and

13 (b) ~~((470,000))~~ \$307,000 is provided solely for the department
14 to implement a program to compensate registered tow truck operators
15 for private property impounds.

16 ~~((18))~~ (16) \$50,000 of the highway safety account—state
17 appropriation is provided solely for the department to translate the
18 driver licensing examination manual and knowledge test into Dari,
19 Farsi, and Somali.

20 ~~((20))~~ (17) \$106,000 of the highway safety account—state
21 appropriation is provided solely for the implementation of chapter
22 175, Laws of 2025 (driver training alternative). ~~((If chapter . . .,
23 Laws of 2025 (House Bill No. 1244) is not enacted by June 30, 2025,
24 the amount provided in this subsection lapses.~~

25 ~~(21))~~ (18) \$1,081,000 of the highway safety account—state
26 appropriation is provided solely for the implementation of chapter
27 228, Laws of 2025 (speeding). ~~((If chapter . . ., Laws of 2025
28 ~~(Engrossed Substitute House Bill No. 1596) is not enacted by June 30,
29 2025, the amount provided in this subsection lapses.~~~~

30 ~~(23) \$2,000,000))~~ (19) \$3,577,000 of the highway safety account—
31 state appropriation is provided solely to continue the DOL2Go
32 program, bringing driver licensing and identocard services to
33 underrepresented and rural communities.

34 ~~((24))~~ (20) \$464,000 of the highway safety account—state
35 appropriation is provided solely for the department's costs to
36 provide an interagency transfer to the Washington center for deaf and
37 hard of hearing youth to continue efforts to make driver training
38 education more accessible for deaf and hard of hearing youth in the
39 state.

1 ~~((25))~~ (21) \$300,000 of the highway safety account—state
2 appropriation is provided solely for additional actions in accordance
3 with the recently completed evaluation of ways to implement an older
4 and medically at-risk driver program.

5 ~~((26))~~ (22) \$10,460,000 of the driver education safety
6 improvement account—state appropriation is provided solely for the
7 implementation of chapter 299, Laws of 2025 (young driver safety).
8 ~~((If chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.
9 1878) is not enacted by June 30, 2025, the amount provided in this
10 subsection lapses.~~

11 ~~(27))~~ (23) \$22,000 of the motor vehicle account—state
12 appropriation is provided solely for the implementation of chapter
13 229, Laws of 2025 (transportation network companies). ~~((If
14 chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.
15 1332) is not enacted by June 30, 2025, the amount provided in this
16 subsection lapses.))~~

17 (24) The department shall update its administrative rules to
18 detail the requirements for documentation that health care
19 professionals may provide electronically to individuals for inclusion
20 in applications to the department for special parking privileges
21 under RCW 46.19.010, and shall ensure that vehicle licensing offices
22 have been provided with detailed guidance consistent with these
23 updated administrative rules. These efforts must be completed, and a
24 brief report provided to the transportation committees of the
25 legislature summarizing these efforts, by no later than January 1,
26 2027.

27 (25) (a) \$89,000 of the motor vehicle account—state appropriation
28 is provided solely for implementation of chapter . . . (Substitute
29 House Bill No. 2374), Laws of 2026 (concerning electric-assisted
30 bicycle and electric motorcycle regulation). If chapter . . .
31 (Substitute House Bill No. 2374), Laws of 2026 is not enacted by June
32 30, 2026, the amount provided in this subsection (25) lapses.

33 (b) As part of the scope of work required under the bill, the
34 work group must also address the regulatory landscape currently in
35 place for micromobility devices, including electric unicycles,
36 scooters, and tricycles, and whether revisions or additions to
37 current regulations could better align the state's approach with the
38 regulation of other vehicles.

1 (26) \$148,000 of the highway safety account—state appropriation
2 is provided solely for implementation of chapter . . . (Engrossed
3 Second Substitute House Bill No. 2637), Laws of 2026 (PRA/personal
4 information). If chapter . . . (Engrossed Second Substitute House
5 Bill No. 2637), Laws of 2026 is not enacted by June 30, 2026, the
6 amount provided in this subsection lapses.

7 (27) \$14,000 of the highway safety account—state appropriation is
8 provided solely for implementation of chapter . . . (Substitute House
9 Bill No. 2323), Laws of 2026 (Traffic stops/blue envelope). If
10 chapter . . . (Substitute House Bill No. 2323), Laws of 2026 is not
11 enacted by June 30, 2026, the amount provided in this subsection
12 lapses.

13 (28) \$751,000 of the highway safety account—state appropriation,
14 \$125,000 of the motor vehicle account—state appropriation, and
15 \$376,000 of the license plate technology account—state appropriation
16 are provided solely for improvements and necessary changes to the
17 department's information technology systems. In utilizing the funding
18 provided in this subsection, the department must prioritize
19 legislatively directed changes and statutory changes resulting from
20 legislation.

21 (29) \$817,000 of the motor vehicle account—state appropriation is
22 provided solely for the department to finalize the upgrade and
23 improvements to its prorated and fuel tax system, and is subject to
24 the conditions, limitations, and review requirements of section 701
25 of this act.

26 **Sec. 209.** 2025 c 416 s 209 (uncodified) is amended to read as
27 follows:

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

Puget Sound Gateway Facility Account—State	
Appropriation.	\$7,701,000
State Route Number 520 Corridor Account—State	
Appropriation.	((\$50,261,000))
	<u>\$51,426,000</u>
State Route Number 520 Civil Penalties Account—State	
Appropriation.	\$2,378,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	((\$38,652,000))

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

4 (3) The department shall make detailed annual reports to the
5 transportation committees of the legislature and the public on the
6 department's website in a manner consistent with past practices as
7 specified in section 209(5), chapter 186, Laws of 2022.

8 (4) As part of the department's 2027-2029 biennial budget
9 request, the department shall update the cost allocation
10 recommendations that assign appropriate costs to each of the toll
11 funds for services provided by relevant Washington state department
12 of transportation programs, the Washington state patrol, and the
13 transportation commission. The recommendations shall be based on
14 updated traffic and toll transaction patterns and other relevant
15 factors.

16 (5) \$150,000 of the state route number 520 corridor account—state
17 appropriation, \$150,000 of the Tacoma Narrows toll bridge account—
18 state appropriation, \$150,000 of the Alaskan Way viaduct replacement
19 project account—state appropriation, and \$150,000 of the Interstate
20 405 and state route number 167 express toll lanes account—state
21 appropriation are provided solely for the development of a strategic,
22 long-range tolling feasibility assessment that indicates the
23 operational viability and revenue potential for possible future
24 tolled facilities in the state. At a minimum, the department, working
25 in partnership with the transportation commission, shall: Identify
26 candidate projects for modeling analysis utilizing a screening tool
27 that seeks to maximize systemwide performance; determine tolling
28 feasibility and potential gross and net toll revenue for each
29 identified project; consider various approaches to tolling operations
30 and their associated costs; and identify the potential impacts of
31 tolling to surrounding roadways. The strategic tolling feasibility
32 assessment must be submitted to the transportation committees of the
33 legislature by October 1, 2026.

34 (6) As part of its 2026 supplemental budget submittal, the
35 department must submit recommendations to further reduce mailing and
36 other customer correspondence costs over the long-term, including
37 implementation cost estimates.

38 (7) The legislature intends that tolling commence as soon as
39 possible on the I-405 express toll lanes Renton to Bellevue corridor.

1 The legislature intends to provide additional funding for operations
2 and maintenance expenditures on the corridor if such funding is
3 necessary due to earlier than expected tolling commencement.

4 **Sec. 210.** 2025 c 416 s 210 (uncodified) is amended to read as
5 follows:

6	FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM	
7	C	
8	Move Ahead WA Account—State Appropriation.	\$11,970,000
9	Transportation Partnership Account—State	
10	Appropriation.	\$2,472,000
11	Motor Vehicle Account—State Appropriation.	((127,544,000))
12		<u>\$130,520,000</u>
13	Puget Sound Ferry Operations Account—State	
14	Appropriation.	\$307,000
15	Multimodal Transportation Account—State	
16	Appropriation.	((3,059,000))
17		<u>\$3,062,000</u>
18	Transportation 2003 Account (Nickel Account)—State	
19	Appropriation.	\$1,488,000
20	TOTAL APPROPRIATION.	((146,840,000))
21		<u>\$149,819,000</u>

22 **Sec. 211.** 2025 c 416 s 211 (uncodified) is amended to read as
23 follows:

24	FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,	
25	OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING	
26	Motor Vehicle Account—State Appropriation.	((43,820,000))
27		<u>\$43,937,000</u>
28	Move Ahead WA Account—State Appropriation.	\$2,044,000
29	State Route Number 520 Corridor Account—State	
30	Appropriation.	\$34,000
31	TOTAL APPROPRIATION.	((45,898,000))
32		<u>\$46,015,000</u>

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

35 (1) \$2,000,000 of the motor vehicle account—state appropriation
36 is provided solely for tenant improvements and other costs associated
37 with administrative space efficiency actions taken throughout the

1 agency. The department must continue to aggressively pursue office
2 and administrative space efficiency as detailed in recent reports
3 identifying opportunities for savings and cost avoidance, including:

4 (a) Reducing costs, such as leases, facility maintenance, and
5 utilities, from agency consolidations;

6 (b) Implementing colocations with other state, local, and other
7 public agencies to reduce costs and improve cost-efficiency while
8 meeting utilization standards; and

9 (c) Evaluating specific additional opportunities for space
10 efficiency, consolidations, and colocation opportunities associated
11 with the Bellingham engineering field office, the Corson Avenue
12 regional headquarters campus, the Dayton Avenue northwest regional
13 headquarters, and the transportation building in Olympia.

14 (2) By January 1st of each year during the 2025-2027 fiscal
15 biennium, the department must provide a progress report on
16 implementing the actions under subsection (1) of this section in the
17 most recent calendar year and any planned actions in the subsequent
18 two-year period in these efforts.

19 **Sec. 212.** 2025 c 416 s 213 (uncodified) is amended to read as
20 follows:

21 **FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F**

22 Aeronautics Account—State Appropriation.	((\$13,398,000))
	<u>\$15,441,000</u>
24 Aeronautics Account—Federal Appropriation.	((\$2,597,000))
	<u>\$3,154,000</u>
26 Aeronautics Account—Private/Local Appropriation.	\$60,000
27 TOTAL APPROPRIATION.	((\$16,055,000))
	<u>\$18,655,000</u>

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

31 (1) The department shall submit a report to the transportation
32 committees of the legislature by October 1, 2026, identifying a
33 selection of sustainable aviation projects for funding by the
34 legislature. In considering projects to recommend to fund, the
35 department shall only consider projects that advance the state of
36 sustainable aviation technology and lead to future innovation.
37 Innovative sustainable aviation projects may include, but are not
38 limited to, pilot projects demonstrating the use of:

- 1 (a) Mobile battery charging technology;
- 2 (b) Hydrogen electrolyzers and storage;
- 3 (c) Electric ground equipment; and
- 4 (d) Hanger charging technology.

5 (2) \$500,000 of the aeronautics account—state appropriation is
6 provided solely for Snohomish county to conduct a study to plan for
7 and identify on-site or off-site improvements necessary to implement
8 capacity expansion at Paine Field to meet future regional commercial
9 passenger demand.

10 (3) \$300,000 of the aeronautics account—state appropriation is
11 provided solely for the Port of Bremerton to conduct the second phase
12 of a feasibility study on the possibility of offering commercial
13 service at the Bremerton National Airport. The department may not
14 require a match for this project.

15 (4) \$750,000 of the aeronautics account—state appropriation is
16 provided solely for the city of Yakima for an overflow parking lot at
17 the Yakima Air Terminal. The department may not require a match for
18 this project.

19 (5) \$1,774,000 of the aeronautics account—state appropriation is
20 provided solely for the commercial aviation work group created in
21 chapter 463, Laws of 2023, specifically for the following activities:

22 (a) The state commercial aviation work group shall
23 comprehensively evaluate the long-range commercial aviation needs of
24 Washington within the broader context of state transportation needs
25 and the specific needs of western Washington taking into
26 consideration airport capacity in adjacent states and provinces. The
27 work group shall review existing data and conduct research to
28 determine Washington's long-range commercial aviation facility needs
29 while considering alternatives to additional airport capacity.

30 (b) (i) Except as provided in subsection (c) of this section, the
31 work group shall investigate the expansion of existing aviation
32 facilities and possible siting locations for new greenfield aviation
33 facilities, with the expected outcome to be a report that compares
34 the strengths and weaknesses of each site considered. In this
35 investigation, the work group shall consider both new sites and those
36 previously identified in previous aviation planning documents. The
37 work group must consider all impacts that, whether by the expansion
38 of a current facility or the location of a new greenfield site, the

1 creation of a new primary commercial aviation facility may have,
2 including impacts on:

3 (A) Community members and quality of life;

4 (B) The environment, including the impacts of a facility on water
5 quality and the ability of the state to meet the greenhouse gas
6 emissions limits established in RCW 70A.45.020;

7 (C) County master plans and other local planning and zoning,
8 including development regulations and comprehensive plans adopted
9 under chapter 36.70A RCW; and

10 (D) Current airspace operations.

11 (ii) The work group shall:

12 (A) Perform outreach to and make efforts to collaborate with:

13 (I) Applicable federal agencies including the federal aviation
14 administration, the United States environmental protection agency,
15 the United States department of defense, and the United States
16 department of energy;

17 (II) Indian tribes, as defined in RCW 43.376.010, through
18 outreach and collaboration by the work group under this subsection
19 does not constitute or substitute for formal government-to-government
20 consultation under the 1989 State-Tribal Relations/Centennial Accord
21 and chapter 43.376 RCW;

22 (III) The environmental community;

23 (IV) Local communities;

24 (V) Economic development agencies;

25 (VI) Other states and provinces as appropriate;

26 (B) Identify potential site infrastructure shortfalls and make
27 recommendations as to how they could be most suitably addressed,
28 including the feasibility of the specific transportation
29 infrastructure required to move people to the potential site. This
30 process includes the delivery of an adequate supply of aircraft fuel
31 and supporting infrastructure along with facilities needed to
32 transition to the use of sustainable aviation fuels;

33 (C) Consider the cost of construction of a facility and
34 supporting infrastructure;

35 (D) In cooperation with the federal aviation administration,
36 analyze:

37 (I) Airspace requirements and airspace restrictions of potential
38 sites;

39 (II) Any possible terrain and man-made obstacles that could
40 possibly create a hazard to aircraft;

1 (III) Local weather patterns and microclimates to determine if
2 they will create issues for the operation of large aircraft; and

3 (E) Carry out other duties as assigned by the legislature.

4 (c) The work group shall not consider:

5 (i) Expansion opportunities for a port or county run airport
6 located in a county with a population of 2,000,000 or more; or

7 (ii) The expansion of an existing airport or the siting of a new
8 airport that would be incompatible with the operations of a military
9 installation.

10 (d) In addition, the work group shall provide information to the
11 transportation committees of the legislature on the future of
12 aviation growth in the state, including potential commercial
13 aviation, general aviation, and air cargo demands, with consideration
14 of new technologies, alternative transportation modes, and the
15 airport of the future.

16 (e) Nothing in this subsection shall be construed to endorse,
17 limit, or otherwise alter existing or future plans for capital
18 development and capacity enhancement at existing commercial airports
19 in Washington.

20 (6) \$2,100,000 of the aeronautics account—state appropriation is
21 provided solely for the move ahead WA aviation grants. The department
22 shall prioritize projects eligible for federal funding.

23 **Sec. 213.** 2025 c 416 s 214 (uncodified) is amended to read as
24 follows:

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

27 Motor Vehicle Account—State Appropriation.	((\$70,272,000))
	<u>\$70,279,000</u>
29 Motor Vehicle Account—Federal Appropriation.	\$500,000
30 Multimodal Transportation Account—State	
31 Appropriation.	\$1,176,000
32 Move Ahead WA Flexible Account—State Appropriation.	\$572,000
33 TOTAL APPROPRIATION.	((\$72,520,000))
	<u>\$72,527,000</u>

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

37 (1) During the 2025-2027 fiscal biennium, if the department takes
38 possession of the property situated in the city of Edmonds for which

1 a purchase agreement was executed between Unocal and the department
2 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
3 confirms that the property is still no longer needed for
4 transportation purposes, the department shall provide the city of
5 Edmonds with the first right of purchase at fair market value in
6 accordance with RCW 47.12.063(3) for the city's intended use of the
7 property to rehabilitate near-shore habitat for salmon and related
8 species.

9 (2) (a) \$572,000 of the move ahead WA flexible account—state
10 appropriation is provided solely to track and maximize clean fuels
11 credits and revenue generated by state agencies pursuant to chapter
12 70A.535 RCW.

13 (b) The LEAP Transportation Document (~~(2025-2)~~) 2026-2 ALL
14 PROJECTS as developed (~~(April 26, 2025)~~) February 23, 2026,
15 anticipates fulfillment of the requirements under chapter 70A.535 RCW
16 of generating credits and revenue for transportation investments
17 funded in an omnibus transportation appropriations act, including the
18 move ahead WA transportation package. The omnibus transportation
19 appropriations act anticipates credits for ferry electrification for
20 new hybrid electric vessels, active transportation, transit programs
21 and projects, alternative fuel infrastructure, connecting
22 communities, and multimodal investments.

23 (c) Pursuant to the reporting requirements of RCW 70A.535.050(5),
24 the department must present a detailed projection of the credit
25 revenues generated and achieved directly as a result of the funding
26 and activities in this subsection.

27 (3) \$350,000 of the multimodal transportation account—state
28 appropriation is reappropriated and provided solely for the
29 department to explore alternative uses of the state's highway rights-
30 of-way consistent with section 214(7), chapter 310, Laws of 2024.

31 (4) The department may not execute a state highway route transfer
32 under RCW 36.75.090 and 47.24.010 without approval from the receiving
33 city or county from July 1, 2025, until June 30, 2026. The department
34 may continue discussions with local jurisdictions regarding state
35 highway route transfers to local jurisdictions that may occur after
36 consideration of the final report and recommendations of the
37 Washington State Route Jurisdiction Study expected by December 2025.

38 (5) The legislature must be consulted before any decisions on
39 parcel numbers 7666206955 and 7666206950 for more than temporary use

1 and before entering into any negotiations, or signing any contracts
2 or lease for development, lease, or sale of those properties.

3 (6) \$250,000 of the motor vehicle account—state appropriation is
4 provided solely for the implementation of chapter 298, Laws of 2025
5 (lease of unused highway land). ~~((If chapter . . . , Laws of 2025
6 (Substitute House Bill No. 1774) is not enacted by June 30, 2025, the
7 amount provided in this subsection lapses.))~~

8 (7) \$285,000 of the motor vehicle account—state appropriation is
9 provided solely for the implementation of chapter 365, Laws of 2025
10 (streamlining of permitting for transportation projects work group).
11 ~~((If chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No.
12 1902) is not enacted by June 30, 2025, the amount provided in this
13 subsection lapses.))~~

14 (8) During the 2025-2027 fiscal biennium, if the department
15 completes the final design for the North Spokane Corridor Project -
16 I-90 Connection Phase, and the department confirms that the property
17 is not presently needed for highway purposes and that the use would
18 not conflict with adjacent highway purposes, the department shall
19 provide the Carl Maxey Center the opportunity to lease WSDOT property
20 along I-90 in the East Central Neighborhood for the purposes of
21 affordable housing using lease terms consistent with RCW 47.12.120.

22 **Sec. 214.** 2025 c 416 s 215 (uncodified) is amended to read as
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
25 **PROGRAM K**

26	Motor Vehicle Account—State Appropriation.	\$1,647,000
27	Multimodal Transportation Account—State	
28	Appropriation.	\$200,000
29	Multimodal Transportation Account—Federal	
30	Appropriation.	((51,526,000))
31		<u>\$83,733,000</u>
32	Carbon Emissions Reduction Account—State	
33	Appropriation.	((167,962,000))
34		<u>\$169,567,000</u>
35	TOTAL APPROPRIATION.	((221,335,000))
36		<u>\$255,147,000</u>

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

1 (1) (~~(\$25,000,000)~~) \$27,005,000 of the carbon emissions reduction
2 account—state appropriation is provided solely for the clean
3 alternative fuel vehicle charging and refueling infrastructure
4 program described in RCW 47.04.350. Of this amount, \$2,005,000
5 represents the reappropriation of amounts provided in the 2023-2025
6 fiscal biennium for this purpose.

7 (2) \$125,851,000 of the carbon emissions reduction account—state
8 appropriation is provided solely for a point-of-sale voucher
9 incentive program, inclusive of costs for program administration and
10 staffing, to encourage the faster adoption of zero-emission medium
11 and heavy-duty vehicles to further state climate goals under RCW
12 70A.45.020 and state equity goals under chapter 70A.02 RCW. The
13 voucher incentive program must be administered by a third-party
14 administrator that has experience administering voucher incentive
15 programs, with oversight conducted by the department.

16 (a) The voucher program is required to be designed based on the
17 recommendations of the Joint Transportation Committee report
18 *Washington State Infrastructure and Incentive Program Design for MHD*
19 *ZEVs*, and to include:

20 (i) Simplified zero-emission vehicle eligibility requirements;
21 (ii) Vehicle and infrastructure incentives aligned with programs
22 in other jurisdictions, where appropriate, to streamline user
23 planning;

24 (iii) Financial enhancements for select populations based on
25 equity considerations, including for vehicles in disadvantaged
26 communities and vehicles to be purchased by small, minority-owned
27 businesses, with consideration for support of the secondary vehicle
28 market;

29 (iv) A centralized user and manufacturer portal for information,
30 application, and assistance;

31 (v) A fleet assistance and qualification program to assist in
32 zero-emission vehicle and infrastructure planning, to be administered
33 by the Washington State University extension energy program in
34 coordination with the department and the voucher program's third-
35 party administrator; and

36 (vi) A voucher preapproval process to evaluate participant
37 eligibility, readiness for fleet deployment, and infrastructure
38 preparedness.

