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**BILL REQUEST - CODE REVISER'S OFFICE**

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BILL REQ. #: H-2010.1/25

ATTY/TYPIST: AI:eab

BRIEF DESCRIPTION: Making transportation appropriations.

1 AN ACT Relating to transportation funding and appropriations;  
2 amending RCW 14.40.020, 43.19.642, 46.20.745, 47.28.030, 46.68.063,  
3 46.68.290, 46.68.300, 46.68.320, 46.68.370, 46.68.395, 46.68.490,  
4 46.68.500, 46.68.510, 47.56.876, 47.60.315, 47.60.322, 47.60.530,  
5 47.66.120, 46.68.280, 82.44.200, 82.70.020, 82.70.040, 82.70.900, and  
6 47.04.390; amending 2024 c 310 ss 103, 105, 106, 108, 110, 201, 202,  
7 204, 205, 207, 208, 209, 210, 211, 213, 214, 215, 216, 217, 218, 219,  
8 220, 221, 222, 224, 301, 303, 304, 305, 306, 307, 308, 309, 401, 402,  
9 403, 404, 405, 406, 501, 502, and 503 (uncodified); amending 2023 c  
10 472 s 303 (uncodified); adding a new section to 2024 c 310  
11 (uncodified); creating new sections; making appropriations and  
12 authorizing expenditures for capital improvements; and declaring an  
13 emergency.

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

15 **2025-2027 FISCAL BIENNIUM**

16 NEW SECTION. **Sec. 1.** (1) The transportation budget of the state  
17 is hereby adopted and, subject to the provisions set forth, the  
18 several amounts specified, or as much thereof as may be necessary to  
19 accomplish the purposes designated, are hereby appropriated from the  
20 several accounts and funds named to the designated state agencies and

1 offices for employee compensation and other expenses, for capital  
2 projects, and for other specified purposes, including the payment of  
3 any final judgments arising out of such activities, for the period  
4 ending June 30, 2027.

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

7 (a) "Fiscal year 2026" or "FY 2026" means the fiscal year ending  
8 June 30, 2026.

9 (b) "Fiscal year 2027" or "FY 2027" means the fiscal year ending  
10 June 30, 2027.

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

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

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

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

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

(End of part)

1                                   **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

4 Motor Vehicle Account—State Appropriation. . . . . \$588,000

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

7 Grade Crossing Protective Account—State  
8     Appropriation. . . . . \$504,000

9 Pilotage Account—State Appropriation. . . . . \$150,000

10           TOTAL APPROPRIATION. . . . . \$654,000

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

12 Motor Vehicle Account—State Appropriation. . . . . \$216,000

13 Puget Sound Ferry Operations Account—State  
14     Appropriation. . . . . \$132,000

15           TOTAL APPROPRIATION. . . . . \$348,000

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

18 Motor Vehicle Account—State Appropriation. . . . . \$1,186,000

19     The appropriation in this section is provided solely for road  
20 maintenance purposes.

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

22 Motor Vehicle Account—State Appropriation. . . . . \$1,546,000

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

25 Motor Vehicle Account—State Appropriation. . . . . \$759,000

26           NEW SECTION.   **Sec. 107.   FOR THE OFFICE OF MINORITY AND WOMEN'S**  
27 **BUSINESS ENTERPRISES**

28 Move Ahead WA Flexible Account—State Appropriation. . . . . \$3,025,000

29     The appropriation in this section is subject to the following  
30 conditions and limitations: The entire move ahead WA flexible account  
31 —state appropriation in this section is provided solely for

1 increasing the number of certified women and minority-owned  
2 contractors in the transportation sector statewide, with priority  
3 given to areas outside of the Puget Sound area and supporting these  
4 contractors to successfully compete and earn more transportation  
5 contracting opportunities. This purpose must be accomplished through  
6 various programs including, but not limited to: (1) Outreach to women  
7 and minority-owned business communities and individuals; (2)  
8 technical assistance, mentorship, and consultation as needed in areas  
9 such as financing, accounting, contracting, procurement, and  
10 resolution of disputes and grievances; (3) language access programs  
11 for those with limited English proficiency; (4) developing a truck  
12 rotation program to allow smaller minority and women-owned trucking  
13 companies to pool their resources and compete with larger scale  
14 trucking operations; and (5) other programs that aim to increase the  
15 number of women and minority contractors that are successful in  
16 obtaining contracts in the transportation sector directly with state  
17 agencies such as the department, with local jurisdictions, or as  
18 subcontractors for prime contractors.

19 NEW SECTION. **Sec. 108. FOR THE DEPARTMENT OF COMMERCE**

20 Carbon Emissions Reduction Account—State

21 Appropriation. . . . . \$4,920,000

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

24 (1) \$4,920,000 of the carbon emissions reduction account—state  
25 appropriation is provided solely for a tribal electric boat grant  
26 program. Federally recognized tribes, tribal enterprises, and tribal  
27 members are eligible to apply for grant funds for the purchase of or  
28 conversion to electric motors and engines for fishing vessels.

29 (2) The department shall provide information related to emission  
30 reductions resulting from fuel conversion activities funded with  
31 appropriations from the carbon emissions reduction account to the  
32 joint transportation committee in accordance with section 701,  
33 chapter . . ., Laws of 2025 (House Bill No. 2043) (concerning  
34 transportation resources).

35 NEW SECTION. **Sec. 109. FOR THE BOARD OF PILOTAGE COMMISSIONERS**

36 Pilotage Account—State Appropriation. . . . . \$3,383,000

1 The appropriation in this section is subject to the following  
2 conditions and limitations: The board of pilotage commissioners shall  
3 file the annual report to the governor and chairs of the  
4 transportation committees required under RCW 88.16.035(1)(f) by  
5 September 1, 2025, and annually thereafter. The report must include  
6 the continuation of policies and procedures necessary to increase the  
7 diversity of pilots, trainees, and applicants, including a diversity  
8 action plan. The diversity action plan must articulate a  
9 comprehensive vision of the board's diversity goals and the steps it  
10 will take to reach those goals.

11 NEW SECTION. **Sec. 110. FOR THE UNIVERSITY OF WASHINGTON**

12 Multimodal Transportation Account—State  
13 Appropriation. . . . . \$2,400,000

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

16 (1) \$2,300,000 of the multimodal transportation account—state  
17 appropriation is provided solely for the University of Washington's  
18 sidewalk inventory and accessibility mapping project to develop a  
19 public dataset under an open license and develop the tools needed to  
20 publish that data according to an open data specification. The  
21 project must include, but is not limited to, utilization of existing  
22 data sources, imagery, detailed surveys, and manually collected,  
23 detailed data for city streets, county rural and urban local access  
24 roads and collectors/arterials, state roads of all types, and roads  
25 owned by other entities. The project may draw on partially developed  
26 sidewalk data for all state facilities. To the extent practicable,  
27 the final product must be suitable for use by the department of  
28 transportation, local and regional agencies, tribal governments, and  
29 the public. For the first phase of work, the project will produce a  
30 base active transportation data layer for all counties, with priority  
31 given to counties with high proportions of overburdened communities.  
32 A project status report is due to the transportation committees of  
33 the legislature on December 1st of each year until the work is  
34 completed.

35 (2) \$100,000 of the multimodal transportation account—state  
36 appropriation is provided solely for the mobility innovation center  
37 at the University of Washington to conduct transportation-related

1 research in partnership with the department, the private sector, and  
2 local transportation agencies.

3 NEW SECTION. **Sec. 111. FOR THE ECONOMIC AND REVENUE FORECAST**  
4 **COUNCIL**

5 Motor Vehicle Account—State Appropriation. . . . . \$997,000

6 NEW SECTION. **Sec. 112. FOR THE DEPARTMENT OF ENTERPRISE**  
7 **SERVICES**

8 Carbon Emissions Reduction Account—State  
9 Appropriation. . . . . \$12,000,000

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

12 (1) (a) \$12,000,000 of the carbon emissions reduction account—  
13 state appropriation is provided solely for zero emission electric  
14 vehicle supply equipment infrastructure at facilities to accommodate  
15 charging station installations. The electric vehicle charging  
16 equipment must be coordinated with the state efficiency and  
17 environmental performance program. The department must prioritize  
18 locations based on state efficiency and environmental performance  
19 location priorities and where zero emission fleet vehicles are  
20 located or are scheduled to be purchased.

21 (b) The department must report when and where the equipment was  
22 installed and the state agencies and facilities that benefit from the  
23 installation of the charging station to the fiscal committees of the  
24 legislature by January 2, 2027, with an interim report due January 2,  
25 2026. The department shall collaborate with the interagency electric  
26 vehicle coordinating council to implement this section and must work  
27 to meet benchmarks established in chapter 182, Laws of 2022  
28 (transportation resources).

29 (2) The department, with the assistance of designated staff in  
30 the Washington state department of transportation, must register for  
31 the clean fuels credit program and track revenue generation pursuant  
32 to chapter 70A.535 RCW for investments funded in an omnibus  
33 transportation appropriations act.

34 (3) The department must provide a report to the transportation  
35 committees of the legislature that estimates current biennial and  
36 future carbon reduction impacts resulting from zero-emission electric

1 vehicles and supply equipment infrastructure funded in this section  
2 by June 30, 2027.

3 (4) The department shall provide information related to emission  
4 reductions resulting from fuel conversion activities funded with  
5 appropriations from the carbon emissions reduction account to the  
6 joint transportation committee in accordance with section 701,  
7 chapter . . ., Laws of 2025 (House Bill No. 2043) (concerning  
8 transportation resources).

9 NEW SECTION. **Sec. 113. FOR THE DEPARTMENT OF ECOLOGY**

10	Model Toxics Control Capital Account—State	
11	Appropriation. . . . .	\$11,715,000
12	Carbon Emissions Reduction Account—State	
13	Appropriation. . . . .	\$35,300,000
14	TOTAL APPROPRIATION. . . . .	\$47,015,000

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

17 (1) \$11,715,000 of the model toxics control capital account—state  
18 appropriation and \$35,300,000 of the carbon emissions reduction  
19 account—state appropriation are provided solely for the department to  
20 provide grants to transition from diesel school buses and other  
21 student transport vehicles to zero emission vehicles and for the  
22 necessary fueling infrastructure needed for zero emission student  
23 transportation. The department must prioritize school districts  
24 serving tribes and vulnerable populations in overburdened communities  
25 as defined under RCW 70A.02.010. Up to five percent of the  
26 appropriation in this section may be used for technical assistance  
27 and grant administration.

28 (2) The department shall provide information related to emission  
29 reductions resulting from fuel conversion activities funded with  
30 appropriations from the carbon emissions reduction account to the  
31 joint transportation committee in accordance with section 701,  
32 chapter . . ., Laws of 2025 (House Bill No. 2043) (concerning  
33 transportation resources).

34 NEW SECTION. **Sec. 114. FOR THE EVERGREEN STATE COLLEGE**

35	Aeronautics Account—State Appropriation. . . . .	\$94,000
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36 The appropriation in this section is subject to the following  
37 conditions and limitations: The entire aeronautics account—state



1 appropriation is provided solely for the Washington state institute  
2 for public policy to:

3 (1) Conduct an independent assessment of the passenger and air  
4 cargo forecasts cited in the Puget Sound regional council regional  
5 aviation baseline study, including an evaluation of the underlying  
6 data, assumptions, methodologies, and calculation of the level of  
7 uncertainty around the forecast;

8 (2) Conduct a comprehensive literature review to identify  
9 effective national and international strategies to reduce demand for  
10 air travel, including diverting such demand to other modes and  
11 whether such diversion avoids net environmental impacts to  
12 overburdened communities and vulnerable populations;

13 (3) Conduct a review of existing operational and technological  
14 enhancements to address environmental impacts from commercial  
15 aviation activities, including, but not limited to, climate friendly  
16 routing of aircraft, innovations intended to address the climate  
17 change effects of noncarbon dioxide emissions from aviation  
18 activities, simulation models applied to congested airports, and  
19 online tools to track, analyze, and improve carbon footprints related  
20 to aviation activities. The review should identify the feasibility of  
21 enhancements to be deployed in the state of Washington; and

22 (4) Provide a report to the office of the governor and the  
23 transportation committees of the legislature by December 31, 2025.