39 (b) The following battery electric and hydrogen fuel cell
40 electric vehicle categories and associated charging, as well as

1 refueling infrastructure for these categories, are eligible for the
2 voucher program, subject to additional qualification criteria to be
3 determined by the department and the voucher program third-party
4 administrator:

5 (i) On-road vehicles from class 2b, heavy work pickups and vans,
6 through class 8, heavy tractor-trailer units and refuse trucks; and

7 (ii) Cargo handling and off-road equipment.

8 (c) School buses and transit vehicles eligible for state grant
9 programs for the purchase of zero-emission vehicles are not eligible
10 for vouchers under this program, but are eligible for fleet
11 assistance provided in association with the voucher program, which
12 must include assistance in determining state and federal grant
13 eligibility for these vehicles.

14 (d) The voucher amounts selected by the department and voucher
15 program third-party administrator must further the policy goals of
16 the program cited in this subsection by offsetting investments
17 required for medium and heavy-duty vehicle and equipment owners to
18 transition to zero-emission vehicles and equipment. The department
19 and voucher program third-party administrator must condition vehicle
20 and infrastructure voucher funding to ensure these program policy
21 goals are furthered through the voucher funding provided.

22 (e) Consistent with voucher program design, the department is
23 required to distribute funds to the voucher program third-party
24 administrator sufficiently in advance of final requirements for
25 voucher distribution being met to facilitate the voucher's timely
26 distribution by the third-party administrator to sellers of zero-
27 emission vehicles and infrastructure.

28 (3) (~~((a) — \$14,986,000)~~) \$5,748,000 of the carbon emissions
29 reduction account—state appropriation is provided solely (~~(for~~
30 ~~grants, or to serve as a state match for secured federal funds, to~~
31 ~~finance hydrogen refueling infrastructure and fueling stations for~~
32 ~~medium and heavy-duty vehicles and up to two years of hydrogen~~
33 ~~fueling station operational costs along corridors designated as~~
34 ~~hydrogen corridors by the state or near or on transit agency, port,~~
35 ~~or public utility district property, or finance hydrogen fuel cell~~
36 ~~transportation infrastructure projects. The department, in~~
37 ~~consultation with the interagency electric vehicle coordinating~~
38 ~~council, should pursue any federal funding available through the~~
39 ~~charging and fueling infrastructure discretionary grant program and~~
40 ~~any other sources under the federal infrastructure investment and~~

1 ~~jobs act (P.L. 29 117-58), and other public or private funding~~
2 ~~sources as necessary, to bring hydrogen fueling stations into~~
3 ~~commercial operation.)~~ for the Squaxin Island Tribe for a hydrogen
4 fueling station along a corridor designated as a hydrogen corridor by
5 the state, and up to two years of hydrogen fueling station
6 operational costs.

7 (4) \$5,748,000 of the carbon emissions reduction account—state
8 appropriation is provided solely for the city of Seattle for a
9 hydrogen fueling station along a corridor designated as a hydrogen
10 corridor by the state, and up to two years of hydrogen fueling
11 station operational costs.

12 (5) \$790,000 of the carbon emissions reduction account—state
13 appropriation is provided solely for state match funding for the west
14 coast truck charging and fueling corridor project, funded through the
15 federal charging and fueling infrastructure program, which includes
16 the installation of one hydrogen fueling station along I-5.

17 ~~((b))~~ (6) \$2,500,000 ~~((of the amount provided in (a) of this~~
18 ~~subsection))~~ of the carbon emissions reduction account—state
19 appropriation is provided solely ~~((to))~~ for Community Transit for a
20 hydrogen fuel cell demonstration project.

21 ~~((e))~~ (7) \$200,000 ~~((of the amount provided in (a) of this~~
22 ~~subsection))~~ of the carbon emissions reduction account—state
23 appropriation is provided solely for hydrogen fuel cell demonstration
24 projects that provide long term power equipment and fuel for traffic
25 signals at critical intersections during emergencies involving power
26 disruptions or shutoffs.

27 ~~((4) \$400,000 of the carbon emissions reduction account—state~~
28 ~~appropriation is reappropriated and provided solely for the cities of~~
29 ~~Bellevue and Redmond to each purchase an electric fire engine.~~

30 ~~(5))~~ (8) \$1,725,000 of the carbon emissions reduction account—
31 state appropriation is reappropriated and provided solely for a
32 Tacoma Public Utilities medium-duty zero-emission utility service
33 vehicle pilot project that includes charging infrastructure and
34 mobile battery units.

35 ~~((6))~~ (9) \$890,000 of the motor vehicle account—state
36 appropriation is provided solely for implementation of chapter 417,
37 Laws of 2025 (transportation resources). ~~((If chapter . . ., Laws of~~
38 ~~2025 (Engrossed Substitute Senate Bill No. 5801) is not enacted by~~
39 ~~June 30, 2025, the amount provided in this subsection lapses.~~

1 TOTAL APPROPRIATION. ((\$655,954,000))
2 \$691,784,000

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

5 (1) \$5,000,000 of the motor vehicle account—state appropriation
6 is provided solely for a contingency pool for snow and ice removal.
7 The department must notify the office of financial management and the
8 transportation committees of the legislature when they have spent the
9 base budget for snow and ice removal and will begin using the
10 contingency pool funding.

11 (2) \$25,000,000 of the motor vehicle account—state appropriation
12 is provided solely for repair and replacement of traffic barriers
13 including, but not limited to, low-speed concrete barriers, beam
14 guardrails, steel-backed timber guardrails, and other systems
15 necessary to fabricate, construct, and install traffic barriers to
16 improve safety on state highway infrastructures.

17 (3) \$11,500,000 of the motor vehicle account—state appropriation
18 is provided solely for lane striping using (~~the most reflective~~
19 ~~paint available to maximize the visibility of lane striping,~~
20 ~~especially at night~~) materials that meet or exceed the federal
21 minimum retro reflectivity requirements established in the Manual on
22 Uniform Traffic Control Devices (MUTCD) to ensure maximizing
23 nighttime and low visibility lane-marking performance.

24 (4) (a) \$5,000,000 of the motor vehicle account—state
25 appropriation is provided solely for the department to address the
26 risks to safety and public health associated with homeless
27 encampments on department owned rights-of-way. The department must
28 coordinate and work with local government officials and social
29 service organizations who provide services and direct people to
30 housing alternatives that are not in highway rights-of-way to help
31 prevent future encampments from forming on highway rights-of-way and
32 may reimburse the organizations doing this outreach assistance who
33 transition people into treatment or housing or for debris clean up on
34 highway rights-of-way. Of the amounts provided in this subsection, a
35 minimum of \$2,000,000 must be used to deliver more frequent removal
36 of litter on the highway rights-of-way that is generated by
37 unsheltered people and may be used to hire crews specializing in
38 collecting and disposing of garbage, clearing debris or hazardous
39 material, and implementing safety improvements where hazards exist to

1 the traveling public and department employees. The department may use
2 these funds to either reimburse local law enforcement costs or the
3 Washington state patrol if they are providing enhanced safety to
4 department staff during debris cleanup or during efforts to prevent
5 future encampments from forming on highway rights-of-way.

6 (b) Beginning November 1, 2025, and semiannually thereafter, the
7 Washington state patrol and the department of transportation must
8 jointly submit a report to the governor and the transportation
9 committees of the legislature on the status of these efforts,
10 including:

11 (i) A summary of the activities related to addressing
12 encampments, including information on arrangements with local
13 governments or other entities related to these activities;

14 (ii) A description of the planned activities in the ensuing two
15 quarters to further address the emergency hazards and risks along
16 state highway rights-of-way; and

17 (iii) Recommendations for executive branch or legislative action
18 to achieve the desired outcome of reduced emergency hazards and risks
19 along state highway rights-of-way.

20 (5) \$1,000,000 of the motor vehicle account—state appropriation
21 is provided solely for a partnership program between the department
22 and the city of Spokane, to be administered in conjunction with
23 subsection (4) of this section. The program must address the safety
24 and public health problems created by homeless encampments on the
25 department's property along state highways within the city limits. Of
26 the amounts provided in this subsection, \$555,000 is for dedicated
27 department maintenance staff and associated clean-up costs. The
28 department and the city of Spokane shall enter into a reimbursable
29 agreement to cover up to \$445,000 of the city's expenses for clean-up
30 crews and landfill costs.

31 (6) \$1,025,000 of the motor vehicle account—state appropriation
32 is provided solely for the department to implement safety
33 improvements and debris clean up on department-owned rights-of-way in
34 the city of Seattle at levels above that being implemented as of
35 January 1, 2019, to be administered in conjunction with subsection
36 (2) of this section. The department must maintain a crew dedicated
37 solely to collecting and disposing of garbage, clearing debris or
38 hazardous material, and implementing safety improvements where
39 hazards exist to the traveling public, department employees, or
40 people encamped upon department-owned rights-of-way. The department

1 may request assistance from the Washington state patrol as necessary
2 in order for both agencies to provide enhanced safety-related
3 activities regarding the emergency hazards along state highway
4 rights-of-way in the Seattle area.

5 (7) \$1,015,000 of the motor vehicle account—state appropriation
6 is provided solely for a partnership program between the department
7 and the city of Tacoma, to be administered in conjunction with
8 subsection (4) of this section. The program must address the safety
9 and public health problems created by homeless encampments on the
10 department's property along state highways within the city limits. Of
11 the amounts provided in this subsection, \$570,000 is for dedicated
12 department maintenance staff and associated clean-up costs. The
13 department and the city of Tacoma shall enter into a reimbursable
14 agreement to cover up to \$445,000 of the city's expenses for clean-up
15 crews and landfill costs.

16 (8) \$3,675,000 of the move ahead WA account—state appropriation
17 is provided solely for initial and ongoing implementation costs of
18 the department's Snoqualmie winter operations study recommendations,
19 which include installation of large regulatory signs, installation of
20 a remote avalanche control system, developing chain enforcement
21 processes in coordination with the Washington state patrol, improving
22 cost recovery from violators, and securing an on-call class C towing
23 company.

24 (9) \$2,000,000 of the Alaskan Way viaduct replacement project
25 account—state appropriation is provided solely for maintenance
26 activities in the vicinity of the state route number 99 deep bore
27 tunnel in preparation for, and during, the 2026 World Cup.
28 Appropriations in this subsection assume additional revenue from a
29 temporary toll rate adjustment on the state route number 99 tunnel
30 leading up to and during the 2026 World Cup.

31 (10) (a) \$1,200,000 of the motor vehicle account—state
32 appropriation is provided solely for the department to contract with
33 the city of Fife to address the risks to safety and public health
34 associated with homeless encampments on department-owned rights-of-
35 way along the SR 167/SR 509 Puget Sound Gateway project corridor in
36 and adjacent to the city limits.

37 (b) The city must coordinate and work with the department and
38 local governments and social service organizations who provide
39 services and direct people to housing alternatives that are not in

1 highway rights-of-way to help prevent future encampments from forming
2 on highway rights-of-way. State funds may be used to reimburse the
3 organizations doing this outreach assistance who transition people
4 into treatment or housing that is not on the rights-of-way or for
5 debris clean up on highway rights-of-way.

6 (c) The department may hire crews specializing in collecting and
7 disposing of garbage, clearing debris or hazardous material, and
8 implementing safety improvements where hazards exist to the traveling
9 public and department employees.

10 (d) Funds may also be used to reimburse local law enforcement
11 costs or the Washington state patrol if they are participating as
12 part of a state or local government agreement to provide enhanced
13 safety related activities along state highway rights-of-way.

14 (e) It is the intent of the legislature that the city and
15 collaborating partners should place particular emphasis on utilizing
16 available funds for addressing large scale and multiple homeless
17 encampments that impact public safety and health. Funding for
18 initiatives associated with such encampments may include targeted
19 assistance to local governments and social service organizations,
20 directing moneys toward not only initial efforts to clear
21 encampments, clean up debris and restore sightlines, but to ongoing
22 work, monitoring, and maintenance of efforts to place individuals in
23 housing, treatment, and services, and to better ensure individuals
24 experiencing homelessness receive needed assistance while sites
25 remain safe and secure for the traveling public.

26 (11) \$180,000 of the motor vehicle account—state appropriation is
27 provided solely for graffiti mitigation operations using spray drone
28 technology.

29 (12) \$35,000,000 of the preserve Washington account—state
30 appropriation is provided solely for supporting essential maintenance
31 activities necessary for timely repairs, adequate equipment and
32 materials, and the reliable operation of Washington's transportation
33 system.

34 **Sec. 216.** 2025 c 416 s 217 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
37 **PROGRAM Q—OPERATING**

38 Highway Safety Fund—State Appropriation. \$10,621,000

1	Motor Vehicle Account—State Appropriation.	((\$88,980,000))
2		<u>\$90,928,000</u>
3	Motor Vehicle Account—Federal Appropriation.	((\$2,088,000))
4		<u>\$2,087,000</u>
5	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
6	Move Ahead WA Account—State Appropriation.	\$8,124,000
7	Multimodal Transportation Account—State	
8	Appropriation.	\$5,000,000
9	State Route Number 520 Corridor Account—State	
10	Appropriation.	\$247,000
11	Tacoma Narrows Toll Bridge Account—State	
12	Appropriation.	\$44,000
13	Alaskan Way Viaduct Replacement Project Account—	
14	State Appropriation.	\$1,122,000
15	Interstate 405 and State Route Number 167 Express	
16	Toll Lanes Account—State Appropriation.	\$36,000
17	TOTAL APPROPRIATION.	((\$116,556,000))
18		<u>\$118,503,000</u>

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

21 (1) (a) During the 2025-2027 fiscal biennium, the department shall
22 continue a pilot program that expands private transportation
23 providers' access to high occupancy vehicle lanes. Under the pilot
24 program, when the department reserves a portion of a highway based on
25 the number of passengers in a vehicle, the following vehicles must be
26 authorized to use the reserved portion of the highway if the vehicle
27 has the capacity to carry eight or more passengers, regardless of the
28 number of passengers in the vehicle: (i) Auto transportation company
29 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
30 carrier vehicles regulated under chapter 81.70 RCW, except marked or
31 unmarked stretch limousines and stretch sport utility vehicles as
32 defined under department of licensing rules; (iii) private nonprofit
33 transportation provider vehicles regulated under chapter 81.66 RCW;
34 and (iv) private employer transportation service vehicles. For
35 purposes of this subsection, "private employer transportation
36 service" means regularly scheduled, fixed-route transportation
37 service that is offered by an employer for the benefit of its
38 employees. Nothing in this subsection is intended to authorize the
39 conversion of public infrastructure to private, for-profit purposes

1 or to otherwise create an entitlement or other claim by private users
2 to public infrastructure.

3 (b) The department shall expand the high occupancy vehicle lane
4 access pilot program to vehicles that deliver or collect blood,
5 tissue, or blood components for a blood-collecting or distributing
6 establishment regulated under chapter 70.335 RCW. Under the pilot
7 program, when the department reserves a portion of a highway based on
8 the number of passengers in a vehicle, blood-collecting or
9 distributing establishment vehicles that are clearly and identifiably
10 marked as such on all sides of the vehicle are considered emergency
11 vehicles and must be authorized to use the reserved portion of the
12 highway.

13 (c) The department shall expand the high occupancy vehicle lane
14 access pilot program to for hire nonemergency medical transportation
15 vehicles, when in use for medical purposes, as described in section
16 208(20), chapter 472, Laws of 2023. Under the pilot program, when the
17 department reserves a portion of a highway based on the number of
18 passengers in a vehicle, nonemergency medical transportation vehicles
19 that meet the requirements identified in section 208(20), chapter
20 472, Laws of 2023 must be authorized to use the reserved portion of
21 the highway.

22 (d) The department shall expand the high occupancy vehicle lane
23 access pilot program to private, for hire vehicles regulated under
24 chapter 81.72 RCW that have been specially manufactured, designed, or
25 modified for the transportation of a person who has a mobility
26 disability and uses a wheelchair or other assistive device. Under the
27 pilot program, when the department reserves a portion of a highway
28 based on the number of passengers in a vehicle, wheelchair-accessible
29 taxicabs that are clearly and identifiably marked as such on all
30 sides of the vehicle are considered public transportation vehicles
31 and must be authorized to use the reserved portion of the highway.

32 (e) Nothing in this subsection is intended to exempt these
33 vehicles from paying tolls when they do not meet the occupancy
34 requirements established by the department for express toll lanes.

35 (2) The appropriations in this section assume implementation of
36 additional cost recovery mechanisms to recoup at least \$100,000 in
37 credit card and other financial transaction costs related to the
38 collection of fees imposed under RCW 46.17.400, 46.44.090, and
39 46.44.0941 for driver and vehicle fee transactions beginning January

1 1, 2023. The department may recover transaction fees incurred through
2 credit card transactions.

3 (3) \$10,621,000 of the highway safety account—state appropriation
4 is provided solely for implementation of chapter 17, Laws of 2023
5 (speed safety cameras). Pursuant to the reporting requirements of RCW
6 46.63.200(10), the department, in collaboration with the Washington
7 state patrol and the Washington traffic safety commission, must
8 report to the transportation committees of the legislature by July 1,
9 2027, on the data and efficacy of speed safety camera system use in
10 state highway work zones. A preliminary report on the pilot
11 activities is due to the transportation committees of the legislature
12 by December 1, 2025, and must include, but is not limited to: (a) The
13 number of deployments and locations of the speed safety cameras, (b)
14 staffing workload, (c) number of violations issued, (d) detailed
15 expenses incurred by each agency in the pilot, and (e) efficiency
16 measures each agency has taken in operating the pilot program in the
17 most cost-effective manner possible.

18 (4) \$1,279,000 of the move ahead WA account—state appropriation
19 is provided solely for maintenance and operations of the virtual
20 coordination center. The department is encouraged to apply for
21 federal grant funds for the virtual coordination center and may use
22 state funds as a match. By December 1, 2026, the department shall
23 report to the transportation committees of the legislature: (a)
24 Recommendations to expand the center's operations, including specific
25 additional jurisdictions and corridors across the state; and (b)
26 amounts received and dates of receipt of any new cash and in-kind
27 matches from virtual coordination center partners including, but not
28 limited to, the city of Seattle, King county, other state and local
29 jurisdictions, and private sector partners.

30 (5) \$1,900,000 of the motor vehicle account—state appropriation
31 is reappropriated and provided solely for the department, in
32 coordination with the independent review team of the joint
33 transportation committee, to conduct an analysis of highway, road,
34 and freight rail transportation needs, options, and impacts from
35 shifting the movement of freight and goods that currently move by
36 barge through the lower Snake river dams to highways, other roads,
37 and rail, consistent with section 217(9), chapter 310, Laws of 2024.
38 The department shall provide status updates on a quarterly basis in
39 coordination with the joint transportation committee. The department

1 must submit a final report to the governor and the transportation
2 committees of the legislature by December 31, 2026.

3 (6) \$4,000,000 of the move ahead WA account—state appropriation
4 is provided solely for transportation operations activities to help
5 keep people and goods moving during the 2026 World Cup. These
6 activities include, but are not limited to, transportation management
7 center operations and upgrades, additional incident response team
8 coverage, trail crossing improvements, and updated guide signage/
9 wayfinding.

10 (7) \$5,000,000 of the multimodal transportation account—state
11 appropriation is provided solely for the department to address
12 emergent issues related to safety for pedestrians and bicyclists.
13 Funds may only be spent after approval from the office of financial
14 management. By December 15th of each odd-numbered year, the
15 department shall provide a report to the legislature listing all
16 emergent issues addressed in the prior fiscal biennium.

17 (8) The department is encouraged to erect wayfinding signs along
18 northbound and southbound Interstate 5 identifying routes to Paine
19 Field airport.

20 (9) \$6,000,000 of the motor vehicle account—state appropriation
21 is provided solely for low-cost enhancements. The department shall
22 give priority to low-cost enhancement projects that improve safety or
23 provide congestion relief. The department must identify low-cost
24 enhancement projects that could substantially fulfill safety
25 improvements before proceeding on full project scope designs and
26 engineering. Low-cost enhancements may include, but are not limited
27 to, new signage, rumble strips, speed bumps, flashing crosswalk
28 lights, lowering speed limits, lane narrowing via traffic calming,
29 and other safety improvements. By December 15th of each odd-numbered
30 year, the department shall provide a report to the legislature
31 listing all low-cost enhancement projects completed in the prior
32 fiscal biennium.

33 (10) The department shall promote safety messages encouraging
34 drivers to slow down and move over and pay attention when emergency
35 lights are flashing on the side of the road and other suitable safety
36 messages on electronic message boards the department operates across
37 the state. The messages must be promoted through June 30, 2027. The
38 department may coordinate such messaging with any statewide public

1 awareness campaigns being developed by the department of licensing or
2 the Washington state traffic safety commission, or both.

3 (11) \$1,050,000 of the move ahead WA account—state appropriation
4 is provided solely for Washington's share of efforts to mitigate
5 collision risk at the Lewis and Clark and Astoria-Megler bridges,
6 including a vessel collision risk assessment, installation of an air
7 gap sensor, and expansion of the virtual coordination center.

8 **Sec. 217.** 2025 c 416 s 218 (uncodified) is amended to read as
9 follows:

10 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
11 **SUPPORT—PROGRAM S**

12	Motor Vehicle Account—State Appropriation.	((\$45,218,000))
13		<u>\$48,253,000</u>
14	Motor Vehicle Account—Federal Appropriation.	\$780,000
15	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
16	Move Ahead WA Account—State Appropriation.	\$3,650,000
17	Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
18	Puget Sound Ferry Operations Account—State	
19	Appropriation.	\$510,000
20	Multimodal Transportation Account—State	
21	Appropriation.	((\$7,920,000))
22		<u>\$12,079,000</u>
23	State Route Number 520 Corridor Account—State	
24	Appropriation.	\$220,000
25	Tacoma Narrows Toll Bridge Account—State	
26	Appropriation.	\$136,000
27	Alaskan Way Viaduct Replacement Project Account—	
28	State Appropriation.	\$127,000
29	Interstate 405 and State Route Number 167 Express	
30	Toll Lanes Account—State Appropriation.	\$114,000
31	TOTAL APPROPRIATION.	((\$64,575,000))
32		<u>\$71,769,000</u>

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

35 (1) (a) \$2,000,000 of the motor vehicle account—state
36 appropriation and \$5,400,000 of the move ahead WA account—state
37 appropriation are provided solely for efforts to increase diversity
38 in the transportation construction workforce through:

1 (i) The preapprenticeship support services (PASS) and career
2 opportunity maritime preapprenticeship support services (COMPASS)
3 programs, which aim to increase diversity in the highway construction
4 and maritime workforces and prepare individuals interested in
5 entering the highway construction and maritime workforces. In
6 addition to the services allowed under RCW 47.01.435, the PASS and
7 COMPASS programs may provide housing assistance for youth aging out
8 of the foster care and juvenile rehabilitation systems to support
9 their participation in a transportation-related preapprenticeship
10 program and support services to obtain necessary maritime documents
11 and coast guard certification; and

12 (ii) Assisting minority and women-owned businesses to perform
13 work in the highway construction industry.

14 (b) The department shall report every even-numbered year to the
15 transportation committees of the legislature on efforts to increase
16 diversity in the transportation construction workforce.

17 (c) The office of equity and civil rights may revise program
18 standards, as needed, with legislative consultation.

19 (2) \$1,512,000 of the motor vehicle account—state appropriation
20 and \$488,000 of the Puget Sound ferry operations account—state
21 appropriation are provided solely for monitoring, assistance,
22 engagement, reporting, and other activities consistent with section
23 218(2), chapter 310, Laws of 2024.

24 (3) \$3,650,000 of the move ahead WA account—state appropriation
25 is provided solely for activities to help keep people and goods
26 moving during the 2026 World Cup. These activities include, but are
27 not limited to, digital advertising for traveler information, Title
28 VI compliance and language access, and Americans with disabilities
29 act compliance and training.

30 (4) The department's office of equity and civil rights and the
31 office of minority and women's business enterprises must develop two
32 new business-size thresholds within the office's certification
33 program. The two new thresholds must include emerging small
34 businesses and rising small businesses with gross receipts of no more
35 than (a) \$3,000,000 and (b) \$10,000,000. This work must include
36 evaluation of all state-funded contracts over \$50,000,000 for
37 emerging small business goals, rising small business goals, small
38 business goals, or any combination thereof. The office of equity and
39 civil rights and the office of minority and women's business

1 enterprises must submit a report to the office of financial
2 management and the transportation committees of the legislature by
3 November 1, 2025, on this work and any recommendations on next steps.

4 (5) Within amounts provided in this section, a maximum of \$75,000
5 is for the department's office of equity and civil rights to contract
6 with Western Washington University to analyze the economic benefit of
7 utilizing small businesses on department projects to the Washington
8 state economy.

9 (6) For department small works roster projects under RCW
10 39.04.151, the department may only allow firms certified as public
11 works small business enterprises, under RCW 39.19.030, to bid on the
12 project contract, unless the department determines there would be
13 insufficient bidders for a particular project. The department shall
14 report on the effectiveness of this policy to the transportation
15 committees of the legislature by December 1, 2026.

16 (7) (~~(\$6,791,000)~~) \$10,950,000 of the multimodal transportation
17 account—state appropriation (~~(is)~~) and \$3,075,000 of the motor
18 vehicle account—state appropriation are provided solely for the
19 department to complete the transportation reporting and accounting
20 information system to the current cloud version of the software and
21 are subject to the conditions, limitations, and review requirements
22 of section 701 of this act.

23 **Sec. 218.** 2025 c 416 s 219 (uncodified) is amended to read as
24 follows:

25 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
26 **AND RESEARCH—PROGRAM T**

27 Interstate 405 and State Route Number 167 Express

28 Toll Lanes Account—State Appropriation.	\$1,500,000
29 Motor Vehicle Account—State Appropriation.	((\$32,682,000))
30	<u>\$32,867,000</u>
31 Motor Vehicle Account—Federal Appropriation.	((\$43,115,000))
32	<u>\$43,873,000</u>
33 Motor Vehicle Account—Private/Local Appropriation.	\$400,000
34 Move Ahead WA Account—State Appropriation.	\$6,900,000
35 Move Ahead WA Flexible Account—State Appropriation.	\$6,348,000
36 Multimodal Transportation Account—State	
37 Appropriation.	\$1,489,000
38 Multimodal Transportation Account—Federal	

1	Appropriation.	\$2,816,000
2	Multimodal Transportation Account—Private/Local	
3	Appropriation.	\$100,000
4	State Route Number 520 Corridor Account—State	
5	Appropriation.	(\$657,000)
6		<u>\$400,000</u>
7	TOTAL APPROPRIATION.	(\$96,007,000)
8		<u>\$96,693,000</u>

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

11 (1) \$1,557,000 of the motor vehicle account—state appropriation
12 is provided solely for the department to upgrade the department's
13 linear referencing system (LRS) and highway performance monitoring
14 system (HPMS).

15 (2) \$5,400,000 of the move ahead WA account—state appropriation
16 and the entire move ahead WA flexible account—state appropriation are
17 provided solely for Interstate 5 planning. The work under this
18 subsection must include, but is not limited to, the following:

- 19 (a) Continued development of an Interstate 5 master plan;
- 20 (b) Advancing seismic vulnerability analyses;
- 21 (c) An interim report on the progress of the Interstate 5 master
22 plan to the transportation committees of the legislature and the
23 office of financial management by June 30, 2026; and
- 24 (d) An assessment of Interstate 5 on-ramps in the core area of
25 the interstate system from the Pierce county line in Federal Way to
26 state route number 531/Smokey Point boulevard in Arlington to
27 evaluate installing new meters or revising high occupancy vehicle
28 bypasses at existing meters and prioritize locations for ramp meter
29 installations or high occupancy vehicle bypass conversions.

30 (3) \$140,000 of the multimodal transportation account—state
31 appropriation is reappropriated and provided solely for the city of
32 Seattle's office of planning and community development to continue to
33 support an equitable development initiative to reconnect the South
34 Park neighborhood, currently divided by state route number 99,
35 consistent with section 219(4), chapter 310, Laws of 2024. The city
36 must provide a final report that includes recommendations by June 30,
37 2027.

38 (4) Consistent with RCW 47.04.280(1)(d), when the department
39 submits the attainment report required under RCW 47.04.285, it shall

1 visually display statewide annual hours of travel delay by displaying
2 data within each major corridor, to the extent practicable.

3 (5) \$1,500,000 of the Interstate 405 and State Route Number 167
4 express toll lanes account—state appropriation is provided solely for
5 the department to develop an implementation plan for state route
6 number 167 that builds on the SR 167 master plan completed in June
7 2023. The SR 167 implementation plan must include, but is not limited
8 to, high-level engineering and cost estimating work necessary to
9 update the I-405/SR 167 corridor funding and phasing report that
10 needs to be completed to advance priority project components
11 developed in the SR 167 master plan. The SR 167 implementation plan
12 with recommendations is due to the transportation committees of the
13 legislature by December 1, 2026.

14 (6) \$4,620,000 of the motor vehicle account—federal appropriation
15 is provided solely for work on the road usage charge research project
16 overseen by the Washington state transportation commission using
17 amounts of the federal grant award.

18 (7) The department shall continue to coordinate planning work
19 focused on the transportation system in western Washington across
20 modes with the goal of maximizing system performance toward the
21 policy goals in RCW 47.04.280 in the most cost-effective manner. This
22 coordination must include, but is not limited to: The Interstate 5
23 highway corridor, existing rail infrastructure and future high-speed
24 rail alignment, and commercial aviation capacity. The department must
25 report on the status of these planning efforts including, but not
26 limited to, a long-term strategy for addressing resilience of the
27 transportation system in western Washington through consideration of
28 changing demand, modal integration, and preservation needs. The
29 coordinated work must include an analysis of different alternatives
30 to promote system resilience, including performance and cost of each
31 scenario. The report is due to the joint transportation committee by
32 November 1, 2025.

33 (8) \$1,500,000 of the move ahead WA account—state appropriation
34 is provided solely for the department to develop a corridor vision
35 and implementation plan that identifies improvement options to
36 address safety and multimodal mobility needs on the state route
37 number 164 corridor from Dogwood Street East in Auburn to High Point
38 Street in Enumclaw. The department must submit a report to the office
39 of financial management and the transportation committees of the

1 legislature with recommended safety and multimodal infrastructure
2 improvements by June 30, 2027.

3 (9) (~~(\$657,000)~~) \$400,000 of the state route number 520 corridor
4 account—state appropriation is provided solely for the department to
5 contract with the University of Washington department of mechanical
6 engineering, to further study measures to reduce noise impacts from
7 the state route number 520 bridge expansion joints. (~~The field~~
8 ~~testing shall be scheduled during existing construction, maintenance,~~
9 ~~or other scheduled closures to minimize impacts. The testing must~~
10 ~~also ensure safety of the traveling public. The study shall examine~~
11 ~~the types and durability of the materials used to provide noise~~
12 ~~mitigation and the costs associated with the differing types of~~
13 ~~materials. A draft report~~)) To address the safety of the traveling
14 public and mitigate for potential joint damage, the study must
15 include laboratory-based testing of a highly durable sound
16 attenuation system based on the system developed in the WSDOT Modular
17 Bridge Expansion Joints - Phase 2 study. A draft report, including
18 test results and recommendations describing and identifying the
19 duration of future studies, must be submitted to the transportation
20 committees of the legislature and the governor by (~~March~~) October
21 1, 2026. A final report must be submitted to the transportation
22 committees of the legislature and the governor by December 31, 2026.

23 (10) \$200,000 of the motor vehicle account—state appropriation is
24 provided solely for the department to conduct a feasibility study to
25 determine the optimal location for an essential public facility at
26 exit 34 off Interstate 90 in North Bend in accordance with RCW
27 26.70A.200 and 47.06.140. The facility shall include the King County
28 Readiness Center, Interstate 90 and Highway 18 truck parking, and a
29 regional Washington State Patrol office and weigh station in the exit
30 34 area of the city of North Bend. The department shall conduct the
31 feasibility study with the Washington State Patrol in consultation
32 with King County, the Washington State Military Department, the
33 Snoqualmie Indian Tribe, and the city of North Bend within a time
34 frame that accommodates the relocation and funding schedule of the
35 Washington State Military Department for the King County Readiness
36 Center. The department and the Washington State Patrol must report
37 the findings of the feasibility study to the office of financial
38 management and the transportation committees of the legislature by
39 June 30, 2027.

1 (11) Within existing resources, the department shall complete an
2 analysis of bridge strikes in Washington state within the last three
3 years and of best practices of interventions utilized by other
4 jurisdictions. By September 1, 2026, the department shall develop and
5 submit recommendations to reduce the number of bridge strikes.
6 Recommendations should include potential improvements to physical
7 infrastructure; location, type, and height of posted warning signage;
8 information and training campaigns for drivers; and scalable options
9 for costs for each recommendation.

10 **Sec. 219.** 2025 c 416 s 220 (uncodified) is amended to read as
11 follows:

12 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
13 **PROGRAM U**

14	Aeronautics Account—State Appropriation.	\$7,000
15	Transportation Partnership Account—State	
16	Appropriation.	((\$147,000))
17		<u>\$205,000</u>
18	Motor Vehicle Account—State Appropriation.	((\$103,363,000))
19		<u>\$157,451,000</u>
20	Puget Sound Ferry Operations Account—State	
21	Appropriation.	((\$1,120,000))
22		<u>\$1,683,000</u>
23	State Route Number 520 Corridor Account—State	
24	Appropriation.	((\$86,000))
25		<u>\$92,000</u>
26	Connecting Washington Account—State Appropriation.	((\$1,180,000))
27		<u>\$1,649,000</u>
28	Multimodal Transportation Account—State	
29	Appropriation.	((\$5,835,000))
30		<u>\$9,432,000</u>
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation.	\$51,000
33	Alaskan Way Viaduct Replacement Project Account—	
34	State Appropriation.	\$38,000
35	Interstate 405 and State Route Number 167 Express	
36	Toll Lanes Account—State Appropriation.	((\$66,000))
37		<u>\$72,000</u>
38	TOTAL APPROPRIATION.	((\$111,893,000))

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

(1) Consistent with existing protocol and practices, for any negotiations that could result in a settlement of a claim against the state for the department that exceeds \$5,000,000, the department, in conjunction with the attorney general and the department of enterprise services, shall notify the director of the office of financial management and the transportation committees of the legislature.

(2) On August 1, 2025, and semiannually thereafter, the department, in conjunction with the attorney general and the department of enterprise services, shall provide a report with judgments and settlements dealing with the Washington state ferry system to the director of the office of financial management and the transportation committees of the legislature. The report must include information on: (a) The number of claims and settlements by type; (b) the average claim and settlement by type; (c) defense costs associated with those claims and settlements; and (d) information on the impacts of moving legal costs associated with the Washington state ferry system into the statewide self-insurance pool.

(3) On August 1, 2025, and semiannually thereafter, the department, in conjunction with the attorney general and the department of enterprise services, shall provide a report with judgments and settlements dealing with the nonferry operations of the department to the director of the office of financial management and the transportation committees of the legislature. The report must include information on: (a) The number of claims and settlements by type; (b) the average claim and settlement by type; and (c) defense costs associated with those claims and settlements.

(4) When the department identifies significant legal issues that have potential transportation budget implications, the department must initiate a briefing for appropriate legislative members or staff through the office of the attorney general and its legislative briefing protocol.

(5) \$1,931,000 of the motor vehicle account—state appropriation is provided solely for additional costs associated with the planned consolidation of staff at a variety of facilities in Thurston county. As part of the request, the department must submit a comprehensive

1 consolidation plan that does not include new space and that
 2 identifies the best use of existing state owned or leased space,
 3 developed in conjunction with the department of enterprise services
 4 and the office of financial management, that details the planned
 5 action steps and timeline to achieve the office and administrative
 6 space efficiency as detailed in recent reports identifying
 7 opportunities for savings and cost avoidance while prioritizing
 8 employee safety. Beginning July 1, 2026, and semiannually thereafter,
 9 the department must provide a report on the progress in meeting the
 10 outcomes specified in the comprehensive consolidation plan to the
 11 office of financial management and the transportation committees of
 12 the legislature.

13 **Sec. 220.** 2025 c 416 s 221 (uncodified) is amended to read as
 14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**

16	Carbon Emissions Reduction Account—State	
17	Appropriation.	((\$275,545,000))
18		<u>\$276,498,000</u>
19	State Vehicle Parking Account—State Appropriation.	\$784,000
20	Rural Mobility Grant Program Account—State	
21	Appropriation.	\$32,223,000
22	Multimodal Transportation Account—State	
23	Appropriation.	((\$101,683,000))
24		<u>\$105,379,000</u>
25	Multimodal Transportation Account—Federal	
26	Appropriation.	((\$4,459,000))
27		<u>\$4,457,000</u>
28	Multimodal Transportation Account—Private/Local	
29	Appropriation.	\$100,000
30	TOTAL APPROPRIATION.	((\$414,794,000))
31		<u>\$419,441,000</u>

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

34 (1) (a) \$62,698,000 of the multimodal transportation account—state
 35 appropriation and ((~~\$78,525,000~~)) \$79,077,000 of the carbon emissions
 36 reduction account—state appropriation are provided solely for a grant
 37 program for special needs transportation distributed in accordance
 38 with RCW 47.66.150. Fuel type may not be a factor in the grant

1 selection process. For grant awards not yet under contract, as a
2 condition of special needs transportation grants provided pursuant to
3 this subsection, public transportation agencies may not delay,
4 divert, supplant, or suspend the collection of approved local sales
5 and use taxes for the purpose of public transportation during the
6 2025-2027 fiscal biennium.

7 (b) (~~(\$425,000)~~) Of the amounts provided in this subsection (1),
8 \$977,000 of the carbon emissions reduction account—state
9 appropriation is provided solely for the reappropriation of amounts
10 provided for this purpose in the 2023-2025 fiscal biennium.

11 (2) The department shall not require more than a 10 percent match
12 from nonprofit transportation providers for state grants.

13 (3) \$1,124,000 of the multimodal transportation account—state
14 appropriation is provided solely for the department to provide a
15 statewide vanpool benefit for all state employees. For department
16 employees working in remote job sites, such as mountain passes, the
17 department must ensure employees are able to access job sites via a
18 subsidized vanpool or provide a modal alternative for the "last mile"
19 to ensure employees can access the job site without additional
20 charge.

21 (4) \$500,000 of the carbon emissions reduction account—state
22 appropriation is provided solely for an interagency transfer to the
23 Washington State University extension energy program to administer a
24 technical assistance and education program for public agencies on the
25 use of alternative fuel vehicles. The Washington State University
26 extension energy program shall prepare a report regarding the
27 utilization of the program and submit this report to the
28 transportation committees of the legislature by November 15, 2025.

29 (5) \$32,223,000 of the rural mobility grant program account—state
30 appropriation is provided solely for grants to aid small cities in
31 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
32 factor in the grant selection process. For grant awards not yet under
33 contract, as a condition of rural mobility transportation grants
34 provided pursuant to this subsection, public transportation agencies
35 may not delay, divert, supplant, or suspend the collection of
36 approved local sales and use taxes for the purpose of public
37 transportation during the 2025-2027 fiscal biennium.

38 (6) \$3,300,000 of the carbon emissions reduction account—state
39 appropriation, \$5,700,000 of the multimodal transportation account—

1 state appropriation, and \$784,000 of the state vehicle parking
2 account—state appropriation are provided solely for CTR grants and
3 activities. Fuel type may not be a factor in the grant selection
4 process. For grant awards not yet under contract, as a condition of
5 CTR grants provided pursuant to this subsection, public
6 transportation agencies may not delay, divert, supplant, or suspend
7 the collection of approved local sales and use taxes for the purpose
8 of public transportation during the 2025-2027 fiscal biennium.

9 (7) (~~(\$188,900,000)~~) \$189,301,000 of the carbon emissions
10 reduction account—state appropriation is provided solely for transit
11 support grants. The department must confirm zero-fare policies are in
12 effect at transit agencies to be eligible for biennial distributions.
13 For grant awards not yet under contract, as a condition of transit
14 support grants provided pursuant to this subsection, public
15 transportation agencies may not delay, divert, supplant, or suspend
16 the collection of approved local sales and use taxes for the purpose
17 of public transportation during the 2025-2027 fiscal biennium. The
18 Legislature finds that a voter-approved phased-in reauthorization of
19 existing sales tax authority that maintains current levels of service
20 hours, does not constitute a delay or suspension of voter-approved
21 taxes under RCW 47.66.140.

22 (8) \$3,400,000 of the carbon emissions reduction account—state
23 appropriation is reappropriated and provided solely for the pilot
24 program established under RCW 47.04.355 to provide clean alternative
25 fuel vehicle use opportunities to underserved communities and low to
26 moderate-income members of the workforce not readily served by
27 transit or located in transportation corridors with emissions that
28 exceed federal or state emissions standards.

29 (9) \$900,000 of the carbon emissions reduction account—state
30 appropriation is provided solely for the department to implement
31 certain recommendations from the 2023 frequent transit service study.
32 The department shall define levels and types of demand-response
33 service and measure access to these services within Washington for
34 the purpose of gaining a fuller picture of transit access. The
35 department must collect ongoing transportation data and develop
36 systems to allow for analysis of disparities in access to existing
37 fixed route transit. The data collection should prioritize collecting
38 information on accessibility and inclusion of people with
39 disabilities, vulnerable populations in overburdened communities, and

1 other underserved communities. The department shall submit a report
2 on data collection efforts to the transportation committees of the
3 legislature and the office of financial management by June 30, 2026.

4 (10) \$9,000,000 of the multimodal transportation account—state
5 appropriation is provided solely for grants to transit agencies for
6 enhanced services between June 1, 2026, and July 30, 2026.

7 (a) Enhanced services consist of:

8 (i) Increased frequency on regular routes, creating temporary
9 shuttle services, enhancing on-demand services, increasing frequency
10 of water taxi services, and supporting incentives to encourage
11 transit use; and

12 (ii) Enhancing customer experience by temporarily increasing
13 operations, cleanliness, rider communications, wayfinding, and safety
14 and security.

15 (b) Of the amounts provided in this subsection, the department
16 must distribute:

17 (i) Forty percent to King County metro;

18 (ii) ~~((Twenty))~~ Forty percent to public transportation benefit
19 areas and regional transit authorities operating in the four counties
20 making up the largest regional transportation planning organization
21 in the state, distributed proportionally based on agency service
22 hours; and

23 (iii) Twenty percent to other public transit agencies operating
24 in cities named by a World Cup organizing committee to host fan
25 zones, excluding agencies already included in (b)(ii) of this
26 subsection, distributed proportionally based on agency service hours.

27 (c) Agencies must submit their planned expenditures to the
28 department and the Washington state transit association for review by
29 December 1, 2025. If any agency does not submit a plan to enhance
30 services consistent with (a) of this subsection, the department must
31 redistribute funding to other transit agencies using the distribution
32 in (b) of this subsection.