24 NEW SECTION. **Sec. 115. FOR THE OFFICE OF THE GOVERNOR**

25 State Patrol Highway Account—State Appropriation. . . . . \$760,000

26 The appropriation in this section is subject to the following  
27 conditions and limitations: \$750,000 of the state patrol highway  
28 account—state appropriation is provided solely to the state office of  
29 equity to contract with an independent consultant to conduct the  
30 studies, evaluations, and reporting functions required in RCW  
31 43.06D.060(2), and for the office to conduct the work specified in  
32 RCW 43.06D.060 (1) and (3).

33 NEW SECTION. **Sec. 116. FOR THE DEPARTMENT OF REVENUE**

34 Motor Vehicle Account—State Appropriation. . . . . \$1,000,000

35 The appropriation in this section is subject to the following  
36 conditions and limitations: \$1,000,000 of the motor vehicle account—

1 state appropriation is provided solely for estimated implementation  
2 costs associated with new revenues.

(End of part)

1 **TRANSPORTATION AGENCIES—OPERATING**

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

4 Highway Safety Account—State Appropriation. . . . .	\$10,244,000
5 Highway Safety Account—Federal Appropriation. . . . .	\$36,023,000
6 Highway Safety Account—Private/Local Appropriation. . . . .	\$60,000
7 Cooper Jones Active Transportation Safety Account—	
8     State Appropriation. . . . .	\$400,000
9 School Zone Safety Account—State Appropriation. . . . .	\$850,000
10     TOTAL APPROPRIATION. . . . .	\$47,577,000

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

13     (1) \$600,000 of the highway safety account—state appropriation is  
14 provided solely for the commission to purchase telematics data from a  
15 qualified vendor that provides anonymized information on vehicle  
16 speeds and driver behaviors, such as hard braking, on a statewide  
17 basis and in selected geographical areas based upon demographic  
18 characteristics and crash history. The commission must provide an  
19 annual report summarizing findings from the telematics data to the  
20 transportation committees of the legislature beginning by June 30,  
21 2027.

22     (2) \$1,500,000 of the highway safety account—state appropriation  
23 is provided solely for a pilot program for dedicated probation or  
24 compliance officers at the local level to improve compliance with  
25 ignition interlock device installation requirements associated with  
26 impaired driving offenses. The commission must select locations based  
27 on an assessment of ignition interlock device compliance rates, and  
28 the willingness and ability to have staff dedicated to this activity.  
29 The commission must provide to the transportation committees of the  
30 legislature a preliminary status report on the specific locations  
31 selected and any outcome information by December 1, 2025, with a  
32 final report due June 30, 2027.

33     (3) \$2,000,000 of the highway safety account—state appropriation  
34 is provided solely to implement a multifaceted approach to supplement  
35 existing funding targeted at impaired driving and other enforcement.  
36 The areas of emphasis expected to be funded include additional high  
37 visibility enforcement and indigenous knowledge-informed tribal  
38 traffic safety support. Funding is also provided for the commission

1 to administer and provide oversight of these activities. The  
2 commission must provide a preliminary report to the transportation  
3 committees of the legislature and the office of financial management  
4 on these funded activities and any outcome information by December 1,  
5 2025, with a final report due by December 1, 2026.

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

7 Rural Arterial Trust Account—State Appropriation. . . . .	\$4,076,000
8 Motor Vehicle Account—State Appropriation. . . . .	\$4,206,000
9 County Arterial Preservation Account—State	
10 Appropriation. . . . .	\$4,571,000
11 TOTAL APPROPRIATION. . . . .	\$12,853,000

12 The appropriations in this section are subject to the following  
13 conditions and limitations: Within appropriated funds, the county  
14 road administration board may opt in as provided under RCW 70A.02.030  
15 to assume all of the substantive and procedural requirements of  
16 covered agencies under chapter 70A.02 RCW. The board shall include in  
17 its 2025 and 2026 annual reports to the legislature a progress report  
18 on opting into the healthy environment for all act and a status  
19 report on diversity, equity, and inclusion within the board's  
20 jurisdiction.

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

22 Transportation Improvement Account—State	
23 Appropriation. . . . .	\$5,079,000

24 The appropriation in this section is subject to the following  
25 conditions and limitations: Within appropriated funds, the  
26 transportation improvement board may opt in as provided under RCW  
27 70A.02.030 to assume all of the substantive and procedural  
28 requirements of covered agencies under chapter 70A.02 RCW. The board  
29 shall include in its 2025 and 2026 annual reports to the legislature  
30 a progress report on opting into the healthy environment for all act  
31 and a status report on diversity, equity, and inclusion within the  
32 board's jurisdiction.

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

34 Carbon Emissions Reduction Account—State	
35 Appropriation. . . . .	\$374,000
36 Motor Vehicle Account—State Appropriation. . . . .	\$2,760,000

1	Puget Sound Ferry Operations Account—State	
2	Appropriation. . . . .	\$100,000
3	TOTAL APPROPRIATION. . . . .	\$3,234,000

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

6       (1) \$100,000 of the carbon emissions reduction account—state  
7 appropriation is for the joint transportation committee to oversee  
8 the development of tools and methodologies to assist in program  
9 delivery evaluation for programs that receive appropriations from the  
10 carbon emissions reduction account. Program delivery evaluation must  
11 include carbon emissions reduction estimates by program and by unit  
12 of time, program cost per unit of emission reduction, quantified  
13 benefits to vulnerable populations and overburdened communities by  
14 program cost, any additional appropriate qualitative and quantitative  
15 metrics, and actionable recommendations for improvements in program  
16 delivery. A report is due to the transportation committees of the  
17 legislature by October 1, 2025.