33 (11) \$10,000,000 of the multimodal transportation account—state
34 appropriation is provided solely for King county metro as part of a
35 federal funds exchange pilot. Amounts provided in this subsection
36 must be held in unallotted status until notification has been
37 received by the department's public transportation division from
38 Washington state ferries that the conditions outlined in section
39 222(13) ~~((of this act))~~, chapter 416, Laws of 2025 have been met. The
40 pilot must be conducted in coordination with the Puget Sound regional

1 council, who has programming authority for the federal funds to be
2 exchanged. By January 15, 2026, King county metro must report to the
3 office of financial management and the transportation committees of
4 the legislature a summary of projects funded or planned to be funded,
5 and recommendations for continuation of the federal funds exchange
6 pilot through the 2025-2027 fiscal biennium, including additional
7 amounts eligible to be exchanged.

8 (12) (~~(\$350,000)~~) \$590,000 of the multimodal transportation
9 account—state appropriation is provided solely for Pierce county to
10 support public transportation services on the Key Peninsula.

11 (13) \$950,000 of the multimodal transportation account—state
12 appropriation is provided solely for RiverCities Transit to operate
13 weekday transit service from Longview to Vancouver.

14 (14) \$5,000,000 of the multimodal transportation account—state
15 appropriation is provided solely for intercity bus expansion in
16 preparation for the 2026 World Cup. The department must report to the
17 transportation committees of the legislature and the office of
18 financial management annually on each January 15th with expansion
19 status and performance updates.

20 (15) The legislature intends in the 2027-2029 biennial budget and
21 beyond to fully restore the multimodal transportation account funding
22 for transportation demand management programs to levels that match
23 2025-2027 biennial appropriations.

24 (16) (a) (i) \$3,120,000 of the multimodal transportation account—
25 state appropriation is provided solely for King county metro to
26 implement affordable transit pass pilot programs at local community
27 and technical colleges, as defined in RCW 28B.50.030, that do not
28 currently operate affordable transit pass programs. At a minimum, the
29 pilot programs must make affordable transit passes available to all
30 students enrolled in a degree-seeking or certificate-seeking program
31 or an inclusive postsecondary education program at participating
32 institutions, including free or reduced-fare passes for students who
33 qualify.

34 (ii) King county metro must include Highline Community College as
35 one of the participating institutions.

36 (iii) No more than \$120,000 of this amount may be used for
37 administrative and program implementation costs.

38 (b) \$200,000 of the multimodal transportation account—state
39 appropriation is provided solely for Kitsap transit to implement

1 affordable transit pass pilot programs consistent with (a)(i) of this
2 subsection (16).

3 (c) By January 30, 2027, King County metro and Kitsap transit
4 must jointly provide a report to the office of financial management
5 and the transportation committees of the legislature. The report must
6 include details on program implementation, student participation
7 levels, fare subsidy structures, and recommendations for continuation
8 or expansion of the pilot programs in the 2027-2029 fiscal biennium.

9 **Sec. 221.** 2025 c 416 s 222 (uncodified) is amended to read as
10 follows:

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

12 Puget Sound Ferry Operations Account—State	
13 Appropriation.	((\$643,803,000))
14	<u>\$646,346,000</u>
15 Puget Sound Ferry Operations Account—Federal	
16 Appropriation.	\$126,642,000
17 Puget Sound Ferry Operations Account—Private/Local	
18 Appropriation.	\$121,000
19 TOTAL APPROPRIATION.	((\$770,566,000))
20	<u>\$773,109,000</u>

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

23 (1) The office of financial management budget instructions
24 require agencies to recast enacted budgets into activities. The
25 Washington state ferries shall include a greater level of detail in
26 its 2025-2027 supplemental and 2027-2029 omnibus transportation
27 appropriations act requests, as determined jointly by the office of
28 financial management, the Washington state ferries, and the
29 transportation committees of the legislature. This level of detail
30 must include the administrative functions in the operating as well as
31 capital programs. The data in the tables in the report must be
32 supplied in a digital file format.

33 (2) (a) \$74,374,000 of the Puget Sound ferry operations account—
34 federal appropriation and \$45,523,000 of the Puget Sound ferry
35 operations account—state appropriation are provided solely for auto
36 ferry vessel operating fuel in the 2025-2027 fiscal biennium. The
37 amount provided in this subsection represents the fuel budget for the
38 purposes of calculating any ferry fare fuel surcharge.

1 (b) The Washington state ferries must develop a renewable diesel
2 demonstration project for a representative group of diesel vessels.
3 By September 15, 2026, Washington state ferries must submit findings
4 and recommendations to the office of financial management and the
5 transportation committees of legislature that includes, but is not
6 limited to, performance results of the demonstration project,
7 recommendations for renewable diesel usage across the fleet, and
8 possible procurement options for renewable diesel.

9 (3) During negotiations of the 2027-2029 collective bargaining
10 agreements, (a) the department must identify provisions that create
11 barriers for, or contribute to creating a disparate impact on, newly
12 hired ferry employees, including those who are women, people of
13 color, veterans, and other employees belonging to communities that
14 have historically been underrepresented in the workforce; (b) and the
15 department must create a forum for direct discussion between the
16 governor, labor leadership, the office of financial management and
17 the Washington state ferries to collaboratively identify and resolve
18 compensation and staffing issues, with the goal of service
19 improvements for ferry riders. By January 1, 2027, the department
20 must report to the transportation committees of the legislature on
21 progress in incorporating the finding and recommendations from the
22 December 2022 joint transportation committee study on the Washington
23 state ferries' workforce.

24 (4) \$50,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for the department to conduct an
26 actuarial evaluation to determine the amount of funds needed in
27 reserve to provide an acceptable amount of self-insurance coverage as
28 compared to the commercial insurance option for the ferry system. The
29 evaluation must also include an analysis of the short and long-term
30 costs and benefits of self-insurance. By December 15, 2026, the
31 department shall report evaluation results to the transportation
32 committees of the legislature.

33 (5) Within existing resources, the department must deploy a pilot
34 program for offering customers wifi on vessels and in terminals. By
35 January 1, 2026, the department must report on the viability of the
36 program to the transportation committees of the legislature,
37 including implementation recommendations and cost estimates. The
38 department must prioritize routes or terminals with wifi coverage
39 issues and consider fee-for-service options.

1 (6) \$500,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for operating costs related to
3 moving vessels for emergency capital repairs. Funds may only be spent
4 after approval by the office of financial management.

5 (7) \$11,962,000 of the Puget Sound ferry operations account—state
6 appropriation is provided solely for the Washington state ferries
7 workforce development activities.

8 (8) \$6,950,000 of the Puget Sound ferry operations account—state
9 appropriation is provided solely for overtime and familiarization
10 expenses incurred by engine, deck, and terminal staff. The department
11 must provide updated staffing cost estimates for fiscal years 2026
12 and 2027 with its annual budget submittal and updated estimates by
13 January 1, 2026.

14 (9) \$2,548,000 of the Puget Sound ferry operations account—state
15 appropriation is provided solely for security services at Colman
16 Dock.

17 (10) (~~(\$600,000)~~) \$650,000 of the Puget Sound ferry operations
18 account—state appropriation is provided solely for traffic control at
19 ferry terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo,
20 and Bainbridge Island, during peak ferry travel times, with a
21 particular focus on Sundays and holiday weekends. If local law
22 enforcement entities are available, the Washington state ferries may
23 contract with local agencies for traffic control services. Of the
24 amounts provided in this subsection, \$50,000 is for traffic control
25 at ferry terminals at Bainbridge Island from May 2026 through August
26 2026.

27 (11) By December 31st of each year, as part of the annual ferries
28 division performance report, the department must report on the status
29 of efforts to increase the staff available for maintaining the
30 customary level of ferry service, including staff for deck, engine,
31 and terminals. The report must include data for a 12-month period up
32 to the most recent data available, by staff group, showing the number
33 of employees at the beginning of the 12-month period, the number of
34 new employees hired, the number of employees separating from service,
35 and the number of employees at the end of the 12-month period. The
36 department report on additional performance measures must include:

37 (a) Numbers of trip cancellations due to crew availability or
38 vessel mechanical issues;

1 (b) Current average monthly level of service compared to the
2 average monthly full-service schedules in effect in 2019; and

3 (c) Retention rates of employees who have completed on the job
4 workforce development programs and overall employee retention rates.

5 (12) \$75,000 of the Puget Sound ferry operations account—state
6 appropriation is provided solely for the department to contract with
7 the Evans School of Public Policy at the University of Washington to
8 conduct a study and develop recommendations to design a modernized
9 and more inclusive Washington state ferries' customer advisory
10 process. The study must prioritize ease of customer feedback,
11 inclusion of groups that have been historically underrepresented in
12 customer feedback and engagement processes, and capturing input from
13 passengers using the system for varying purposes. The study must also
14 look at customer engagement models developed by other comparable
15 ferry systems, both domestic and international, for best practices. A
16 report with findings and recommendations is due to the office of
17 financial management and the transportation committees of the
18 legislature by December 15, 2026.

19 (13) \$12,000,000 of the Puget Sound ferry operations account—
20 federal appropriation is provided solely for a federal fund exchange
21 pilot with King county metro. The pilot must be conducted in
22 coordination with the Puget Sound regional council, who has
23 programming authority for the federal funds to be exchanged.
24 Washington state ferries must work with the Puget Sound regional
25 council to identify eligible projects for the exchanged federal funds
26 and amend the statewide transportation improvement program (STIP).
27 Upon approval of the amended plan and confirmation of distribution of
28 federal funds from the Puget Sound regional council, Washington state
29 ferries must notify the department's public transportation division
30 for release of state funds to King county metro in section 221(11) of
31 this act. By January 15, 2026, Washington state ferries must report
32 to the office of financial management and transportation committees
33 of the legislature recommendations for expanding the exchange in
34 current and future biennia.

35 (14) The department must work to increase its outreach and
36 recruitment of populations underrepresented in maritime careers and
37 continue working to expand apprenticeship and internship programs,
38 with an emphasis on programs that are shown to improve recruitment
39 for positions with the state ferry system.

1 (15) \$2,600,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for winter service enhancements in
3 the San Juan Islands. By December 1, 2026, the department must report
4 to the transportation committees of the legislature and the office of
5 financial management impacts of the service increase including, but
6 not limited to, ridership impacts, service reliability, and whether
7 service changes have induced permanent relocation of workforce
8 serving San Juan Island routes.

9 (16) \$855,000 of the Puget Sound ferry operations account—state
10 appropriation is provided solely for a workforce development pilot at
11 the Seattle maritime academy for the 2025-2027 fiscal biennium.
12 Amounts provided in this subsection must be utilized for programs
13 that are a benefit to the Washington state ferries or the prospective
14 workforce pipeline of the Washington state ferries. Funding may not
15 be expended until Washington state ferries certifies to the office of
16 financial management that a memorandum of agreement with Seattle
17 central community college has been executed.

18 (a) The memorandum of agreement with Seattle central community
19 college must address:

20 (i) Prioritized use of training and other facilities and
21 implementation of joint training opportunities for Washington state
22 ferries' employees and trainees;

23 (ii) Development of a joint recruitment plan with Seattle central
24 community college aimed at increasing enrollment of women and people
25 of color, with specific strategies to recruit existing community and
26 technical college students, maritime skills center students, high
27 school students from maritime programs, including maritime skills
28 center students, foster care graduates, and former juvenile
29 rehabilitation and adult incarcerated individuals; and

30 (iii) Consultation between the parties on the development of the
31 training program, recruitment plan and operational plan, with an
32 emphasis on increasing enrollment of women and people of color.

33 (b) Washington state ferries must submit the joint training and
34 recruitment plan to the appropriate policy and fiscal committees of
35 the legislature and the office of financial management by December 1,
36 2025. The Washington state ferries must submit findings of program
37 effectiveness and recommendations for continuation of the pilot, to
38 the appropriate committees of the legislature and the office of
39 financial management by December 1, 2025.

1 (17) \$375,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the implementation of chapter
3 296, Laws of 2025 (ferry system salaries). (~~If chapter . . . , Laws~~
4 ~~of 2025 (Substitute House Bill No. 1264) is not enacted by June 30,~~
5 ~~2025, the amount provided in this subsection lapses.~~)

6 (18) \$19,700,000 of the Puget Sound ferry operations account—
7 state appropriation is provided solely for the department to increase
8 deck and engine positions across the system, prioritizing positions
9 that will mitigate crew related cancellations and reduce overtime
10 expenditures. The department must consider data related to staffing
11 cancellations, as well as current and forecasted staffing levels of
12 deck and engine positions, and mitigation for job classes with the
13 highest overtime costs when adding positions. Funds provided in this
14 subsection are eligible to be used for all deck or engine job
15 classes. The department must include an update on the number of
16 positions hired by job class as part of the annual performance
17 report.

18 (19) \$500,000 of the Puget Sound ferry operations account—state
19 appropriation is provided solely for the department to conduct a
20 feasibility study on the possibility of a state-controlled dockyard
21 facility.

22 **Sec. 222.** 2025 c 416 s 223 (uncodified) is amended to read as
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING**

25 Carbon Emissions Reduction Account—State	
26 Appropriation.	((\$2,000,000))
27	<u>\$4,000,000</u>
28 Multimodal Transportation Account—State	
29 Appropriation.	((\$81,085,000))
30	<u>\$81,092,000</u>
31 Multimodal Transportation Account—Private/Local	
32 Appropriation.	\$46,000
33 TOTAL APPROPRIATION.	((\$83,131,000))
34	<u>\$85,138,000</u>

35 **Sec. 223.** 2025 c 416 s 224 (uncodified) is amended to read as
36 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
2 **OPERATING**

3	Carbon Emissions Reduction Account—State	
4	Appropriation.	((\$274,000))
5		<u>\$700,000</u>
6	Motor Vehicle Account—State Appropriation.	((\$15,164,000))
7		<u>\$16,135,000</u>
8	Motor Vehicle Account—Federal Appropriation.	((\$2,644,000))
9		<u>\$2,643,000</u>
10	Multimodal Transportation Account—State	
11	Appropriation.	((\$1,780,000))
12		<u>\$1,870,000</u>
13	Multiuse Roadway Safety Account—State Appropriation.	\$1,800,000
14	TOTAL APPROPRIATION.	((\$21,662,000))
15		<u>\$23,148,000</u>

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

18 (1) \$500,000 of the motor vehicle account—state appropriation is
19 provided solely for administration, program management, and
20 evaluation of the federal fund exchange pilot program.

21 (2) \$750,000 of the multimodal transportation account—state
22 appropriation is provided solely to continue the civilian
23 intervention grant program in accordance with program requirements
24 under section 224(7), chapter 472, Laws of 2023.

25 (3) For its 2027-2029 biennial agency budget request, the
26 department shall create a distinct subprogram within local programs
27 for all expenditures and activities for the active transportation
28 division.

29 (4) \$930,000 of the motor vehicle account—state appropriation is
30 provided solely for the department, from amounts set aside out of
31 statewide fuel taxes distributed to counties according to RCW
32 46.68.120(3), to contract with the Washington state association of
33 counties to:

34 (a) Continue contracting with the Washington state department of
35 fish and wildlife to identify, inventory, and prioritize county-owned
36 fish passage barriers;

37 (b) Partner with the county road administration board to update
38 the road cost factor unit costs used in the calculation of the

1 allocation factor for the county's portion of the motor vehicle fuel
2 tax;

3 (c) Create specific guidance and training for county public works
4 departments developing community engagement plans to mitigate project
5 and program harms and maximize community benefits by expanding upon
6 the freight mobility strategic investment board's "Toolkit and Best
7 Practices for Integrating Community Considerations in Infrastructure
8 Investments;" and

9 (d) Continue partnering with the board of registration for
10 professional engineers and land surveyors and contract with the
11 Washington state transportation center at the University of
12 Washington to identify best practices within public works for the
13 recruitment and retention of employees, including recommendations for
14 improving outreach and recruitment to underrepresented populations,
15 methods to partner with local community colleges and universities,
16 ways to expand apprenticeship and internship programs, strategies to
17 increase training and development opportunities, and recommendations
18 for career advancement programs and better work life balance
19 outcomes.

20 (5) The city of Seattle must provide a report on any findings and
21 recommendations of the digital conflict area awareness management
22 program, for which state funding was provided in the 2023-2025 fiscal
23 biennium, and any implementation needs and process mapping for use by
24 other jurisdictions, to the department and the transportation
25 committees of the legislature by June 30, 2026.

26 (6) \$60,000 of the multimodal transportation account—state
27 appropriation is provided solely for support of a United States Coast
28 Guard-compliant basic safety program with Crawford nautical training.

29 (7) \$309,000 of the motor vehicle account—state appropriation is
30 provided solely for the department to fund one full-time equivalent
31 liaison position within the local program multiagency permit program.
32 The department shall provide a report with an update on activities in
33 the program to the transportation committees of the legislature by
34 December 1, 2026.

35 (8) \$70,000 of the multimodal transportation account—state
36 appropriation is provided solely for the department to contract with
37 the Puget Sound harbor committee to support the development of the
38 Puget Sound harbor safety plan.

1 (9) \$90,000 of the multimodal transportation account—state
2 appropriation is provided solely to the city of Tacoma for the
3 purchase of research equipment and operating costs to support the
4 communities for a healthy bay in its work to detect derelict sunken
5 vessels and sunken fish and crabbing gear that may impact or impede
6 shipping lanes in order to assist the state in facilitating the
7 continued accessibility of these commercial routes.

8 (10) \$701,000 of the carbon emissions reduction account—state
9 appropriation is provided solely for the support of Pierce, Skagit,
10 and Whatcom county ferries youth zero-fare policies. Of this amount:

- 11 (a) \$263,000 is for Pierce county;
- 12 (b) \$364,000 is for Whatcom county; and
- 13 (c) \$74,000 is for Skagit county.

14 (11) \$986,000 of the motor vehicle account—state appropriation is
15 provided solely for the state share of the operating deficit of the
16 Wahkiakum county ferry.

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

2 **Sec. 301.** 2025 c 416 s 302 (uncodified) is amended to read as
3 follows:

4 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

5	Move Ahead WA Account—State Appropriation.	((\$9,333,000))
6		<u>\$10,333,000</u>
7	Rural Arterial Trust Account—State Appropriation.	\$51,573,000
8	Motor Vehicle Account—State Appropriation.	((\$2,103,000))
9		<u>\$2,456,000</u>
10	County Arterial Preservation Account—State	
11	Appropriation.	\$30,242,000
12	TOTAL APPROPRIATION.	((\$93,251,000))
13		<u>\$94,604,000</u>

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

16 (1) It is the intent of the legislature to provide \$21,028,000
17 for a new county local road grant program for the preservation and
18 improvement of county local roads that are not currently eligible
19 under existing funding programs starting in the 2027-2029 fiscal
20 biennium.

21 (2) \$1,000,000 of the move ahead WA account—state appropriation
22 is provided solely for grants to reimburse counties for design costs
23 associated with preparing projects for construction pursuant to
24 subsection (1) of this section under the new county local road grant
25 program (chapter 417, Laws of 2025; Chapter 36.170 RCW).

26 **Sec. 302.** 2025 c 416 s 304 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**
29 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

30	Motor Vehicle Account—State Appropriation.	((\$20,158,000))
31		<u>\$24,450,000</u>
32	Move Ahead WA Account—State Appropriation.	((\$21,487,000))
33		<u>\$21,900,000</u>
34	TOTAL APPROPRIATION.	((\$41,645,000))
35		<u>\$46,350,000</u>

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

3 (1) (a) \$9,487,000 of the move ahead WA account—state
4 appropriation is provided solely for the department to improve its
5 ability to keep facility assets in a state of good repair. In using
6 the funds appropriated in this subsection, the department, with
7 periodic reporting to the joint transportation committee, must
8 continue to develop and implement a prioritization of facility
9 capital preservation needs and repair projects. The legislature
10 intends these to be reasonable, forward-thinking investments that
11 consider potential future space efficiency measures and
12 consolidations, including those assessed as having high commercial
13 value and potential returns to state transportation funds associated
14 with the sale of the property. Prioritization must be based on, but
15 not limited to, the following criteria: (i) Employee safety and
16 facility security; (ii) state and federal regulatory and statutory
17 requirements and compliance issues, including clean buildings
18 requirements; (iii) quality of work issues; (iv) facility condition
19 assessment evaluations and scoring; (v) asset preservation; and (vi)
20 amount of operational support provided by the facility to the
21 achievement of the department's performance measures and outcomes,
22 including facility utilization based on field operations work
23 supported at the location. "Field operations" includes maintenance,
24 transportation operations, materials testing, and construction.

25 (b) In using the funds appropriated in this subsection, the
26 department must utilize the prioritization of facility capital
27 preservation needs and repair projects used in developing the
28 2025-2027 fiscal biennium agency budget submittal.

29 (c) By September 1, 2025, and September 1, 2026, the department
30 must provide a report based on the prioritization of facility
31 preservation needs and repair projects developed pursuant to (a) of
32 this subsection to the office of financial management and the
33 transportation committees of the legislature. The report must
34 include: (i) A by-facility ranking based on the criteria implemented;
35 (ii) detailed information on the actions taken in the previous year
36 to address the identified issues and deficiencies; and (iii) the
37 plan, by facility, to address issues and deficiencies for the
38 remainder of the 2025-2027 fiscal biennium and the 2027-2029 fiscal
39 biennium.

1 (2) Within existing resources, in consultation with the office of
2 financial management, the department must continue to use the
3 criteria developed for the preservation and improvement minor works
4 list during the 2025-2027 fiscal biennium.

5 (3) Within existing resources, in consultation with the office of
6 financial management, the department must continue to use criteria
7 for providing building-related capital requests in a comparable
8 format, adjusted where appropriate, to provisions already in use in
9 the omnibus capital appropriations act for building projects,
10 including the C-100 capital request form and other detail
11 requirements for omnibus capital appropriations act building
12 submissions.

13 (4) (~~(\$3,000,000)~~) \$3,050,000 of the move ahead WA account—state
14 appropriation is provided solely for the department to conduct master
15 planning on highest and best use of the Corson Avenue regional
16 headquarters property, including options to reduce space and
17 footprint on the property, examining the commercial value of the
18 property if converted to other use or sale of a portion of the
19 property, and reviewing alternative financing methods to fund
20 improvements.

21 (5) \$625,000 of the motor vehicle account—state appropriation is
22 provided solely for the department to build new parking at an
23 existing agency owned property for approximately 20 large, oversized
24 vehicles displaced from the relocation by June 30, 2026, out of the
25 Edna Lucille Goodrich Building. The funds appropriated in this
26 subsection may not be used for paving.

27 **Sec. 303.** 2025 c 416 s 305 (uncodified) is amended to read as
28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

30 Alaskan Way Viaduct Replacement Project Account—

31 State Appropriation. (~~(\$7,406,000)~~)
32 \$9,808,000

33 Carbon Emissions Reduction Account—State

34 Appropriation. (~~(\$13,331,000)~~)
35 \$14,632,000

36 Move Ahead WA Account—Private/Local Appropriation. . . . \$367,916,000

37 Puget Sound Gateway Facility Account—State

38 Appropriation. (~~(\$88,200,000)~~)

1		<u>\$50,200,000</u>
2	<u>State Route Number 520 Civil Penalties Account—State</u>	
3	<u>Appropriation.</u>	<u>\$20,000,000</u>
4	<u>Transportation 2003 Account (Nickel Account)—State</u>	
5	<u>Appropriation.</u>	<u>\$545,000</u>
6	Transportation Partnership Account—State	
7	Appropriation.	((\$8,948,000))
8		<u>\$24,443,000</u>
9	Motor Vehicle Account—State Appropriation.	((\$271,567,000))
10		<u>\$309,701,000</u>
11	Motor Vehicle Account—Federal Appropriation.	((\$487,331,000))
12		<u>\$649,728,000</u>
13	Coronavirus State Fiscal Recovery Fund—Federal	
14	Appropriation.	((\$54,334,000))
15		<u>\$57,011,000</u>
16	Motor Vehicle Account—Private/Local Appropriation.	((\$53,581,000))
17		<u>\$93,843,000</u>
18	Connecting Washington Account—State Appropriation. ((\$1,710,931,000))	
19		<u>\$1,739,917,000</u>
20	Special Category C Account—State Appropriation.	((\$114,708,000))
21		<u>\$129,111,000</u>
22	Multimodal Transportation Account—State	
23	Appropriation.	((\$7,557,000))
24		<u>\$7,152,000</u>
25	Multimodal Transportation Account—Federal	
26	Appropriation.	((\$1,842,000))
27		<u>\$3,600,000</u>
28	State Route Number 520 Corridor Account—State	
29	Appropriation.	\$1,100,000
30	Interstate 405 and State Route Number 167 Express	
31	Toll Lanes Account—State Appropriation.	((\$547,950,000))
32		<u>\$523,850,000</u>
33	Move Ahead WA Account—State Appropriation.	((\$1,161,189,000))
34		<u>\$1,164,697,000</u>
35	Move Ahead WA Account—Federal Appropriation.	((\$467,532,000))
36		<u>\$427,732,000</u>
37	Model Toxics Control Stormwater Account—State.	((\$10,563,000))
38		<u>\$13,609,000</u>
39	TOTAL APPROPRIATION.	((\$5,375,986,000))

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

(1) Except as provided otherwise in this section, the entire connecting Washington account—state appropriation, the entire move ahead WA account—federal appropriation, the entire move ahead WA account—state appropriation, and the entire transportation partnership account—state appropriation are provided solely for the projects and activities as listed by fund, project, and amount in LEAP Transportation Document ((2025-1)) 2026-1 as developed ((~~April 26, 2025~~)) February 23, 2026, Program - Highway Improvements Program (I). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 601 of this act.

(2) Except as provided otherwise in this section, the entire motor vehicle account—state appropriation and motor vehicle account—federal appropriation are provided solely for the projects and activities listed in LEAP Transportation Document ((2025-2)) 2026-2 ALL PROJECTS as developed ((~~April 26, 2025~~)) February 23, 2026, Program - Highway Improvements Program (I). Any federal funds gained through efficiencies, adjustments to the federal funds forecast, or the federal funds redistribution process must then be applied to highway and bridge preservation activities.

(3) Within the motor vehicle account—state appropriation and motor vehicle account—federal appropriation, the department may transfer appropriation authority between programs I and P, except for appropriation authority that is otherwise restricted in this act, as follows:

(a) Ten days prior to any transfer, the department must submit its request to the office of financial management and the transportation committees of the legislature and consider any concerns raised.

(b) The director of the office of financial management must first provide written authorization for such transfer to the department and the transportation committees of the legislature.

(c) The department shall submit a report on appropriation authority transferred in the prior fiscal year using this subsection as part of the department's annual budget submittal.

1 (4) The connecting Washington account—state appropriation
2 includes up to (~~(\$1,422,447,000)~~) \$1,159,447,000 in proceeds from the
3 sale of bonds authorized in RCW 47.10.889.

4 (5) The special category C account—state appropriation includes
5 up to (~~(\$101,986,000)~~) \$104,572,000 in proceeds from the sale of
6 bonds authorized in RCW 47.10.812.

7 (6) The Puget Sound gateway facility account—state appropriation
8 includes up to \$88,200,000 in proceeds from the sale of bonds
9 authorized in RCW 47.10.896.

10 (7) The motor vehicle account—state appropriation includes up to
11 \$30,000,000 in proceeds from the sale of bonds authorized in RCW
12 47.10.843.

13 (8) The Interstate 405 and State Route Number 167 express toll
14 lanes account—state appropriation includes up to \$375,311,000 in
15 proceeds from the sale of bonds authorized in RCW 47.10.896.

16 (9) The move ahead WA account—state appropriation includes up to
17 (~~(\$879,000,000)~~) \$780,149,000 in proceeds from the sale of bonds
18 authorized in RCW 47.10.873.

19 (10) The move ahead WA account—state appropriation includes up to
20 (~~(\$164,000,000)~~) \$222,000,000 in proceeds from the sale of bonds
21 authorized in RCW 47.10.889.

22 (11) The move ahead WA account—state appropriation includes up to
23 (~~(\$212,000,000)~~) \$186,784,000 in proceeds from the sale of bonds
24 authorized in RCW 47.10.861.

25 (12) The department shall itemize all future requests for the
26 construction of buildings on a project list and submit them through
27 the transportation executive information system as part of the
28 department's annual budget submittal. It is the intent of the
29 legislature that new facility construction must be transparent and
30 not appropriated within larger highway construction projects.

31 (13) The legislature continues to prioritize the replacement of
32 the state's aging infrastructure and recognizes the importance of
33 reusing and recycling construction aggregate and recycled concrete
34 materials in our transportation system. To accomplish Washington
35 state's sustainability goals in transportation and in accordance with
36 RCW 70A.205.700, the legislature reaffirms its determination that
37 recycled concrete aggregate and other transportation building
38 materials are natural resource construction materials that are too

1 valuable to be wasted and landfilled, and are a commodity as defined
2 in WAC 173-350-100.

3 (14) (a) (~~(\$54,334,000)~~) \$57,011,000 of the coronavirus state
4 fiscal recovery fund—federal appropriation, (~~(\$118,178,000)~~)
5 \$118,424,000 of the motor vehicle account—federal appropriation,
6 (~~(\$796,352,000)~~) \$795,004,000 of the move ahead WA account—state
7 appropriation, (~~(\$112,263,000)~~) \$99,394,000 of the connecting
8 Washington account—state appropriation, (~~(\$2,698,000)~~) \$4,622,000 of
9 the motor vehicle account—private/local appropriation, and
10 (~~(\$8,621,000)~~) \$8,730,000 of the motor vehicle account—state
11 appropriation are provided solely for the Fish Passage Barrier
12 Removal project (OBI4001) with the intent of fully complying with the
13 federal *U.S. v. Washington* court injunction by 2030.

14 (b) Appropriations within this subsection may be used to jointly
15 leverage state and local funds for match requirements in applying for
16 competitive federal aid grants provided in the infrastructure
17 investment and jobs act for removals of fish passage barriers under
18 the national culvert removal, replacement, and restoration program.
19 State funds used for the purpose described in this subsection must
20 not compromise full compliance with the court injunction by 2030.

21 (c) The department shall coordinate with the Brian Abbott fish
22 passage barrier removal board to use a watershed approach by
23 replacing both state and local culverts guided by the principle of
24 providing the greatest fish habitat gain at the earliest time. The
25 department shall deliver high habitat value fish passage barrier
26 corrections that it has identified, guided by the following factors:
27 Opportunity to bundle projects, tribal priorities, ability to
28 leverage investments by others, presence of other barriers, project
29 readiness, culvert conditions, other transportation projects in the
30 area, and transportation impacts. The department and Brian Abbott
31 fish barrier removal board must provide updates on the implementation
32 of the statewide culvert remediation plan to the legislature by
33 November 1, 2025, and June 1, 2026.

34 (d) The department must keep track of, for each barrier removed:
35 (i) The location; (ii) the amount of fish habitat gain; and (iii) the
36 amount spent to comply with the injunction.

37 (e) During the 2025-2027 fiscal biennium, the department shall
38 semi-annually provide reports of the amounts of federal funding

1 received for this project to the governor and transportation
2 committees of the legislature.

3 (15) (a) \$368,461,000 of the move ahead WA account—federal
4 appropriation, \$127,504,000 of the move ahead WA account—private/
5 local appropriation, and \$84,223,000 of the move ahead WA account—
6 state appropriation are provided solely for the I-5 Columbia river
7 bridge project (L4000054). The legislature finds that the replacement
8 of the I-5 Columbia river bridge is a project of national
9 significance and is critical for the movement of freight. One span is
10 now more than a century old, at risk for collapse in the event of a
11 major earthquake, and no longer satisfies the needs of commerce and
12 travel. Replacing the aging interstate bridge with a modern,
13 seismically resilient, multimodal structure that provides improved
14 mobility for people, goods, and services is a high priority.
15 Therefore, the legislature intends to support the replacement of the
16 I-5 Columbia river bridge with an investment of \$1,000,000,000.

17 (b) The department shall provide regular updates on the status of
18 ongoing coordination with the state of Oregon on any bistate
19 agreements regarding sharing of revenues, use of revenues, and fiscal
20 responsibilities of each state. Prior to finalizing any such
21 agreement, the department shall provide a draft of the agreement to
22 the transportation committees of the legislature for review and
23 input. Additionally, the department shall continue to advise
24 quarterly on the status of any bistate agreements to the joint
25 transportation committee until any agreements are finalized.

26 (16) (a) (~~(\$37,322,000)~~) \$43,803,000 of the (~~move-ahead-WA~~)
27 connecting Washington account—state appropriation is provided solely
28 for the SR 3 Freight Corridor (T30400R) project. The legislature
29 intends to provide a total of \$78,910,000 for this project, including
30 an increase of \$12,000,000 in future biennia to safeguard against
31 inflation and supply/labor interruptions and ensure that:

32 (i) The northern terminus remains at Lake Flora Road and the
33 southern terminus at the intersection of state route number 3 and
34 state route number 302; and

35 (ii) Multimodal safety improvements at the southern terminus
36 remain in the project to provide connections to North Mason school
37 district and provide safe routes to schools.

38 (b) With respect to right-of-way acquisition and the construction
39 of the SR 3 Freight Corridor project (T30400R), tribal consultation

1 with the Suquamish tribe must begin at the earliest stage of
2 planning, including, without limitation, on all funding decisions and
3 funding programs, to provide a government-to-government mechanism for
4 the tribe to evaluate, identify, and expressly notify governmental
5 entities of any potential impacts to tribal cultural resources,
6 archaeological sites, sacred sites, fisheries, or other rights and
7 interests in tribal lands and lands within which the tribe possesses
8 rights reserved or protected by federal treaty, statute, or executive
9 order. The consultation is independent of, and in addition to, any
10 public participation process required under state law, or by a state
11 agency, including the requirements of Executive Order 21-02 related
12 to archaeological and cultural resources, and regardless of whether
13 the agency receives a request for consultation from the Suquamish
14 tribe. Regularly scheduled tribal consultation meetings with the
15 Suquamish tribe shall continue throughout the duration of any funding
16 or program decisions and proposed project approval.

17 (17) (~~(\$8,500,000)~~) \$8,105,000 of the move ahead WA account—state
18 appropriation and (~~(\$5,000,000)~~) \$4,928,000 of the move ahead WA
19 account—federal appropriation are provided solely for the SR 3/Gorst
20 Area - Widening project (L4000017).

21 (a) Of the amounts provided in this subsection, \$7,500,000 is for
22 low-cost enhancements that complement the long-term improvement
23 alternatives identified through planning work on the corridor.

24 (b) Tribal consultation with the Suquamish tribe must begin at
25 the earliest stage of planning, including, without limitation, all
26 funding decisions and funding programs, to provide a government-to-
27 government mechanism for the tribe to evaluate, identify, and
28 expressly notify governmental entities of any potential impacts to
29 tribal cultural resources, archaeological sites, sacred sites,
30 fisheries, or other rights and interests in tribal lands and lands
31 within which the tribe possesses rights reserved or protected by
32 federal treaty, statute, or executive order. The consultation is
33 independent of, and in addition to, any public participation process
34 required under state law, or by a state agency, including the
35 requirements of Executive Order 21-02 related to archaeological and
36 cultural resources, and regardless of whether the agency receives a
37 request for consultation from the Suquamish tribe. Regularly
38 scheduled tribal consultation meetings with the Suquamish tribe must
39 continue throughout the duration of any funding program and proposed
40 project approval.

1 (18) \$23,000,000 of the move ahead WA account—state
2 appropriation, \$10,000,000 of the move ahead WA account—private/local
3 appropriation, and (~~(\$6,387,000)~~) \$13,960,000 of the connecting
4 Washington account—state appropriation are provided solely for the
5 US-12/Walla Walla Corridor Improvements project (T20900R). The
6 legislature recognizes the importance of this project and intends to
7 provide additional matching funds if additional competitive federal
8 funding is awarded for the final remaining four-lane section between
9 Wallula and Nine Mile Hill and the Port of Walla Walla provides
10 right-of-way at no cost to the state for this project. The
11 department, in consultation with local governments in the vicinity,
12 must pursue any federal funding available.

13 (19) (~~(\$12,571,000)~~) \$14,663,000 of the move ahead WA account—
14 state appropriation, \$7,908,000 of the move ahead WA account—federal
15 appropriation, and \$2,429,000 of the special category C account—state
16 appropriation are provided solely for the SR 18 Widening - Issaquah/
17 Hobart Rd to Raging River - Phase I project (L1000199). The
18 legislature recognizes the importance of this project and the cost
19 uncertainties associated with this project, and is committed to its
20 completion. The legislature intends to monitor the project's budget
21 and schedule and make adjustments as appropriate.

22 (20) (~~(\$136,984,000)~~) \$144,841,000 of the connecting Washington
23 account—state appropriation, (~~(\$1,527,000)~~) \$1,717,000 of the
24 multimodal transportation account—state appropriation,
25 (~~(\$28,103,000)~~) \$33,230,000 of the motor vehicle account—private/
26 local appropriation, (~~(\$324,483,000)~~) \$276,847,000 of the move ahead
27 WA account—federal appropriation, (~~(\$110,723,000)~~) \$147,829,000 of
28 the move ahead WA account—state appropriation, (~~(\$88,200,000)~~)
29 \$50,200,000 of the Puget Sound gateway facility account—state
30 appropriation, and (~~(\$212,157,000)~~) \$326,330,000 of the motor vehicle
31 account—federal appropriation are provided solely for the SR 167/SR
32 509 Puget Sound Gateway project (M00600R).

33 (a) Any savings on the project must stay on the Puget Sound
34 Gateway corridor until the project is complete.

35 (b) In making budget allocations to the Puget Sound Gateway
36 project, the department shall implement the project's construction as
37 a single corridor investment. The department shall continue to
38 collaborate with the affected stakeholders as it implements the
39 corridor construction and implementation plan for state route number

1 167 and state route number 509. Specific funding allocations must be
2 based on where and when specific project segments are ready for
3 construction to move forward and investments can be best optimized
4 for timely project completion. Emphasis must be placed on avoiding
5 gaps in fund expenditures for either project.

6 (c) The entire multimodal transportation account—state
7 appropriation in this subsection is for:

8 (i) The design phase of the Puyallup to Tacoma multiuse trail
9 along the state route number 167 right-of-way acquired for the
10 project to connect a network of new and existing trails from Mount
11 Rainier to Point Defiance Park; and

12 (ii) Segment 2 of the state route number 167 completion project
13 shared-use path to provide connections to the interchange of state
14 route number 167 at 54th to the intersection of state route number
15 509 and Taylor Way in Tacoma.

16 (21) (~~(\$15,988,000)~~) \$25,978,000 of the connecting Washington
17 account—state appropriation (~~(is)~~) and \$2,212,000 of the motor
18 vehicle account—state appropriation are provided solely for the SR
19 224/Red Mountain Vicinity Improvement project (L1000291). The
20 department shall provide funding to the city of West Richland to
21 complete the project within the project scope identified by the
22 legislature, which shall be amended by the department to include the
23 complete streets widening of Keene Road from SR 224 to Belmont Blvd
24 and within the total amount provided by the legislature. The
25 department shall not amend the project's scope of work to add
26 pavement preservation on state route number 224 from the West
27 Richland city limits to Antinori Road.

28 (22) (~~(\$100,000,000)~~) \$68,000,000 of the special category C
29 account—state appropriation, (~~(\$272,820,000)~~) \$209,788,000 of the
30 connecting Washington account—state appropriation, and (~~(\$71,000)~~)
31 \$164,000 of the motor vehicle account—private/local appropriation are
32 provided solely for the US 395 North Spokane Corridor project
33 (M00800R). Of the amounts provided in this subsection, \$300,000 is
34 for an environmental justice assessment to determine if traffic noise
35 abatement will reduce environmental harm to the East Central
36 Neighborhood as a result of this project.

37 (23) (~~(\$578,139,000)~~) \$607,789,000 of the connecting Washington
38 account—state appropriation, \$20,000,000 of the state route number
39 520 civil penalty account—state appropriation, \$1,100,000 of the

1 state route number 520 corridor account—state appropriation, and
2 (~~(\$7,278,000)~~) \$11,951,000 of the motor vehicle account—private/local
3 appropriation are provided solely for the SR 520 Seattle Corridor
4 Improvements - West End project (M00400R) and are subject to the
5 following conditions and limitations:

6 (a) Upon completion of the Montlake Phase of the West End
7 project, the department shall sell or transfer that portion of the
8 property not necessary for transportation purposes, and shall
9 initiate a process to convey or transfer such portion of the surplus
10 property to a subsequent owner.

11 (b) Of the amounts provided in this subsection, \$1,100,000 of the
12 state route number 520 corridor account—state appropriation is
13 provided solely for noise mitigation activities.

14 (24) (~~(\$10,416,000)~~) \$11,000,000 of the move ahead WA account—
15 state appropriation, \$5,229,000 of the connecting Washington account—
16 state appropriation, and (~~(\$1,548,000)~~) \$6,796,000 of the motor
17 vehicle account—state appropriation are provided solely for the SR
18 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/
19 Engineering) project (NPARADI), specifically for design of,
20 preliminary engineering, and right-of-way acquisition for the
21 interchange and widening as a single project. The department must
22 consider reserving portions of state route number 522, including
23 designated lanes or ramps, for the exclusive or preferential use of
24 public transportation vehicles, privately owned buses, motorcycles,
25 private motor vehicles carrying not less than a specified number of
26 passengers, or private transportation provider vehicles pursuant to
27 RCW 47.52.025.

28 (25) (~~(\$24,000)~~) \$9,000 of the motor vehicle account—state
29 appropriation and (~~(\$304,000)~~) \$5,469,000 of the motor vehicle
30 account—federal appropriation are provided solely for the SR 900
31 Safety Improvements project (L2021118). The department must: (a) Work
32 in collaboration with King county and the Skyway coalition to align
33 community assets, transportation infrastructure needs, and initial
34 design for safety improvements along state route number 900; and (b)
35 work with the Skyway coalition to lead community planning engagement
36 and active transportation activities.

37 (26) \$17,500,000 of the motor vehicle account—federal
38 appropriation is provided solely for a federal fund exchange pilot
39 program. The pilot program must allow exchanges of federal surface

1 transportation block grant population funding and state funds at an
2 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
3 The projects receiving the exchanged federal funds must adhere to all
4 federal requirements, including the applicable disadvantaged business
5 enterprise goals. The entirety of the appropriation in this
6 subsection must be held in unallotted status until surface
7 transportation block grant population funding has been offered to the
8 state, and the department determines that a federalized project or
9 projects funded in this section is eligible to spend the surface
10 transportation block grant population funding. \$16,625,000 from
11 existing state appropriations identified elsewhere within this
12 section are available to be used as part of the exchange. Upon
13 determination that a project or projects funded in this section is
14 eligible to spend the offered surface transportation block grant
15 population funding, state funds appropriated in this section for the
16 eligible state project or projects in an amount equal to 100 percent
17 of the offered surface transportation block grant population funding
18 must be placed in unallotted status. The legislature intends to
19 evaluate utilization and efficacy of this program, and if
20 underutilized, the program is intended to not continue into future
21 biennia.

22 (27) (~~(\$5,030,000)~~) \$3,601,000 of the multimodal transportation
23 account—state appropriation and (~~(\$1,842,000)~~) \$3,600,000 of the
24 multimodal transportation account—federal appropriation are provided
25 solely for the department to develop and implement a technology-based
26 truck parking availability system along the Interstate 5 corridor in
27 partnership with Oregon state and California state to maximize
28 utilization of existing truck parking capacity and deliver real-time
29 parking availability information to truck drivers (L1000375). The
30 department may use a portion of the appropriation in this subsection
31 for grant proposal development and as state match funding for
32 technology-based truck parking availability system federal grant
33 applications. The department must update the transportation
34 committees of the legislature on agency activities and their status
35 by December 1, 2026.