18       (2) \$325,000 of the motor vehicle account—state appropriation is  
19 for the joint transportation committee to engage an independent  
20 review team to work in coordination with the Washington state  
21 department of transportation's analysis, funded in section 217(10) of  
22 this act, of highway, road, and freight rail transportation needs,  
23 options, and impacts from shifting the movement of freight and goods  
24 that currently move by barge through the lower Snake river dams to  
25 highways, other roads, and rail.

26       (a) The department shall include the independent review team in  
27 all phases of the analysis to enable the team to develop an  
28 independent assessment of the analysis, assumptions, stakeholder  
29 engagement, and cost and impact estimates. Summary findings from the  
30 independent assessment must be provided to the department, the  
31 governor's office, and the transportation committees of the  
32 legislature on a quarterly basis, with an end of biennium report due  
33 to the governor and the transportation committees of the legislature  
34 by December 31, 2026.

35       (b) The independent review team must conduct an independent  
36 stakeholder engagement effort. The river transportation work group  
37 must be formed to provide data and guidance to the independent review  
38 team for the independent stakeholder engagement effort. The river  
39 transportation work group must be made up of stakeholders, including

1 farming and agricultural production, fishing industry, tug and barge  
2 operators, shippers and receivers, public ports, railroad operators,  
3 cruise lines, the federal highway administration, and the army corps  
4 of engineers. Consultations with federally recognized tribes must  
5 also occur in coordination with the Washington state department of  
6 transportation.

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

10 (3) \$274,000 of the carbon emissions reduction account—state  
11 appropriation is for the joint transportation committee for a study  
12 of the impacts of implementing California's emissions standards for  
13 ocean-going vessels at berth in Titles 13 and 17 of the California  
14 Code of Regulations in Washington. The study must include estimates  
15 of greenhouse gas emissions reductions, criteria air pollutant  
16 reductions, potential labor impacts, potential impacts on shipping  
17 costs and port competitiveness, and shore power infrastructure needs  
18 and costs. The joint transportation committee must, at a minimum,  
19 coordinate with the department of ecology, department of  
20 transportation, representatives from Washington ports, shippers,  
21 utilities, and the trucking industry, impacted labor unions, and  
22 environmental organizations. The joint transportation committee must  
23 report to the transportation committees of the legislature by  
24 December 31, 2025.

25 (4) \$100,000 of the Puget Sound ferry operations account—state  
26 appropriation is for the joint transportation committee to convene a  
27 work group in advance of the 75th anniversary of the Washington state  
28 ferries on July 1, 2025, to review Washington state ferry funding  
29 requirements and options to increase dedicated funding sources for  
30 the ferry system. The executive committee of the joint transportation  
31 committee may appoint relevant stakeholders as part of the work  
32 group. A preliminary report must be submitted to the governor and  
33 transportation committees of the legislature by December 15, 2025,  
34 and the legislature intends that a final report will be submitted to  
35 the governor and transportation committees of the legislature by June  
36 1, 2026.

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

38 Motor Vehicle Account—State Appropriation. . . . . \$2,857,000

1	Interstate 405 and State Route Number 167 Express	
2	Toll Lanes Account—State Appropriation. . . . .	\$150,000
3	Multimodal Transportation Account—State	
4	Appropriation. . . . .	\$15,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation. . . . .	\$488,000
7	Tacoma Narrows Toll Bridge Account—State	
8	Appropriation. . . . .	\$178,000
9	Alaskan Way Viaduct Replacement Project Account—	
10	State Appropriation. . . . .	\$368,000
11	TOTAL APPROPRIATION. . . . .	\$4,056,000

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

14 (1) \$15,000 of the multimodal transportation account—state  
15 appropriation and \$14,000 of the motor vehicle account—state  
16 appropriation are provided solely for the commission to update the  
17 statewide transportation plan required under RCW 47.01.071(4).

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

30 (3) The commission shall provide regular updates on the status of  
31 ongoing coordination with the state of Oregon on any bistate  
32 agreements regarding the mutual or joint setting, adjustment, and  
33 review of toll rates and exemptions. Prior to finalizing any such  
34 agreement, the commission shall provide a draft of the agreement to  
35 the transportation committees of the legislature for review and  
36 input. Additionally, the commission shall advise on the status of any  
37 bistate agreements to the joint transportation committee beginning in  
38 September 2025 and quarterly thereafter until any agreements are  
39 finalized.

1 (4) The commission shall partner with the department of  
2 transportation to design and implement a toll relief program based  
3 upon income qualification. Implementation must start with facilities  
4 where tolling begins in fiscal year 2026 or later. The commission  
5 shall work with the department of transportation to assess potential  
6 impacts of extending the toll relief program based upon income  
7 qualification to existing tolled facilities that opened prior to  
8 fiscal year 2026. The assessment, at a minimum, must determine  
9 potential impacts to meeting current financial and legal requirements  
10 in place for each facility. The commission, in partnership with the  
11 department of transportation, shall provide annual updates on the  
12 program to the transportation committees of the legislature.

13 (5) \$600,000 of the motor vehicle account—state appropriation is  
14 provided solely for the commission for road usage charge research  
15 activities. This amount is intended to be a contingency, in the event  
16 the federal highway administration grant funding awarded under the  
17 strategic innovation for revenue collection (SIRC) program is not  
18 received. The office of financial management shall place the amount  
19 provided in this subsection in unallotted status until the office of  
20 financial management determines the SIRC funding will not be  
21 received. Should the SIRC funding be received, this appropriation  
22 lapses.