36 (28) \$57,593,000 of the motor vehicle account—state appropriation
37 is provided solely for the payment of deferred sales and use taxes on
38 activities related to the state route number 16 corridor improvements
39 project pursuant to RCW 47.46.060. It is the intent of the

1 legislature that any nontoll accounts used to pay the deferred sales
2 and use taxes will be reimbursed by toll revenues no later than
3 December 31, 2032, which reflects prior legislative intent regarding
4 the use of toll revenues for this purpose.

5 (29) \$159,480,000 of the motor vehicle account—state
6 appropriation is provided solely for the payment of deferred sales
7 and use taxes on the state route number 520 bridge replacement and
8 HOV project (8BI1009) pursuant to RCW 47.01.412. It is the intent of
9 the legislature that any nontoll accounts used to pay the deferred
10 sales and use taxes will be reimbursed by toll revenues no later than
11 December 31, 2050, which reflects prior legislative intent regarding
12 the use of toll revenues for this purpose.

13 (30) \$1,000,000 of the multimodal transportation account—state
14 appropriation is provided solely for matching funds for the
15 department to apply to the federal highway administration's wildlife
16 crossings pilot program for wildlife crossing underpasses on U.S. 97
17 between Tonasket and Riverside (L1000373).

18 (31) The legislature intends to evaluate the state's approach to
19 estimating capital project costs and risks, and to explore pooling
20 risk. The department must present to the joint transportation
21 committee on its cost estimating policies and considerations for
22 creating a project risk pool before the 2026 legislative session.

23 **Sec. 304.** 2025 c 416 s 306 (uncodified) is amended to read as
24 follows:

25 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

26 Move Ahead WA Account—State Appropriation.	((\$154,883,000))
	<u>\$156,644,000</u>
28 Recreational Vehicle Account—State Appropriation.	((\$751,000))
	<u>\$1,058,000</u>
30 Motor Vehicle Account—State Appropriation.	((\$62,975,000))
	<u>\$68,915,000</u>
32 Motor Vehicle Account—Federal Appropriation.	((\$600,864,000))
	<u>\$665,864,000</u>
34 Motor Vehicle Account—Private/Local Appropriation.	\$7,935,000
35 Connecting Washington Account—State Appropriation.	((\$41,159,000))
	<u>\$47,679,000</u>
37 State Route Number 520 Corridor Account—State	
38 Appropriation.	((\$7,924,000))

1		<u>\$8,055,000</u>
2	Tacoma Narrows Toll Bridge Account—State	
3	Appropriation.	((\$1,871,000))
4		<u>\$2,796,000</u>
5	Alaskan Way Viaduct Replacement Project Account—	
6	State Appropriation.	((\$5,376,000))
7		<u>\$7,490,000</u>
8	Interstate 405 and State Route Number 167 Express	
9	Toll Lanes Account—State Appropriation.	((\$9,648,000))
10		<u>\$7,303,000</u>
11	Transportation Partnership Account—State	
12	Appropriation.	((\$10,000,000))
13		<u>\$14,886,000</u>
14	<u>Transportation 2003 Account (Nickel Account)—State</u>	
15	<u>Appropriation.</u>	<u>\$19,780,000</u>
16	<u>Preserve Washington Account—State Appropriation.</u>	<u>\$300,000,000</u>
17	TOTAL APPROPRIATION.	((\$903,386,000))
18		<u>\$1,308,405,000</u>

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

21 (1) Except as provided otherwise in this section, the entire
22 motor vehicle account—state appropriation and motor vehicle account—
23 federal appropriation are provided solely for the projects and
24 activities listed in LEAP Transportation Document ((~~2025-2~~) 2026-2
25 ALL PROJECTS as developed ((~~April 26, 2025~~) February 23, 2026,
26 Program - Highway Preservation Program (P). Any federal funds gained
27 through efficiencies, adjustments to the federal funds forecast, or
28 the federal funds redistribution process must then be applied to
29 highway and bridge preservation activities.

30 (2) Within the motor vehicle account—state appropriation and
31 motor vehicle account—federal appropriation, the department may
32 transfer appropriation authority between programs I and P, except for
33 appropriation authority that is otherwise restricted in this act, as
34 follows:

35 (a) Ten days prior to any transfer, the department must submit
36 its request to the office of financial management and the
37 transportation committees of the legislature and consider any
38 concerns raised.

1 (b) The director of the office of financial management must first
2 provide written authorization for such transfer to the department and
3 the transportation committees of the legislature.

4 (c) The department shall submit a report on appropriation
5 authority transferred in the prior fiscal year using this subsection
6 as part of the department's annual budget submittal.

7 (3) (~~(\$6,000,000)~~) \$9,000,000 of the motor vehicle account—state
8 appropriation is provided solely for extraordinary costs incurred
9 from litigation awards, settlements, or dispute mitigation activities
10 not eligible for funding from the self-insurance fund (L2000290). The
11 amount provided in this subsection must be held in unallotted status
12 until the department submits a request to the office of financial
13 management that includes documentation detailing litigation-related
14 expenses. The office of financial management may release the funds
15 only when it determines that all other funds designated for
16 litigation awards, settlements, and dispute mitigation activities
17 have been exhausted.

18 (4) Within the connecting Washington account—state appropriation,
19 the department may transfer funds from Highway System Preservation
20 (L1100071) to other preservation projects listed in the LEAP
21 transportation document identified in subsection (1) of this section,
22 if it is determined necessary for completion of these high priority
23 preservation projects. The department's next budget submittal after
24 using this subsection must appropriately reflect the transfer.

25 (5) The legislature continues to prioritize the replacement of
26 the state's aging infrastructure and recognizes the importance of
27 reusing and recycling construction aggregate and recycled concrete
28 materials in our transportation system. To accomplish Washington
29 state's sustainability goals in transportation and in accordance with
30 RCW 70A.205.700, the legislature reaffirms its determination that
31 recycled concrete aggregate and other transportation building
32 materials are natural resource construction materials that are too
33 valuable to be wasted and landfilled, and are a commodity as defined
34 in WAC 173-350-100.

35 (6) The appropriations in this section include funding for
36 starting planning, engineering, and construction of the Elwha River
37 bridge replacement. To the greatest extent practicable, the
38 department shall maintain public access on the existing route.

1 (7) \$17,500,000 of the motor vehicle account—federal
2 appropriation is provided solely for a federal fund exchange pilot
3 program. The pilot program must allow exchanges of federal surface
4 transportation block grant population funding and state funds at an
5 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
6 The projects receiving the exchanged federal funds must adhere to all
7 federal requirements, including the applicable disadvantaged business
8 enterprise goals. The entirety of the appropriation in this
9 subsection must be held in unallotted status until surface
10 transportation block grant population funding has been offered to the
11 state and the department determines that a federalized project or
12 projects funded in this section is eligible to spend the surface
13 transportation block grant population funding. \$16,625,000 from
14 existing state appropriations identified elsewhere within this
15 section are available to be used as part of the exchange. Upon
16 determination that a project or projects funded in this section is
17 eligible to spend the offered surface transportation block grant
18 population funding, state funds appropriated in this section for the
19 eligible state project or projects in an amount equal to 100 percent
20 of the offered surface transportation block grant population funding
21 must be placed in unallotted status. The legislature intends to
22 evaluate utilization and efficacy of this program, and if
23 underutilized, the program is intended to not continue into future
24 biennia.

25 (8) The appropriations in this section include funding for the
26 following projects:

- 27 (a) SR 525 Bridge Replacement - Mukilteo;
- 28 (b) SR 4/Abernathy Creek Br - Replace Bridge;
- 29 (c) SR 155/Omak Bridge Rehabilitation;
- 30 (d) SR 243 Pavement Preservation and Shoulder Rebuild; and
- 31 (e) SR 104/Port Angeles Graving Dock Settlement and Remediation.

32 (9) As part of its 2026 supplemental budget submittal, the
33 department must provide a map of preservation projects that it
34 expects to fund over the following six fiscal years based on the
35 funding levels shown in this act and based on the funding levels
36 requested in its 2026 supplemental budget submittal.

37 (10) The department may not proceed with construction of the US
38 195/Colfax North Fork Palouse River - Replace Bridges project during
39 the 2025-2027 fiscal biennium. The legislature intends for the
40 project to be delayed until the 2029-2031 fiscal biennium.

1 The appropriations in this section are subject to the following
 2 conditions and limitations: (~~(\$5,621,000)~~) \$7,167,000 of the motor
 3 vehicle account—state appropriation, (~~(\$6,500,000)~~) \$10,738,000 of
 4 the motor vehicle account—federal appropriation, and (~~(\$635,000)~~)
 5 \$1,135,000 of the motor vehicle account—private/local appropriation
 6 are provided solely for Programmatic Investment for Traffic
 7 Operations Capital projects (000005Q). By December 15th of each odd-
 8 numbered year, the department shall provide a report to the
 9 legislature listing all traffic operations capital project
 10 investments completed in the prior fiscal biennium.

11 **Sec. 306.** 2025 c 416 s 308 (uncodified) is amended to read as
 12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**
 14 **—CAPITAL**

15	Carbon Emissions Reduction Account—State	
16	Appropriation.	((\$183,467,000))
17		<u>\$217,850,000</u>
18	Multimodal Transportation Account—State Appropriation ((\$19,511,000))	
19		<u>\$21,891,000</u>
20	Regional Mobility Grant Program Account—State	
21	Appropriation.	((\$135,229,000))
22		<u>\$133,445,000</u>
23	TOTAL APPROPRIATION.	((\$338,207,000))
24		<u>\$373,186,000</u>

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

27 (1) Except as provided otherwise in this section, the entire
 28 appropriations in this section are provided solely for the projects
 29 and activities as listed by project and amount in LEAP Transportation
 30 Document ((~~2025-2~~)) 2026-2 ALL PROJECTS as developed ((~~April 26,~~
 31 ~~2025~~)) February 23, 2026, Program - Public Transportation Program
 32 (V).

33 (2) (a) ((~~\$135,229,000~~)) \$140,545,000 of the regional mobility
 34 grant program account—state appropriation is provided solely for
 35 regional mobility grant projects. Of the amounts provided in this
 36 subsection, ((~~\$58,447,000~~)) \$62,865,000 is for the reappropriation of
 37 amounts provided for this purpose in the 2023-2025 fiscal biennium.
 38 The department shall review all projects receiving grant awards under

1 this program at least semiannually to determine whether the projects
2 are making satisfactory progress. Any project that has been awarded
3 funds, but does not report activity on the project within one year of
4 the grant award, must be reviewed by the department to determine
5 whether the grant should be terminated. The department shall promptly
6 close out grants when projects have been completed, and any remaining
7 funds must be used only to fund projects identified in the LEAP
8 transportation document referenced in this section. The department
9 shall provide annual status reports on December 15, 2025, and
10 December 15, 2026, to the office of financial management and the
11 transportation committees of the legislature regarding the projects
12 receiving the grants. A grantee may not receive more than 25 percent
13 of the amount appropriated in this subsection unless all other
14 funding is awarded. Additionally, when allocating funding for the
15 2027-2029 fiscal biennium, no more than 30 percent of the total grant
16 program may directly benefit or support one grantee unless all other
17 funding is awarded.

18 (b) To be eligible to receive a grant under (a) of this
19 subsection during the 2027-2029 fiscal biennium, a transit agency
20 must establish a process for private transportation providers to
21 apply for the use of park and ride facilities.

22 (c) For purposes of this subsection:

23 (i) "Private transportation provider" means an auto
24 transportation company regulated under chapter 81.68 RCW; a passenger
25 charter carrier regulated under chapter 81.70 RCW, except marked or
26 unmarked stretch limousines and stretch sport utility vehicles as
27 defined under department of licensing rules; a private nonprofit
28 transportation provider regulated under chapter 81.66 RCW; or a
29 private employer transportation service provider; and

30 (ii) "Private employer transportation service" means regularly
31 scheduled, fixed-route transportation service that is offered by an
32 employer for the benefit of its employees.

33 (d) During the 2025-2027 fiscal biennium, the department shall
34 consider applications submitted by regional transportation planning
35 organizations and metropolitan planning organizations for the
36 regional mobility grant program funding in the 2027-2029 fiscal
37 biennium.

38 (e) If savings are realized from the underspending or
39 cancellation of projects appropriated in this section, the department
40 may advance any project or projects listed in the "2025-2027 Regional

1 Mobility Grant Program Prioritized Project" list. The funding of any
2 project or projects chosen to be advanced is subject to approval by
3 the office of financial management and the transportation committees
4 of the legislature.

5 (3) (~~(\$11,636,000)~~) \$14,753,000 of the carbon emissions reduction
6 account—state appropriation is provided solely for move ahead WA
7 tribal transit grant projects. Of the amounts provided in this
8 subsection, (~~(\$1,635,000)~~) \$1,953,000 is for the reappropriation of
9 amounts provided for this purpose in the 2023-2025 fiscal biennium.
10 \$100,000 of the amount provided in this subsection may be used for
11 program administration and staffing. Grants to federally recognized
12 tribes may be for any transit purpose, including planning, operating
13 costs, maintenance, and capital costs. By December 15, 2026, the
14 department must submit a prioritized list to the office of financial
15 management and the transportation committees of the legislature of
16 new projects totaling no more than \$5,762,000.

17 (4) \$6,291,000 of the carbon emissions reduction account—state
18 appropriation is reappropriated and provided solely for additional
19 bus and bus facility projects. Of the amounts provided in this
20 subsection, \$1,891,000 is for Twin Transit for zero-emission vehicle
21 acquisition (BU232505) and \$4,400,000 is for C-TRAN for Highway 99
22 BRT hydrogen fuel cell buses (BU232507).

23 (5) (~~(\$11,800,000)~~) \$16,800,000 of the carbon emissions reduction
24 account—state appropriation is reappropriated and provided solely for
25 the following projects:

26 (a) Base Refurbish & Expansion for Growth/Columbia County Public
27 Transportation (L4000182);

28 (b) Kitsap Transit: Design & Shore Power (G2000115);

29 (c) Pierce Transit - Meridian (L2021197); and

30 (d) King County Metro South Annex Base - Electrification Elements
31 (L4000174).

32 (6) (~~(\$6,673,000)~~) \$5,325,000 of the multimodal transportation
33 account—state appropriation is provided solely for a public transit
34 ride share grant program. For grant awards not yet under contract, as
35 a condition of public transit ride share grants provided pursuant to
36 this subsection, public transportation agencies may not delay,
37 divert, supplant, or suspend the collection of approved local sales
38 and use taxes for the purpose of public transportation during the
39 2025-2027 fiscal biennium. Of the amounts provided in this

1 subsection, (~~(\$1,673,000)~~) \$325,000 of the multimodal transportation
2 account—state appropriation is for the reappropriation of amounts
3 provided for a public transit ride share grant program in the
4 2023-2025 fiscal biennium.

5 (7) (~~(\$11,189,000)~~) \$13,639,000 of the multimodal transportation
6 account—state appropriation is provided solely for connecting
7 Washington transit projects. (~~(Of the amounts provided in this~~
8 ~~subsection, \$3,407,000 is for the reappropriation of amounts provided~~
9 ~~for this purpose in the 2023-2025 fiscal biennium.)~~) Entities
10 identified to receive funding in the LEAP document referenced in this
11 section receive the amounts specified in the time frame specified in
12 that LEAP document. If an entity has already completed a project in
13 the LEAP document referenced in this section before the time frame
14 identified, the entity may substitute another transit project or
15 projects that cost a similar or lesser amount.

16 (8) (~~(\$1,649,000)~~) \$2,927,000 of the multimodal transportation
17 account—state appropriation and (~~(\$50,799,000)~~) \$51,747,000 of the
18 carbon emissions reduction account—state appropriation are provided
19 solely for green transportation capital projects identified in LEAP
20 Transportation Document (~~(2025-2)~~) 2026-2 ALL PROJECTS as developed
21 (~~(April 26, 2025)~~) February 23, 2026, Program - Public Transportation
22 Program (V). Of the amounts provided in this subsection, the entire
23 multimodal transportation account—state amount and (~~(\$18,536,000)~~)
24 \$19,484,000 of the carbon emissions reduction account—state amount
25 are for the reappropriation of amounts provided for this purpose in
26 the 2023-2025 fiscal biennium. Of the amount of carbon emissions
27 reduction account—state funds appropriated in this subsection,
28 \$938,000 may be used for program administration and staffing. For
29 grant awards not yet under contract, as a condition of green
30 transportation capital grants provided pursuant to this subsection,
31 public transportation agencies may not delay, divert, supplant, or
32 suspend the collection of approved local sales and use taxes for the
33 purpose of public transportation during the 2025-2027 fiscal
34 biennium.

35 (9) For grant awards not yet under contract, as a condition of
36 bus and bus facility grants identified in LEAP Transportation
37 Document (~~(2025-2)~~) 2026-2 ALL PROJECTS as developed (~~(April 26,~~
38 ~~2025)~~) February 23, 2026, Program - Public Transportation Program
39 (V), public transportation agencies may not delay, divert, supplant,

1 or suspend the collection of approved local sales and use taxes for
2 the purpose of public transportation during the 2025-2027 fiscal
3 biennium.

4 **Sec. 307.** 2025 c 416 s 309 (uncodified) is amended to read as
5 follows:

6 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
7 **CONSTRUCTION—PROGRAM W**

8	Carbon Emissions Reduction Account—State	
9	Appropriation.	((\$229,747,000))
10		<u>\$229,471,000</u>
11	Move Ahead WA Account—State Appropriation.	((\$109,408,000))
12		<u>\$148,752,000</u>
13	Puget Sound Capital Construction Account—State	
14	Appropriation.	((\$385,229,000))
15		<u>\$456,724,000</u>
16	Puget Sound Capital Construction Account—Federal	
17	Appropriation.	((\$31,830,000))
18		<u>\$49,817,000</u>
19	Puget Sound Capital Construction Account—	
20	Private/Local Appropriation.	((\$1,679,000))
21		<u>\$2,778,000</u>
22	Transportation Partnership Account—State	
23	Appropriation.	((\$5,395,000))
24		<u>\$6,864,000</u>
25	Connecting Washington Account—State Appropriation.	((\$8,424,000))
26		<u>\$14,834,000</u>
27	Capital Vessel Replacement Account—State	
28	Appropriation.	((\$122,000,000))
29		<u>\$120,389,000</u>
30	TOTAL APPROPRIATION.	((\$893,712,000))
31		<u>\$1,029,629,000</u>

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

34 (1) Except as provided otherwise in this section, the entire
35 appropriations in this section are provided solely for the projects
36 and activities as listed in LEAP Transportation Document ((2025-2))
37 2026-2 ALL PROJECTS as developed ((~~April 26, 2025~~)) February 23,
38 2026, Program - Washington State Ferries Capital Program (W).

1 (2) \$5,000,000 of the Puget Sound capital construction account—
2 state appropriation is provided solely for emergency capital repair
3 costs (999910K). Funds may only be spent after approval by the office
4 of financial management.

5 (3) For the 2025-2027 fiscal biennium, the marine division shall
6 provide to the office of financial management and the legislative
7 transportation committees the following reports on ferry capital
8 projects:

9 (a) On a semiannual basis, the report must include a status
10 update on projects with funding provided in this section including,
11 but not limited to, the following:

12 (i) Anticipated cost increases and cost savings;

13 (ii) Anticipated cash flow and schedule changes; and

14 (iii) Explanations for the changes.

15 (b) On an annual basis, the report must include a status update
16 on vessel and terminal preservation and improvement plans including,
17 but not limited to, the following: (i) What work has been done; (ii)
18 how have schedules shifted; and (iii) associated changes in funding
19 among projects, accompanied by explanations for the changes.

20 (c) On an annual basis, the report must include an update on the
21 implementation of the maintenance management system with
22 recommendations for using the system to improve the efficiency of
23 project reporting under this subsection.

24 (4) The legislature intends to reassess funding for Bainbridge
25 Island and Kingston terminal electrification projects based on
26 progression of the electrification program and future recommendations
27 of the department.

28 (5) The appropriations in this section include savings assumed
29 under section 719 (~~of this act~~), chapter 416, Laws of 2025. By
30 October 15, 2026, Washington state ferries must report to the
31 transportation committees of the legislature and the office of
32 financial management any estimated savings, efficiencies realized,
33 and recommendations for further improvements.

34 (6) \$6,000,000 of the Puget Sound capital construction account—
35 state appropriation is provided solely for modernization of the
36 ticketing and reservation system (990052C). The department must
37 prioritize integration of ORCA payment, Good to Go! payment, and
38 mobile payment platforms into the new system at the earliest possible
39 phase.

(7) The legislature intends to consider alternative forms of financing including, but not limited to, certificates of participation (lease-purchase) and leasing for the purpose of securing up to five hybrid electric vessels for the Washington state ferry system.

(8) \$12,419,000 of the carbon emissions reduction account—state appropriation and \$1,071,000 of the Puget Sound capital construction account—federal appropriation is provided solely to close out the program for conversion of vessels to electric hybrid propulsion (L1000339). This represents the final amount to be provided for this purpose.

Sec. 308. 2025 c 416 s 310 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State	
Appropriation.	((\$91,132,000))
	<u>\$105,919,000</u>
Essential Rail Assistance Account—State	
Appropriation.	((\$1,518,000))
	<u>\$1,695,000</u>
Motor Vehicle Account—State Appropriation.	((\$316,000))
	<u>\$365,000</u>
Motor Vehicle Account—Private/Local Appropriation.	\$326,000
Move Ahead WA Flexible Account—State Appropriation.	((\$18,731,000))
	<u>\$36,985,000</u>
Transportation Infrastructure Account—State	
Appropriation.	((\$7,223,000))
	<u>\$8,525,000</u>
Multimodal Transportation Account—State	
Appropriation.	((\$79,468,000))
	<u>\$100,930,000</u>
Multimodal Transportation Account—Federal	
Appropriation.	((\$113,163,000))
	<u>\$129,088,000</u>
TOTAL APPROPRIATION.	((\$311,877,000))
	<u>\$383,833,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document (~~(2025-2)~~) 2026-2 ALL PROJECTS as developed (~~(April 26,~~
5 ~~2025)~~) February 23, 2026, Program - Rail Program (Y).

6 (2) \$1,500,000 of the transportation infrastructure account—state
7 appropriation is provided solely for new low-interest loans approved
8 by the department through the freight rail investment bank (FRIB)
9 program identified in the LEAP transportation document referenced in
10 subsection (1) of this section.

11 (3) \$6,899,000 of the multimodal transportation account—state
12 appropriation is provided solely for new statewide emergent freight
13 rail assistance projects identified in the LEAP transportation
14 document referenced in subsection (1) of this section.

15 (4) (a) \$7,500,000 of the carbon emissions reduction account—state
16 appropriation and (~~(\$25,076,000)~~) \$29,648,000 of the multimodal
17 transportation account—federal appropriation are provided solely to
18 support the department's continued work on a service development plan
19 for a new ultra high-speed ground transportation corridor under the
20 federal corridor identification and development program (L2021074).
21 The department may not move forward with programmatic environmental
22 review unless authorized to do so by the legislature. Of this amount,
23 \$4,572,000 of the multimodal transportation account—federal
24 appropriation represents the reappropriation of amounts provided in
25 the 2023-2025 fiscal biennium for this purpose.

26 (b) The department must coordinate with the chairs and ranking
27 members of the transportation committees of the legislature to
28 provide periodic updates and check-in points on progress made over
29 the course of the biennium, with updates available no less frequently
30 than semiannually, and must include written status updates to be
31 provided with sufficient time for review prior to any update meetings
32 held. An annual report on ultra high-speed ground transportation
33 corridor identification and development program efforts must be
34 provided to the transportation committees of the legislature and the
35 office of financial management by December 1, 2025 and December 1,
36 2026.

37 (5) \$3,600,000 of the multimodal transportation account—state
38 appropriation (~~(is)~~) and \$8,000,000 of the multimodal transportation
39 account—federal appropriation are provided solely for the Cascades

1 corridor delivery program for advancing the Cascades corridor
2 (R00003A), including through planning and project development
3 activities conducted as part of the federal corridor identification
4 and development program. The department must continue to pursue
5 funding opportunities for the Cascades corridor through the corridor
6 identification and development program and the federal-state
7 partnership programs at the federal rail administration. The
8 department must notify the office of the governor and the
9 transportation committees of the legislature of funding opportunities
10 from the programs and any corresponding state match needs.

11 (6) (~~(\$18,731,000)~~) \$36,985,000 of the move ahead WA flexible
12 account—state appropriation, (~~(\$54,785,000)~~) \$55,639,000 of the
13 multimodal transportation account—federal appropriation, and \$326,000
14 of the motor vehicle account—local appropriation are provided solely
15 for rehabilitation of the Palouse River and Coulee City Railroad
16 (L4000079). Of this amount, \$18,254,000 of the multimodal
17 transportation account—state appropriation and \$854,000 of the
18 multimodal transportation account—federal appropriation represents
19 the reappropriation of amounts provided in the 2023-2025 fiscal
20 biennium for this purpose.

21 (7) \$5,000,000 of the carbon emissions reduction account—state
22 appropriation is provided solely to fund the replacement of two
23 Tacoma rail diesel-electric switcher locomotives with zero emission
24 battery-electric switcher locomotives and to install on-site charging
25 equipment at a Tacoma rail facility (L1000327). Local funds
26 sufficient to fully fund this project must be contributed to the
27 project, and any agreements required for the project must be secured.

28 (8) (~~(\$26,200,000)~~) \$26,293,000 of the carbon emissions reduction
29 account—state appropriation is provided solely for port
30 electrification competitive grants (L2021182). All public ports are
31 eligible to receive funds under this subsection. A port seeking to
32 use funds under this subsection to install shore power must adopt a
33 policy that requires vessels that dock at the port facility to use
34 shore power if such vessel is capable of using such power and when
35 such power is available at the port facility. Of this amount, \$93,000
36 of the carbon emissions reduction account—state appropriation
37 represents the reappropriation of amounts provided in the 2023-2025
38 fiscal biennium for this purpose.

1 (9) (~~(\$1,000,000)~~) \$1,995,000 of the carbon emissions reduction
2 account—state appropriation is provided solely for port
3 electrification at the port of Bremerton (L1000337), which may
4 include the purchase and installation of zero emission port shore
5 power systems and other zero emission infrastructure, equipment, and
6 technology. Of this amount, \$995,000 of the carbon emissions
7 reduction account—state appropriation represents the reappropriation
8 of amounts provided in the 2023-2025 fiscal biennium for this
9 purpose.

10 (10) (~~(\$1,855,000)~~) \$1,831,000 of the carbon emissions reduction
11 account—state appropriation is provided solely for port
12 electrification at the port of Anacortes (L1000338), which may
13 include the purchase and installation of zero emission port shore
14 power systems and other zero emission infrastructure, equipment, and
15 technology.

16 (11) (~~(\$24,800,000)~~) \$25,300,000 of the carbon emissions
17 reduction account—state appropriation is provided solely to fund a
18 zero emission shore power infrastructure demonstration project at
19 Northwest seaport alliance facilities (L1000325). Local funds
20 sufficient to fully fund this project must be contributed to the
21 project, and any agreements required for the project must be secured.
22 Of this amount, \$500,000 of the carbon emissions reduction account—
23 state appropriation represents the reappropriation of amounts
24 provided in the 2023-2025 fiscal biennium for this purpose.

25 (12) (~~(\$5,277,000)~~) \$6,300,000 of the carbon emissions reduction
26 account—state appropriation is provided solely to fund a zero
27 emission drayage truck demonstration project (L1000324) at Northwest
28 seaport alliance facilities. Of this amount, \$1,023,000 of the carbon
29 emissions reduction account—state appropriation represents the
30 reappropriation of amounts provided in the 2023-2025 fiscal biennium
31 for this purpose.

32 (13) \$1,200,000 of the carbon emissions reduction account—state
33 appropriation is provided solely for the fruit valley triple track
34 extension project (L1000386) for a track extension from milepost
35 131.5 to 133.5 to reduce freight congestion at the north end of the
36 Vancouver Yard.

37 (14) \$3,000,000 of the carbon emissions reduction account—state
38 appropriation is provided solely for the Longview junction to Kalama

1 third mainline track project (L1000387) to connect two existing third
2 mainline tracks to create a 12.5-mile third mainline track.

3 (15) \$8,000,000 of the carbon emissions reduction account—state
4 appropriation is provided solely for the interstate yard storage
5 tracks project (L1000388) to add two 8,200 feet freight train storage
6 tracks south of the port of Kalama.

7 (16) (a) \$7,500,000 of the multimodal transportation account—state
8 appropriation is provided solely for property acquisition and
9 infrastructure costs associated with Washington sponsor ports'
10 obligations under the lower Columbia river channel maintenance plan.

11 (b) It is the intent of the legislature to appropriate a total of
12 \$15,000,000 for this project in the 2025-2027 fiscal biennium, with
13 \$7,500,000 of this amount funded in the 2026 supplemental capital
14 budget.

15 (c) The legislature further intends that the sponsor ports
16 develop a comprehensive financial plan that relies primarily on
17 nonstate funding to support their obligations under the lower
18 Columbia river channel maintenance plan, and that development of the
19 plan include consideration of economic and ecological uses for
20 dredged material and sites, with input from relevant state agencies.

21 (d) The appropriations made by the legislature in this biennium
22 do not obligate the legislature to provide future funding from the
23 state for expenditures associated with the lower Columbia river
24 channel maintenance plan in future biennia.

25 **Sec. 309.** 2025 c 416 s 311 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
28 **CAPITAL**

29 Carbon Emissions Reduction Account—State	
30 Appropriation.	((\$281,202,000))
31	<u>\$363,137,000</u>
32 Freight Mobility Investment Account—State	
33 Appropriation.	((\$19,335,000))
34	<u>\$23,514,000</u>
35 Freight Mobility Multimodal Account—State	
36 Appropriation.	((\$24,952,000))
37	<u>\$25,676,000</u>
38 Highway Infrastructure Account—Federal Appropriation. . .	\$1,500,000

1	Move Ahead WA Account—State Appropriation.	((\$170,384,000))
2		<u>\$104,903,000</u>
3	Move Ahead WA Flexible Account—State Appropriation. .	((\$37,500,000))
4		<u>\$25,065,000</u>
5	Motor Vehicle Account—State Appropriation.	((\$31,840,000))
6		<u>\$22,899,000</u>
7	Motor Vehicle Account—Federal Appropriation.	((\$106,461,000))
8		<u>\$145,553,000</u>
9	Motor Vehicle Account—Private/Local Appropriation. . . .	\$75,000,000
10	Connecting Washington Account—State Appropriation. .	((\$99,002,000))
11		<u>\$93,143,000</u>
12	Multimodal Transportation Account—State	
13	Appropriation.	((\$115,518,000))
14		<u>\$92,260,000</u>
15	TOTAL APPROPRIATION.	((\$962,694,000))
16		<u>\$972,650,000</u>

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

19 (1) The legislature notes that in recent fiscal biennia there has
20 been considerable underspending of local programs appropriations, as
21 the timing of delivery of projects and grant activities by local
22 partners has lagged expectations. The legislature seeks to better
23 align the timing of resource availability with the biennium of
24 expected expenditures, while at the same time providing budget
25 stability and avoiding potential budget reductions. It is therefore
26 the intent of the legislature that, while the amount provided in this
27 biennium's current budget for local projects is less than the total
28 of the 2025-2027 itemized project costs, specified in LEAP
29 Transportation Document 2026-2 ALL PROJECTS as developed February 23,
30 2026, the funding levels in the LEAP document over time represent the
31 appropriations to the agencies, programs, and activities necessary to
32 deliver the projects and activities identified therein.

33 ((~~1~~)) (2) Except as provided otherwise in this section, the
34 entire appropriations in this section are provided solely for the
35 projects and activities as listed by project and amount in LEAP
36 Transportation Document ((2025-2)) 2026-2 ALL PROJECTS as developed
37 ((April 26, 2025)) February 23, 2026, Program - Local Programs
38 Program (Z).

1 (~~(2)~~) (3) The amounts identified in the LEAP transportation
2 document referenced under subsection (1) of this section for
3 pedestrian safety/safe routes to school are as follows:

4 (a) (~~(\$38,380,000)~~) \$51,227,000 of the multimodal transportation
5 account—state appropriation and (~~(\$43,372,000)~~) \$63,885,000 of the
6 carbon emissions reduction account—state appropriation are provided
7 solely for pedestrian and bicycle safety program projects (L2000188
8 and L1000335). Of the amount of carbon emissions reduction account
9 funds appropriated in this subsection, up to one percent may be used
10 for program administration and staffing. Of the amounts provided in
11 this subsection, \$300,000 of multimodal transportation account—state
12 is for the city of Granger for a pedestrian and bicyclist access
13 project.

14 (b) (~~(\$16,933,000)~~) \$28,865,000 of the motor vehicle account—
15 federal appropriation, (~~(\$53,139,000)~~) \$70,004,000 of the carbon
16 emissions reduction account—state appropriation, and (~~(\$13,321,000)~~)
17 \$18,548,000 of the multimodal transportation account—state
18 appropriation are provided solely for safe routes to school projects
19 (L2000189 and L1000334). Of the amount of carbon emissions reduction
20 account funds appropriated in this subsection, up to one percent may
21 be used for program administration and staffing.

22 (c) For future rounds of grant selection, the department must
23 reevaluate the criteria to increase geographic diversity of
24 jurisdictions consistent with the requirements of the healthy
25 environment for all (HEAL) act.

26 (~~(3) \$35,528,000~~) (4) \$43,473,000 of the motor vehicle account—
27 federal appropriation is provided solely for acceleration of local
28 preservation projects that ensure the reliable movement of freight on
29 the national highway freight system (G2000100). The department will
30 select projects as part of its update of the state freight plan, in
31 consultation with the freight mobility strategic investment board and
32 other stakeholders.

33 (~~(4)~~) (5) The department shall submit a report to the
34 transportation committees of the legislature by December 1, 2025, and
35 December 1, 2026, on the status of projects funded as part of the
36 pedestrian safety/safe routes to school grant program and the Sandy
37 Williams connecting communities grant program.

38 (~~(5) \$27,200,000~~) (6) \$28,455,000 of the carbon emissions
39 reduction account—state appropriation is provided solely for the

1 statewide school-based bicycle education grant program (L1000309).
2 The department may partner with a statewide nonprofit to deliver
3 programs. Of the amounts appropriated in this subsection, up to one
4 percent may be used for program support.

5 ~~((6))~~ (7) \$22,000,000 of the motor vehicle account—state
6 appropriation is provided solely for a federal fund exchange pilot
7 program. The pilot program will allow exchanges of federal surface
8 transportation block grant population funding and state funds at an
9 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
10 The entirety of the appropriation in this subsection must be held in
11 unallotted status until: Surface transportation block grant
12 population funding has been offered to the state, the department
13 determines that a federalized project or projects funded in section
14 305 or 306 ~~((of this act))~~, chapter 416, Laws of 2025, is eligible to
15 spend the surface transportation block grant population funding, and
16 state funds appropriated in section 305 or 306 ~~((of this act))~~,
17 chapter 416, Laws of 2025, for the eligible state project or projects
18 in an amount equal to 100 percent of the offered surface
19 transportation block grant population funding have been placed in
20 unallotted status. A report on the effectiveness of the exchange
21 program, the total estimated cost of program administration, and
22 recommendations for continuing the pilot program is due to the
23 governor and transportation committees of the legislature by December
24 1, 2026. The department may issue additional calls for projects with
25 any remaining funds provided in this subsection. The legislature
26 intends to evaluate utilization and efficacy of this program, and if
27 underutilized, the program is intended not to continue into future
28 biennia.

29 ~~((7) \$33,200,000))~~ (8) \$46,415,000 of the carbon emissions
30 reduction account—state appropriation is provided solely for the
31 Sandy Williams connecting communities pilot program (L1000308) to
32 deliver projects to reconnect communities that have been bifurcated
33 by state highways. Priority must be given to historically
34 marginalized or overburdened communities. The department may consult
35 with the Cooper Jones active transportation safety council to
36 identify geographic locations where there are high incidences of
37 serious injuries and fatalities of active transportation users among
38 vulnerable populations. Of the amounts appropriated in this
39 subsection, up to one percent may be used for program support.

1 (~~(8)~~—\$500,000) (9) \$1,000,000 of the multimodal transportation
2 account—state appropriation is provided solely for the department to
3 award grants to local jurisdictions to implement network-wide traffic
4 conflict screening programs using video analytics in controlled
5 intersections with a disproportionate number of traffic violations
6 and injuries to active transportation users (L2021149). Grants must
7 be awarded proportionally across the state and include controlled
8 intersections in both urban and rural environments and along state
9 highways and county roads. Grant recipients must report back to the
10 department all traffic violation and active transportation facility
11 data acquired during the grant period and provide the department with
12 appropriate next steps for the state and the local jurisdiction to
13 improve traffic safety for active transportation users in such
14 intersections. The department must report such findings and
15 recommendations to the transportation committees of the legislature
16 by December 1, 2026.

17 (~~(9)~~) (10)(a) \$7,000,000 of the carbon emissions reduction
18 account—state appropriation is provided solely for the department to
19 continue providing rebates to qualifying persons who purchase e-bikes
20 and qualifying equipment and services from a qualifying retailer in
21 accordance with rebate program qualification, application, retailer,
22 and reimbursement requirements under section 310(16)(a), chapter 472,
23 Laws of 2023. Of this amount, \$4,000,000 is for rebate amounts as
24 described under (a)(i) of this subsection and \$3,000,000 is for
25 rebate amounts as described under (a)(ii) of this subsection.

26 (i) For persons who are at least 16 years of age and reside in
27 households with incomes at or below 80 percent of the county area
28 median income, the amount of the rebate is up to \$1,200 on the sale
29 of an e-bike and any qualifying equipment and services.

30 (ii) For all other persons who are at least 16 years of age, the
31 amount of the rebate is up to \$300 on the sale of an e-bike and any
32 qualifying equipment and services.

33 (b) \$3,568,000 of the carbon emissions reduction account—state
34 appropriation is provided solely for the department to continue its
35 e-bike lending library and ownership grant program in accordance with
36 program requirements under section 310(16)(b), chapter 472, Laws of
37 2023.

1 (c) The department may not collect more than five percent of
2 appropriated amounts to administer the programs under (a) and (b) of
3 this subsection.

4 (~~(10) \$19,335,000~~) (11) \$23,514,000 of the freight mobility
5 investment account—state appropriation and (~~(\$24,952,000)~~)
6 \$25,676,000 of the freight mobility multimodal account—state
7 appropriation are provided solely for freight mobility strategic
8 investment board projects listed in the LEAP transportation document
9 referenced in subsection (1) of this section. If funds are made
10 available due to capital project savings or cancellations, additional
11 funds may be provided to the freight mobility projects listed in the
12 LEAP transportation document due to unanticipated project cost
13 increases with board approval.

14 (~~(11) \$170,000~~) (12) \$200,000 of the multimodal transportation
15 account—state appropriation is provided solely for the Seattle office
16 of planning and community development to finish updating the 2020 I-5
17 Lid Feasibility Study (L2021140).

18 (~~(12)~~) (13) The legislature intends to fund the Ballard and
19 Magnolia Bridge project (L4000123), as described in section 911(18),
20 chapter 472, Laws of 2023.

21 (~~(13) \$5,100,000~~) (14) \$5,540,000 of the move ahead WA flexible
22 account—state appropriation is provided solely for development of an
23 applied sustainable aviation evaluation center (L2021135). Snohomish
24 county, in partnership with Washington State University, shall plan
25 and establish facilities to evaluate, qualify or certify, and
26 research technologies that can minimize the impact of aviation on
27 human health and the environment. Funds may be used for, but are not
28 limited to, planning, construction, and land acquisition for
29 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),
30 research on the impact of SAF on the environment and human health,
31 and SAF storage for the purpose of advancing sustainable aviation. At
32 a minimum, three sustainable aviation platforms must be considered:

- 33 (a) Sustainable aviation fuel;
- 34 (b) Hydrogen; and
- 35 (c) Battery electric energy storage mechanisms.

36 (~~(14) \$5,000,000~~) (15) \$7,000,000 of the multimodal
37 transportation account—state appropriation is provided solely for the
38 department to assist local jurisdictions in addressing emergent
39 issues related to safety for pedestrians and bicyclists (LXXXXPBF).

1 Funds may only be spent after approval from the office of financial
2 management. By December 15th of each odd-numbered year, the
3 department shall provide a report to the legislature listing all
4 emergent issues addressed in the prior fiscal biennium. Reporting may
5 be done in conjunction with the transportation operations division.

6 ~~((15) \$45,000,000))~~ (16) \$46,491,000 of the move ahead WA
7 account—state appropriation is provided solely for the Confluence
8 Parkway Infra Match project (L2021180). The legislature intends that
9 in the 2027-2029 fiscal biennium, \$35,000,000 of the move ahead WA
10 account—state account funds will be provided for the project only if
11 federal project funding for Phase 2 of the Confluence Parkway project
12 is secured.

13 ~~((16) \$40,000,000))~~ (17) \$42,306,000 of the move ahead WA
14 account—state appropriation is provided solely for Columbia River
15 Bridge Replacement/Hood River to White Salmon (L4000046). The
16 legislature intends that in the 2027-2029 fiscal biennium and future
17 biennia, \$30,000,000 of the move ahead WA account—state account funds
18 will be provided for the project only if federal project funding and
19 a match from the state of Oregon are secured for construction.

20 (18) \$6,511,000 of the move ahead WA account—state appropriation
21 is provided solely for the Reducing Rural Roadway Departures program
22 (L2021122). The department shall structure the program so that grant
23 applications and awards occur concurrently for towns, small cities,
24 counties, and transportation benefit districts and independently of
25 any other grant program administered by the department. The
26 department shall expend all the funds appropriated in the 2025-2027
27 fiscal biennium for the Reducing Rural Roadway Departures program
28 (L2021122) in the 2025-2027 fiscal biennium.

29 (19) (a) \$500,000 of the carbon emissions reduction account—state
30 appropriation is provided solely for the ECP EV food distribution
31 fleet upgrade project (L1000405) for a one-time investment to replace
32 aging diesel and gas-powered food distribution vehicles with electric
33 delivery trucks and to install the corresponding electric vehicle
34 charging infrastructure needed to support fleet operations. The
35 legislature intends for the property acquired with these funds to be
36 used solely to serve the public purpose of food distribution to low-
37 income households living in food-desert and overburdened communities.

38 (b) The department must require any property acquired with these
39 funds to be used solely for the purpose specified in (a) of this

1 subsection (19) and, if sold, that proceeds from the sale of the
2 property be used solely for this purpose.

3 (c) The department must also require that, if property acquired
4 with these funds is retained and no longer used solely for the
5 purpose specified in (a) of this subsection (19), the state must be
6 reimbursed for the property at no less than the fair market value of
7 the property at the time the property stops being used for this
8 purpose.