23 (6) (a) \$200,000 of the state route number 520 corridor account—  
24 state appropriation and \$200,000 of the Alaskan Way viaduct  
25 replacement project account—state appropriation are provided solely  
26 for the transportation commission to conduct a pilot of advanced  
27 tolling technology provided by a private sector vendor who offers  
28 toll collections via GPS utilizing multiple geofences that can  
29 collect tolls in low or no-signal environments. The commission shall  
30 retain a separate independent third-party vendor who can provide  
31 expert oversight, guidance, and advisement on the work, including:  
32 The pilot design; the evaluation plan; data analysis; participant  
33 survey design and data analysis; structuring industry briefings; and  
34 reporting on findings.

35 (b) The pilot shall operate for up to three months on an existing  
36 tolled facility. The purpose of the pilot is to determine the  
37 potential for increasing operational efficiencies and lowering costs  
38 of toll collections. The commission shall carry out the pilot in  
39 collaboration with the Washington state department of transportation,



1 which must at a minimum support participant recruitment and provide  
2 tolling transaction data for the participants in support of  
3 conducting a comparative performance assessment between the current  
4 roadway toll system and the pilot technology. At a minimum, the  
5 pilot: Must be a simulation with no real money being collected; must  
6 include up to 200 participants; and a survey of participants must be  
7 conducted at the end of the pilot to gather input on the driver  
8 experience using the advanced technology tested.

9 (c) In addition to the pilot, the commission shall carry out the  
10 following activities:

11 (i) Serve as an active observer of an advanced tolling technology  
12 project being conducted on Interstate 15 in Utah in collaboration  
13 with the Utah department of transportation and the Washington state  
14 department of transportation; and

15 (ii) Host briefings during the 2025 interim, with private sector  
16 vendors who are not part of the pilot in subsection (a) of this  
17 section, but who are testing or operating advanced tolling technology  
18 in other states.

19 (d) A final report of findings is due to the transportation  
20 committees of the legislature by January 1, 2026. The report must, at  
21 a minimum: Outline the technology tested; provide a comparison of  
22 system performance, operations, costs, and revenue collection  
23 efficiencies between the test system and the roadway toll system in  
24 use today; assess the requirements for achieving compatibility with  
25 the existing back-office system; provide participant survey results  
26 and feedback; provide peer learnings and results discovered pursuant  
27 to subsection (c) (i) of this section; and provide recommendations on  
28 next steps.

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

31 Freight Mobility Investment Account—State  
32 Appropriation. . . . . \$1,548,000

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

35 (1) Within appropriated funds, the freight mobility strategic  
36 investment board may opt in as provided under RCW 70A.02.030 to  
37 assume all of the substantive and procedural requirements of covered  
38 agencies under chapter 70A.02 RCW. The board shall include in its

1 2025 and 2026 annual reports to the legislature a progress report on  
2 opting into the healthy environment for all act and a status report  
3 on diversity, equity, and inclusion within the board's jurisdiction.

4 (2) The board shall on an annual basis provide a status update on  
5 project delivery, including information on project timeline, cost,  
6 and budgeted cash flow over time to the office of financial  
7 management and the transportation committees of the legislature on  
8 the delivery of the freight mobility strategic investment projects on  
9 LEAP Transportation Document 2025-2 ALL PROJECTS, as developed on  
10 March 23, 2025.

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

12	Alaskan Way Viaduct Replacement Project Account—	
13	State Appropriation. . . . .	\$42,000
14	State Patrol Highway Account—State Appropriation. . . . .	\$727,400,000
15	State Patrol Highway Account—Federal Appropriation. . . . .	\$24,115,000
16	State Patrol Highway Account—Private/Local	
17	Appropriation. . . . .	\$4,604,000
18	Highway Safety Account—State Appropriation. . . . .	\$9,482,000
19	Ignition Interlock Device Revolving Account—State	
20	Appropriation. . . . .	\$2,706,000
21	Multimodal Transportation Account—State	
22	Appropriation. . . . .	\$331,000
23	State Route Number 520 Corridor Account—State	
24	Appropriation. . . . .	\$90,000
25	Tacoma Narrows Toll Bridge Account—State	
26	Appropriation. . . . .	\$274,000
27	I-405 and SR 167 Express Toll Lanes Account—State	
28	Appropriation. . . . .	\$2,894,000
29	TOTAL APPROPRIATION. . . . .	\$771,938,000

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

32 (1) \$580,000 of the state patrol highway account—state  
33 appropriation is provided solely for the operation of and  
34 administrative support to the license investigation unit to enforce  
35 vehicle registration laws in southwestern Washington. The Washington  
36 state patrol, in consultation with the department of revenue, shall  
37 maintain a running estimate of the additional vehicle registration  
38 fees, sales and use taxes, and local vehicle fees remitted to the

1 state pursuant to activity conducted by the license investigation  
2 unit. Beginning October 1, 2025, and semiannually thereafter, the  
3 Washington state patrol shall submit a report detailing the  
4 additional revenue amounts generated since July 1, 2025, to the  
5 director of the office of financial management and the transportation  
6 committees of the legislature. At the end of the fiscal quarter in  
7 which it is estimated that more than \$800,000 in state sales and use  
8 taxes have been remitted to the state since July 1, 2025, the  
9 Washington state patrol shall notify the state treasurer and the  
10 state treasurer shall transfer funds pursuant to section 406 of this  
11 act.

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

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

- 25 (i) A summary of recruitment and retention strategies;
- 26 (ii) The number of transportation funded staff vacancies by major  
27 category;
- 28 (iii) The number of applicants for each of the positions by these  
29 categories;
- 30 (iv) The composition of workforce;
- 31 (v) Other relevant outcome measures with comparative information  
32 with recent comparable months in prior years; and
- 33 (vi) Activities related to the implementation of the agency's  
34 workforce diversity plan, including short-term and long-term,  
35 specific comprehensive outreach, and recruitment strategies to  
36 increase populations underrepresented within both commissioned and  
37 noncommissioned employee groups.

38 (b) During the 2025-2027 fiscal biennium, the office of financial  
39 management, with assistance of the Washington state patrol, must  
40 conduct two surveys regarding the competitiveness with law

1 enforcement agencies within the boundaries of the state of Washington  
2 pursuant to RCW 43.43.380, with the first survey being informational  
3 regarding the change since the last survey was conducted and the  
4 second survey used as part of the collective bargaining process.  
5 Prior to the 2026 legislative session, the office of financial  
6 management, with assistance of the Washington state patrol, must also  
7 provide comparison information regarding recruitment bonus amounts  
8 currently being offered by local law enforcement agencies in the  
9 state.

10 (4) \$8,526,000 of the state patrol highway account—state  
11 appropriation is provided solely for debt service obligations for the  
12 land mobile radio system replacement, upgrade, and other related  
13 activities.

14 (5) \$2,610,000 of the state patrol highway account—state  
15 appropriation is provided solely for enhancing the state patrol's  
16 diversity, equity, and inclusion program, a community engagement  
17 program to improve relationships with historically underrepresented  
18 communities and to recruit and retain a diverse workforce, and  
19 contracting with an external psychologist to perform exams. The state  
20 patrol will work with the governor's office of equity and meet all  
21 reporting requirements and responsibilities pursuant to RCW  
22 43.06D.060. Funds provided for the community engagement program must  
23 ensure engagement with communities throughout the state.

24 (6) (a) \$2,944,000 of the state patrol highway account—state  
25 appropriation is provided solely for administrative costs,  
26 advertising, outreach, and bonus payments associated with developing  
27 and implementing a state trooper expedited recruitment incentive  
28 program for the purpose of recruiting and filling vacant trooper  
29 positions in the 2025-2027 fiscal biennium. The legislature is  
30 committed to continuing the state trooper expedited recruitment  
31 incentive program until the vacancy levels are significantly reduced  
32 from current levels. The recruitment, advertising, and outreach  
33 associated with this program must continue efforts to create a more  
34 diverse workforce and must also provide an accelerated pathway for  
35 joining the state patrol for high quality individuals who have  
36 previously been employed as a general authority peace officer.

37 (b) The state trooper expedited recruitment incentive program  
38 established by the Washington state patrol must include:

1 (i) Thorough hiring procedures to ensure that only the highest  
2 quality candidates are selected as cadets and as lateral hires,  
3 including extensive review of past law enforcement employment history  
4 through extensive reference checks, Brady list identification, and  
5 any other issues that may impact the performance, credibility, and  
6 integrity of the individual.

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

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

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

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

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

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

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

22 (c) The expenditure on the state trooper expedited recruitment  
23 incentive program is contingent upon execution of an appropriate  
24 memorandum of understanding between the governor or the governor's  
25 designee and the exclusive bargaining representative, consistent with  
26 the terms of this section. Expenditures and eligibility for the state  
27 trooper expedited recruitment incentive program established in this  
28 section are subject to the availability of amounts appropriated for  
29 this specific purpose.

30 (d) For the purposes of this subsection:

31 (i) "Cadet" means a person employed for the express purpose of  
32 receiving the on-the-job training required for attendance at the  
33 Washington state patrol academy and for becoming a commissioned  
34 trooper.

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

37 (7) (a) \$7,552,000 of the highway safety account—state  
38 appropriation is provided solely for cost associated with the work  
39 zone speed safety camera pilot program with the amounts for specific  
40 activities as follows:

1 (i) 2,353,000 for the Washington state patrol's oversight,  
2 administrative, overtime, and other costs associated with the  
3 processing of work zone speed safety violations;

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

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

10 (b) Pursuant to section 217(6) of this act, the Washington state  
11 patrol, in conjunction with the other agencies involved in the work  
12 zone speed safety camera pilot program, must collaborate with the  
13 department of transportation on a preliminary report due from the  
14 department by December 1, 2025.

15 (8) \$1,668,000 of the state patrol highway account—state  
16 appropriation is provided solely for three accelerated training  
17 programs for lateral hires. It is the intent of the legislature that  
18 the three accelerated training programs for lateral hires offered in  
19 2025-2027 biennium achieve at least 30 qualified graduates based on  
20 the Washington state patrol aggressively recruiting, advertising  
21 bonus policies, and taking other steps to achieve this outcome.

22 (9) By December 1, 2025, the Washington state patrol must provide  
23 a report to the governor and appropriate committees of the  
24 legislature on the status of *McClain v. Washington State Patrol* and  
25 an update on legal expenses associated with the case.

26 (10) \$7,572,000 of the state patrol highway account—state  
27 appropriation is provided solely for one additional trooper basic  
28 training class with troopers graduating in the 2025-2027 biennium and  
29 funding to initiate an additional trooper basic training class with  
30 troopers graduating in the 2027-2029 biennium.

31 (11) \$6,904,000 of the state patrol highway account—state  
32 appropriation is provided solely for the planned replacement of aging  
33 Cessna aircrafts and of this amount \$310,000 is provided solely for  
34 the downpayment and related costs of three planned replacements. It  
35 is the intent of the legislature to fund three planned Cessna  
36 replacements as soon as the aircrafts can be received in the  
37 2025-2027 fiscal biennium, and therefore, the Washington state patrol  
38 may take the necessary steps to ensure delivery of the aircrafts as  
39 soon as possible in the 2025-2027 fiscal biennium.

1 (12) \$796,000 of the state patrol highway account—state  
2 appropriation is provided solely for commissioned staff who reach 26  
3 or more years of service in accordance with RCW 43.43.386.

4 (13) \$3,000,000 of the state patrol highway account—state  
5 appropriation is provided solely for hiring additional staff and  
6 purchasing equipment for the toxicology laboratory to reduce the DUI  
7 processing backlog, with the expectation that processing times will  
8 be reduced.