(End of part)

1	Appropriation.	((\$4,061,000))
2		<u>\$3,532,000</u>
3	Motor Vehicle Account—State Appropriation.	\$150,000
4	Connecting Washington Account—State Appropriation.	((\$15,234,000))
5		<u>\$6,168,000</u>
6	Special Category C Account—State Appropriation.	((\$510,000))
7		<u>\$523,000</u>
8	Puget Sound Gateway Facility Account—State	
9	Appropriation.	((\$350,000))
10		<u>\$441,000</u>
11	Highway Bond Retirement Account—State Appropriation ((\$1,604,659,000))	
12		<u>\$1,545,941,000</u>
13	Transportation Improvement Board Bond Retirement	
14	Account—State Appropriation.	((\$5,619,000))
15		<u>\$8,793,000</u>
16	Nondebt-Limit Reimbursable Bond Retirement Account—	
17	State Appropriation.	((\$28,212,000))
18		<u>\$27,780,000</u>
19	Toll Facility Bond Retirement Account—State	
20	Appropriation.	((\$90,015,000))
21		<u>\$104,839,000</u>
22	Transportation 2003 Account (Nickel Account)—State	
23	Appropriation.	\$934,000
24	Interstate 405 and State Route Number 167 Express	
25	Toll Lanes Account—State Appropriation.	((\$1,877,000))
26		<u>\$1,875,000</u>
27	TOTAL APPROPRIATION.	((\$1,751,621,000))
28		<u>\$1,700,976,000</u>

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

31 (1) The toll facility bond retirement account—state appropriation
32 includes up to \$5,500,000 in proceeds from the sale of bonds
33 authorized in RCW 47.10.896.

34 (2) \$3,174,000 of the transportation improvement board bond
35 retirement account—state appropriation is provided solely for the
36 prepayment of certain outstanding bonds and debt service.

37 **Sec. 405.** 2025 c 416 s 405 (uncodified) is amended to read as
38 follows:

1 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 2 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**
 3 **STATUTORILY PRESCRIBED REVENUE**

4 Toll Facility Bond Retirement Account—State
 5 Appropriation. ((~~\$39,742,000~~))
 6 \$44,527,000

7 **Sec. 406.** 2025 c 416 s 406 (uncodified) is amended to read as
 8 follows:

9 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
 10 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**
 11 **FISCAL AGENT CHARGES**

12 Transportation Partnership Account—State
 13 Appropriation. ((~~\$812,000~~))
 14 \$724,000
 15 Motor Vehicle Account—State Appropriation. \$30,000
 16 Transportation Improvement Account—State
 17 Appropriation. \$20,000
 18 Connecting Washington Account—State Appropriation. . . ((~~\$3,046,000~~))
 19 \$1,268,000
 20 Special Category C Account—State Appropriation. ((~~\$230,000~~))
 21 \$105,000
 22 Puget Sound Gateway Facility Account—State
 23 Appropriation. ((~~\$450,000~~))
 24 \$89,000
 25 Transportation 2003 Account (Nickel Account)—State
 26 Appropriation. \$187,000
 27 Interstate 405 and State Route Number 167 Express
 28 Toll Lanes Account—State Appropriation. \$375,000
 29 **TOTAL APPROPRIATION. ((~~\$5,130,000~~))**
 30 \$2,798,000

31 **Sec. 407.** 2025 c 416 s 407 (uncodified) is amended to read as
 32 follows:

33 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

34 (1) (a) Transportation Partnership Account—State
 35 Appropriation: For transfer to the Move Ahead WA
 36 Account—State. ((~~\$879,000,000~~)) \$780,149,000

1 (b) The amount authorized in this subsection is a maximum amount
2 allowed and represents proceeds from the sale of bonds authorized in
3 RCW 47.10.873. Transfers under this subsection are deemed for
4 projects or improvements identified as transportation partnership
5 projects or improvements for purposes of RCW 47.10.873.
6 Appropriations in the amount of this transfer are made in this act to
7 reflect proceeds from the sale of bonds authorized in RCW 47.10.873.

8 (2) Transportation Partnership
9 Account—State Appropriation: For transfer to the
10 Tacoma Narrows Toll Bridge Account—State. \$4,436,000

11 (3) Transportation Partnership Account—State
12 Appropriation: For transfer to the Move Ahead WA
13 Account—State. \$12,000,000

14 ~~((3))~~ (4) (a) Connecting Washington Account—State
15 Appropriation: For transfer to the Move Ahead WA
16 Account—State. ((\$164,000,000)) \$222,000,000

17 (b) The amount authorized in this subsection is a maximum amount
18 allowed and represents proceeds from the sale of bonds authorized in
19 RCW 47.10.889. Transfers under this subsection are deemed for
20 projects or improvements identified as connecting Washington projects
21 or improvements for purposes of RCW 47.10.889. Appropriations in the
22 amount of this transfer are made in this act to reflect proceeds from
23 the sale of bonds authorized in RCW 47.10.889.

24 ~~((4))~~ (5) (a) Transportation 2003 Account (Nickel Account)—State
25 Appropriation: For transfer to the
26 Move Ahead WA Account—State. ((\$212,000,000)) \$186,784,000

27 (b) The amount authorized in this subsection is a maximum amount
28 allowed and represents proceeds from the sale of bonds authorized in
29 RCW 47.10.861. Transfers under this subsection are deemed for
30 projects or improvements identified as transportation 2003 (nickel)
31 projects or improvements for purposes of RCW 47.10.861.
32 Appropriations in the amount of this transfer are made in this act to
33 reflect proceeds from the sale of bonds authorized in RCW 47.10.861.

34 ~~((5) Move Ahead WA Account—State Appropriation:~~
35 ~~For transfer to the Puget Sound Capital Construction~~
36 ~~Account—State. \$40,000,000))~~

37 (6) Transportation 2003 Account (Nickel Account)—State
38 Appropriation: For transfer to the Move Ahead WA
39 Account—State. \$9,000,000

1 ~~((6))~~ (7) Move Ahead WA Account—State
2 Appropriation: For transfer to the Puget Sound Ferry
3 Operations Account—State. \$172,000,000
4 ~~((7) Move Ahead WA Account—State~~
5 ~~Appropriation: For transfer to the Transportation~~
6 ~~Partnership Account—State. \$40,000,000))~~
7 (8) Move Ahead WA Flexible Account—State
8 Appropriation: For transfer to the Move Ahead
9 WA Account—State. \$192,000,000
10 (9) Move Ahead WA Flexible Account—State
11 Appropriation: For transfer to the Preserve Washington
12 Account—State. \$230,000,000
13 ~~((9))~~ (10) Pilotage Account—State Appropriation:
14 For transfer to the Multimodal Transportation
15 Account—State. \$320,000
16 ~~((10))~~ (11) Transportation Infrastructure Account—State
17 Appropriation: For transfer to the
18 Multimodal Transportation Account—State. \$9,000,000
19 ~~((11))~~ (12) Regional Mobility Grant Program Account—State
20 Appropriation: For transfer to the Multimodal
21 Transportation Account—State. ~~(\$9,000,000)~~ \$31,000,000
22 ~~((12))~~ (13) Electric Vehicle Account—State
23 Appropriation: For transfer to Move Ahead WA
24 Flexible Account—State. \$3,600,000
25 ~~((13))~~ (14)(a) Alaskan Way Viaduct Replacement Project
26 Account—State Appropriation: For transfer to the
27 Transportation Partnership Account—State. \$22,896,000
28 (b) The amount transferred in this subsection represents
29 repayment of debt service incurred for the construction of the SR 99/
30 Alaskan Way Viaduct Replacement project (809936Z).
31 ~~((14))~~ (15) Highway Safety Account—State Appropriation:
32 For transfer to the State Patrol Highway
33 Account—State. ~~(\$88,000,000)~~ \$83,000,000
34 ~~((15))~~ (16) Motor Vehicle Account—State Appropriation:
35 For transfer to the County Arterial Preservation
36 Account—State. \$4,844,000
37 ~~((16))~~ (17) Motor Vehicle Account—State Appropriation:
38 For transfer to the Freight Mobility Investment

1 Account—State. \$8,511,000
2 ((+17)) (18) Motor Vehicle Account—State
3 Appropriation: For transfer to the Rural Arterial
4 Trust Account—State. \$4,844,000
5 ((+18)) (19) Motor Vehicle Account—State
6 Appropriation: For transfer to the Transportation
7 Improvement Account—State. \$9,688,000
8 ((+19)) (20) Motor Vehicle Account—State
9 Appropriation: For transfer to the State Patrol
10 Highway Account—State. \$130,000,000
11 ~~((+20) Motor Vehicle Account—State~~
12 ~~Appropriation: For transfer to the Capital Vessel~~
13 ~~Replacement Account—State. \$5,000,000))~~
14 (21) Motor Vehicle Account—State
15 Appropriation: For transfer to the CRAB Emergency Loan
16 Account—State. \$3,000,000
17 ((+21)) (22) Motor Vehicle Account—State
18 Appropriation: For transfer to the Puget Sound
19 Capital Construction Account—State. \$6,500,000
20 ((+22)) (23) Motor Vehicle Account—State
21 Appropriation: For transfer to the Puget Sound
22 Ferry Operations Account—State. ~~(\$15,000,000)~~ \$10,000,000
23 ((+23)) (24) Puget Sound Ferry Operations Account—State
24 Appropriation: For transfer to the Puget Sound Capital
25 Construction Account—State. \$115,315,000
26 ((+24)) (25) State Route Number 520 Civil Penalties
27 Account—State Appropriation: For transfer to the Motor
28 Vehicle Account—State. \$3,000,000
29 ((+25)) (26) State Route Number 520 Civil Penalties
30 Account—State Appropriation: For transfer to the
31 State Route Number 520 Corridor Account—State. \$1,752,000
32 ((+26)) (27) Multimodal Transportation Account—State
33 Appropriation: For transfer to the Move Ahead WA
34 Flexible Account—State. \$18,770,000
35 ((+27)) (28) Multimodal Transportation Account—State
36 Appropriation: For transfer to the Puget Sound
37 Ferry Operations Account—State. ~~(\$64,000,000)~~ \$39,000,000
38 ((+28)) (29) Multimodal Transportation Account—State

1 Appropriation: For transfer to the Complete Streets
2 Grant Program Account—State. \$14,670,000
3 ((+29)) (30) Multimodal Transportation Account—State
4 Appropriation: For transfer to the Freight Mobility
5 Multimodal Account—State. \$8,511,000
6 ((+30)) (31) Multimodal Transportation Account—State
7 Appropriation: For transfer to the Puget Sound Capital
8 Construction Account—State. ((\$105,000,000)) \$80,000,000
9 ((+31)) (32) Multimodal Transportation Account—State
10 Appropriation: For transfer to the Regional Mobility
11 Grant Program Account—State. \$27,679,000
12 ((+32)) (33) Multimodal Transportation Account—State
13 Appropriation: For transfer to the Rural Mobility
14 Grant Program Account—State. \$12,223,000
15 ((+33) Multimodal Transportation Account—State
16 ~~Appropriation: For transfer to the Transportation
17 Partnership Account—State. \$25,000,000)~~
18 (34) Multimodal Transportation Account—State
19 Appropriation: For transfer to the Move Ahead WA
20 Account—State. \$55,000,000
21 (35) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Preserve Washington
23 Account—State. \$107,000,000
24 ((+34)) (36) Carbon Emissions Reduction Account—State
25 Appropriation: For transfer to the Puget Sound Ferry
26 Operations Account—State. \$4,200,000
27 ((+35)) (37)(a) General Fund Account—State
28 Appropriation: For transfer to the State Patrol Highway
29 Account—State. \$625,000
30 (b) The state treasurer shall transfer the funds under this
31 subsection only after receiving notification from the Washington
32 state patrol under section 207 (~~of this act~~), chapter 416, Laws of
33 2025.
34 ((+36)) (38)(a) Highway Safety Account—State
35 Appropriation: For transfer to the Driver Education
36 Safety Improvement Account—State for fiscal
37 year 2026. \$2,000,000
38 (b) Driver Education Safety Improvement
39 Account—State Appropriation: For transfer to

1 the Highway Safety Account—State for fiscal year 2027. . . \$2,000,000
2 (39) JUDY Transportation Future Funding Program Account—State
3 Appropriation: For transfer to the Motor Vehicle
4 Account—State. \$5,000,000

(End of part)

1 **COMPENSATION**

(End of part)

2 **IMPLEMENTING PROVISIONS**

3 **Sec. 601.** 2025 c 416 s 601 (uncodified) is amended to read as
4 follows:

5 **MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN**
6 **SESSION**

7 (1) The 2005 transportation partnership projects or improvements,
8 2015 connecting Washington projects or improvements, and move ahead
9 WA projects or improvements are listed in the LEAP Transportation
10 Document (~~(2025-1)~~) 2026-1 as developed (~~(April 26, 2025)~~) February
11 23, 2026, which consists of a list of specific projects by fund
12 source and amount over multiple biennia. Current fiscal biennium
13 funding for each project is a line-item appropriation, while the
14 outer year funding allocations represent a six-year plan. The
15 department of transportation is expected to use the flexibility
16 provided in this section to assist in the delivery and completion of
17 all transportation partnership account, connecting Washington
18 account, and move ahead WA account projects on the LEAP
19 transportation document referenced in this subsection. For the
20 2023-2025 and 2025-2027 project appropriations, unless otherwise
21 provided in this act, the director of the office of financial
22 management may provide written authorization for a transfer of
23 appropriation authority between projects funded with transportation
24 partnership account appropriations, connecting Washington account
25 appropriations, or move ahead WA account appropriations to manage
26 project spending and efficiently deliver all projects in the
27 respective program under the following conditions and limitations:

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

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

33 (c) Transfers from a project may be made if the funds
34 appropriated to the project are in excess of the amount needed in the
35 current fiscal biennium;

1 (d) Transfers may not occur for projects not identified on the
2 applicable project list;

3 (e) Transfers to a project may not occur if that project is a
4 programmatic funding item described in broad general terms on the
5 applicable project list without referencing a specific state route
6 number;

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

9 (g) Transfers to a project may not be made with funds designated
10 as attributable to practical design savings as described in RCW
11 47.01.480;

12 (h) The total amount of transfers under this section may not
13 exceed \$100,000,000;

14 (i) Except as otherwise provided in (k) of this subsection,
15 transfers made to a single project may not cumulatively total more
16 than \$50,000,000 per fiscal biennium, and may not total more than the
17 amount identified for a project within the six-year plan;

18 (j) Each transfer between projects may only occur if the director
19 of the office of financial management finds that any resulting change
20 will not hinder the completion of the projects as approved by the
21 legislature; and

22 (k) Transfers between projects may be made by the department of
23 transportation without the formal written approval provided under
24 this subsection (1), provided that the transfer amount to a single
25 project does not exceed \$250,000 or 10 percent of the total project
26 per fiscal biennium, whichever is less. These transfers must be
27 reported quarterly to the director of the office of financial
28 management and the chairs of the house of representatives and senate
29 transportation committees.

30 (2) The department of transportation must submit quarterly all
31 transfers authorized under this section in the transportation
32 executive information system. The office of financial management must
33 maintain a legislative baseline project list identified in the LEAP
34 transportation documents referenced in this act, and update that
35 project list with all authorized transfers under this section,
36 including any effects to the total project budgets and schedules
37 beyond the current fiscal biennium.

38 (3) At the time the department submits a request to transfer
39 funds under this section, a copy of the request must be submitted to

1 the chairs and ranking members of the transportation committees of
2 the legislature.

3 (4) Before approval, the office of financial management shall
4 work with legislative staff of the house of representatives and
5 senate transportation committees to review the requested transfers in
6 a timely manner and address any concerns raised by the chairs and
7 ranking members of the transportation committees.

8 (5) No fewer than 10 days after the receipt of a project transfer
9 request, the director of the office of financial management must
10 provide written notification to the department of any decision
11 regarding project transfers, with copies submitted to the
12 transportation committees of the legislature.

13 (6) The department must submit annually as part of its budget
14 submittal a report detailing all transfers made pursuant to this
15 section, including any effects to the total project budgets and
16 schedules beyond the current fiscal biennium.

17 **Sec. 602.** 2025 c 416 s 606 (uncodified) is amended to read as
18 follows:

19 **TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING**

20 By November 15th of each year, the department of transportation
21 must report on amounts expended to benefit transit, bicycle, or
22 pedestrian elements within all connecting Washington projects in
23 programs I, P, and Z identified in LEAP Transportation Document
24 ((2025-2)) 2026-2 ALL PROJECTS as developed ((April 26, 2025))
25 February 23, 2026, in a manner consistent with past practices as
26 specified in section 602, chapter 186, Laws of 2022.

27 **Sec. 603.** 2025 c 416 s 609 (uncodified) is amended to read as
28 follows:

29 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

30 (1) If a transportation project, where the Washington state
31 department of transportation is the lead and the project is scheduled
32 to be delivered or completed in the 2025-2027 fiscal biennium as
33 shown on the LEAP Transportation Document ((2025-2)) 2026-2 ALL
34 PROJECTS as developed ((April 26, 2025)) February 23, 2026, is in
35 jeopardy of being delayed because the department is unable to deliver
36 or complete the project within the 2025-2027 fiscal biennium and
37 other local jurisdictions are able to deliver or complete the work,
38 the department must coordinate with the appropriate local

1 jurisdictions to determine if a potential local partner is ready,
2 willing, and able to execute delivery and completion of the project
3 within the 2025-2027 fiscal biennium.

4 (2) The department must compile a list of projects under this
5 section, including the timing under which the local partner agency
6 can deliver or complete the projects within the 2025-2027 and
7 2027-2029 fiscal biennia. The department must submit the compiled
8 list of projects to the governor and the transportation committees of
9 the legislature by November 1, 2025.

(End of part)

MISCELLANEOUS 2025-2027 FISCAL BIENNIUM

Sec. 701. 2025 c 416 s 701 (uncodified) is amended to read as follows:

INFORMATION TECHNOLOGY OVERSIGHT

The following transportation projects are subject to the conditions, limitations, and review provided in section 701 (2) through (12), chapter 424, Laws of 2025 (omnibus operating appropriations act): For the department of transportation: Washington state ferries dispatch system replacement ((and)); Washington state ferries ticketing and reservations modernization; the transportation reporting and accounting information system (TRAINS) upgrade; PROPEL - WSDOT support of one Washington; and capital systems replacement.

Sec. 702. RCW 36.78.130 and 2019 c 157 s 2 are each amended to read as follows:

(1) The board may create an emergency revolving loan program that is self-supporting in accordance with RCW 43.88.190. The board may award emergency loans to counties with a population of less than eight hundred thousand as of April 1, 2019, from the funds available in the county road administration board emergency loan account created in RCW 36.78.135 for emergency projects. During the 2025-2027 fiscal biennium, the board may award emergency loans to counties and cities that experienced flooding, landslides, and other infrastructure damage as a result of historically high rainfall levels in western Washington in December 2025, regardless of population size.

(2) Emergency projects are work of either a temporary or permanent nature which restores roads and bridges to a preemergency condition and may include reconstruction to current design standards. This work is the result of a sudden natural or man-made event which results in the destruction or severe damage to county roadway sections or structures such that, in the consideration of public safety and use, the roadway sections or structures must be immediately closed or substantially restricted to normal use. Work of an emergency nature is also beyond the scope of work done by a county in repairing damages normally or reasonably expected from seasonal or other natural conditions, and is beyond what would be considered maintenance.

1 (3) In order to obtain a loan under this section, there must be a
2 county, state, or federal emergency proclamation declaring an
3 emergency related to the event that caused the damage the emergency
4 project intends to correct, and the county must agree to repay the
5 loan with interest of not more than three percent. All repayment
6 amounts must be deposited into the county road administration board
7 emergency loan account.

8 (4) Any work performed on an emergency project funded in
9 accordance with this section by county forces shall be exempt from
10 the limits of RCW 36.77.065.

11 (5) Consistent with RCW 43.01.036, the board must submit a report
12 to the legislature by December 1st of each even-numbered year
13 identifying each project that received money from the county road
14 administration board emergency loan account, the amount of the loan,
15 the expected repayment terms of the loan, the expected date of
16 repayment, and the loan repayment status. Each project should be
17 reported about until the loan is repaid.

18 **Sec. 703.** RCW 46.68.396 and 2022 c 182 s 435 are each amended to
19 read as follows:

20 The JUDY transportation future funding program account is created
21 in the connecting Washington account established in chapter 44, Laws
22 of 2015 3rd sp. sess. Moneys in the account may be spent only after
23 appropriation. Expenditures from the account must be used only for
24 preservation projects, to accelerate the schedule of connecting
25 Washington projects identified in chapter 43, Laws of 2015 3rd sp.
26 sess., for new connecting Washington projects, and for principal and
27 interest on bonds authorized for the projects. It is the
28 legislature's intent that moneys not be appropriated from the account
29 until 2024 and that moneys in the account be expended in equal
30 amounts between preservation and improvement projects. Moneys in the
31 account may not be expended on the state route number 99 Alaskan Way
32 viaduct replacement project. During the 2025-2027 fiscal biennium,
33 the legislature may direct the state treasurer to make transfers of
34 moneys from the JUDY transportation future funding program account to
35 the motor vehicle account.

36 **Sec. 704.** RCW 46.68.520 and 2022 c 182 s 402 are each amended to
37 read as follows:

1 The move ahead WA flexible account is created in the state
2 treasury. Moneys in the account may be spent only after
3 appropriation. Expenditures from the account may be used only for
4 transportation projects, programs, or activities identified as move
5 ahead WA projects, programs, or activities in an omnibus
6 transportation appropriations act. During the 2025-2027 fiscal
7 biennium, the legislature may direct the state treasurer to make
8 transfers of moneys from the move ahead WA flexible account to the
9 preserve Washington account created in chapter . . ., Laws of 2026
10 (HB 2711).

(End of part)

(End of Bill)

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