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

16 (15) 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 NEW SECTION. **Sec. 208. FOR THE DEPARTMENT OF LICENSING**

21	Driver Licensing Technology Support Account—State	
22	Appropriation. . . . .	\$1,771,000
23	Marine Fuel Tax Refund Account—State Appropriation. . . . .	\$34,000
24	Motorcycle Safety Education Account—State	
25	Appropriation. . . . .	\$5,408,000
26	Limited Fish and Wildlife Account—State	
27	Appropriation. . . . .	\$496,000
28	Highway Safety Account—State Appropriation. . . . .	\$301,622,000
29	Highway Safety Account—Federal Appropriation. . . . .	\$1,315,000
30	Motor Vehicle Account—State Appropriation. . . . .	\$94,692,000
31	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$1,336,000
32	Ignition Interlock Device Revolving Account—State	
33	Appropriation. . . . .	\$6,842,000
34	Department of Licensing Services Account—State	
35	Appropriation. . . . .	\$8,664,000
36	License Plate Technology Account—State Appropriation. . . . .	\$3,765,000
37	Abandoned Recreational Vehicle Account—State	
38	Appropriation. . . . .	\$3,115,000

1	Limousine Carriers Account—State Appropriation. . . . .	\$128,000
2	Electric Vehicle Account—State Appropriation. . . . .	\$465,000
3	DOL Technology Improvement & Data Management	
4	Account—State Appropriation. . . . .	\$976,000
5	Agency Financial Transaction Account—State	
6	Appropriation. . . . .	\$18,335,000
7	Move Ahead WA Flexible Account—State Appropriation. . . . .	\$1,506,000
8	Driver's Education Safety Improvement Account—State	
9	Appropriation. . . . .	\$15,379,000
10	TOTAL APPROPRIATION. . . . .	\$465,849,000

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

13 (1) \$1,100,000 of the highway safety account—state appropriation  
14 and \$1,100,000 of the move ahead WA flexible account—state  
15 appropriation are provided solely for the department to provide an  
16 interagency transfer to the department of children, youth, and  
17 families for the purpose of providing driver's license support. In  
18 addition to support services required under RCW 74.13.338(2), support  
19 services may include reimbursement of:

20 (a) The cost for a youth in foster care of any eligible age to  
21 complete a driver training education course, as outlined in chapter  
22 46.82 or 28A.220 RCW;

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

25 (c) The costs of roadside assistance, motor vehicle insurance  
26 deductibles, motor vehicle registration fees, towing services, car  
27 maintenance, comprehensive car insurance, and gas cards; and

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

30 (2) The department shall report on a quarterly basis on licensing  
31 service office operations, associated workload, and information with  
32 comparative information with recent comparable months in prior years.  
33 The report must include detailed statewide and by licensing service  
34 office information on staffing levels, average monthly wait times,  
35 the number of enhanced drivers' licenses and enhanced identicards  
36 issued and renewed, and the number of primary drivers' licenses and  
37 identicards issued and renewed. By November 1, 2024, the department  
38 must prepare a report with recommendations on the future of licensing  
39 service office operations based on the recent implementation of



1 efficiency measures designed to reduce the time for licensing  
2 transactions and wait times, and the implementation of statutory and  
3 policy changes made during the pandemic.

4 (3) For the 2025-2027 fiscal biennium, the department shall  
5 charge \$1,336,000 for the administration and collection of a motor  
6 vehicle excise tax on behalf of a regional transit authority, as  
7 authorized under RCW 82.44.135. The amount in this subsection must be  
8 deducted before distributing any revenues to a regional transit  
9 authority.

10 (4) \$3,087,000 of the abandoned recreational vehicle disposal  
11 account—state appropriation is provided solely for providing  
12 reimbursements in accordance with the department's abandoned  
13 recreational vehicle disposal reimbursement program. It is the intent  
14 of the legislature that the department prioritize this funding for  
15 allowable and approved reimbursements and not to build a reserve of  
16 funds within the account. During the 2025-2027 fiscal biennium, the  
17 department must report any amounts recovered to the office of  
18 financial management and appropriate committees of the legislature on  
19 a quarterly basis.

20 (5) (a) \$750,000 of the highway safety account—state appropriation  
21 is provided solely for contracts with organizations providing  
22 driver's license assistance and other related support services in  
23 other parts of the state.

24 (b) By December 1st of each year, the department must submit  
25 information on the contracted providers, including: The annual budget  
26 of the contracted providers in the preceding year; information  
27 regarding private and other governmental support for the activities  
28 of the providers; and a description of the number of people served,  
29 services delivered, and outcome measures.

30 (6) \$6,000 of the motorcycle safety education account—state  
31 appropriation, \$1,000 of the limited fish and wildlife account—state  
32 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 (7) \$50,000 of the motor vehicle account—state appropriation is  
5 provided solely for the department to conduct a study on the  
6 feasibility of implementing and administering a per mile fee program.  
7 The study must identify the staffing and resources needed to  
8 implement and administer the program, including possible technical  
9 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 (8) \$1,220,000 of the highway safety account—state appropriation  
14 is provided solely for estimated implementation costs associated with  
15 new revenues.

16 (9) \$7,000 of the highway safety account—state appropriation is  
17 provided solely for the implementation of chapter . . . , Laws of 2025  
18 (Engrossed Substitute House Bill No. 1113) (misdemeanor dismissal).  
19 If chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No.  
20 1113) is not enacted by June 30, 2025, the amount provided in this  
21 subsection lapses.

22 (10) \$106,000 of the highway safety account—state appropriation  
23 is provided solely for the implementation of chapter . . . , Laws of  
24 2025 (House Bill No. 1244) (driver training alternative). If  
25 chapter . . . , Laws of 2025 (House Bill No. 1244) is not enacted by  
26 June 30, 2025, the amount provided in this subsection lapses.

27 (11) \$44,000 of the motor vehicle account—state appropriation is  
28 provided solely for the implementation of chapter . . . , Laws of 2025  
29 (Substitute House Bill No. 1371) (veteran parking privileges). If  
30 chapter . . . , Laws of 2025 (Substitute House Bill No. 1371) is not  
31 enacted by June 30, 2025, the amount provided in this subsection  
32 lapses.

33 (12) \$831,000 of the highway safety account—state appropriation  
34 is provided solely for the implementation of chapter . . . , Laws of  
35 2025 (Engrossed Substitute House Bill No. 1596) (speeding). If  
36 chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No.  
37 1596) is not enacted by June 30, 2025, the amount provided in this  
38 subsection lapses.

1 (13) \$542,000 of the highway safety account—state appropriation  
2 is provided solely for the implementation of chapter . . . , Laws of  
3 2025 (Engrossed Substitute House Bill No. 1822) (driver course/  
4 workzones). If chapter . . . , Laws of 2025 (Engrossed Substitute  
5 House Bill No. 1822) is not enacted by June 30, 2025, the amount  
6 provided in this subsection lapses.

7 (14) \$2,631,000 of the highway safety account—state appropriation  
8 and \$15,379,000 of the driver education safety improvement account—  
9 state appropriation is provided solely for the implementation of  
10 chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No.  
11 1878) (young driver safety). If chapter . . . , Laws of 2025  
12 (Engrossed Substitute House Bill No. 1878) is not enacted by June 30,  
13 2025, the amount provided in this subsection lapses.

14 (15) \$50,000 of the highway safety account—state appropriation is  
15 provided solely for translating the written driver's manual and test  
16 into Dari, Farsi, and Somali.

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

19 Puget Sound Gateway Facility Account—State  
20 Appropriation. . . . . \$7,651,000  
21 State Route Number 520 Corridor Account—State  
22 Appropriation. . . . . \$47,659,000  
23 State Route Number 520 Civil Penalties Account—State  
24 Appropriation. . . . . \$2,378,000  
25 Tacoma Narrows Toll Bridge Account—State  
26 Appropriation. . . . . \$38,545,000  
27 Alaskan Way Viaduct Replacement Project Account—  
28 State Appropriation. . . . . \$26,566,000  
29 Interstate 405 and State Route Number 167 Express  
30 Toll Lanes Account—State Appropriation. . . . . \$42,199,000  
31 TOTAL APPROPRIATION. . . . . \$164,998,000

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

34 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state  
35 appropriation and \$12,820,000 of the state route number 520 corridor  
36 account—state appropriation are provided solely for the purposes of  
37 addressing unforeseen operations and maintenance costs on the Tacoma  
38 Narrows bridge and the state route number 520 bridge, respectively.

1 The office of financial management shall place the amounts provided  
2 in this subsection, which represent a portion of the required minimum  
3 fund balance under the policy of the state treasurer, in unallotted  
4 status. The office may release the funds only when it determines that  
5 all other funds designated for operations and maintenance purposes  
6 have been exhausted.

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

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

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

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

29 (4) As part of the department's 2027-2029 biennial budget  
30 request, the department shall update the cost allocation  
31 recommendations that assign appropriate costs to each of the toll  
32 funds for services provided by relevant Washington state department  
33 of transportation programs, the Washington state patrol, and the  
34 transportation commission. The recommendations shall be based on  
35 updated traffic and toll transaction patterns and other relevant  
36 factors.

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

1	Transportation Partnership Account—State	
2	Appropriation. . . . .	\$2,472,000
3	Motor Vehicle Account—State Appropriation. . . . .	\$128,388,000
4	Puget Sound Ferry Operations Account—State	
5	Appropriation. . . . .	\$307,000
6	Multimodal Transportation Account—State	
7	Appropriation. . . . .	\$3,088,000
8	Transportation 2003 Account (Nickel Account)—State	
9	Appropriation. . . . .	\$1,488,000
10	TOTAL APPROPRIATION. . . . .	\$135,743,000

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

14	Motor Vehicle Account—State Appropriation. . . . .	\$44,029,000
15	Move Ahead WA Account—State Appropriation. . . . .	\$2,044,000
16	State Route Number 520 Corridor Account—State	
17	Appropriation. . . . .	\$34,000
18	TOTAL APPROPRIATION. . . . .	\$46,107,000

19       NEW SECTION.    **Sec. 212. FOR THE DEPARTMENT OF TRANSPORTATION—**  
20 **TRANSPORTATION EQUIPMENT FUND—PROGRAM E**

21	Move Ahead WA Account—State Appropriation. . . . .	\$20,000,000
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22       The appropriation in this section is subject to the following  
23 conditions and limitations: The entire move ahead WA account—state  
24 appropriation is provided solely for the department's costs related  
25 to replacing obsolete transportation equipment and replacing fuel  
26 sites. Beginning December 1, 2025, and annually thereafter, the  
27 department must provide a report to the office of financial  
28 management and the transportation committees of the legislature  
29 detailing the current progress on replacing obsolete equipment,  
30 progress towards reaching a level purchasing state, and the status of  
31 a fuel site replacement prioritization plan. The report must also  
32 include:

- 33       (1) A list of department owned and managed fuel sites prioritized
- 34 by urgency of replacement;
- 35       (2) A discussion of department practices that would create a
- 36 sustained revenue source for capital repair and replacement of fuel
- 37 sites; and

(3) A discussion of to what extent the fuel site infrastructure can support zero emissions vehicles.

NEW SECTION.    **Sec. 213.    FOR THE DEPARTMENT OF TRANSPORTATION—  
AVIATION—PROGRAM F**

Aeronautics Account—State Appropriation. . . . .	\$12,929,000
Aeronautics Account—Federal Appropriation. . . . .	\$2,600,000
Aeronautics Account—Private/Local Appropriation. . . . .	\$60,000
TOTAL APPROPRIATION. . . . .	\$15,589,000

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

(1) \$2,100,000 of the aeronautics account—state appropriation is provided solely for the move ahead WA aviation grants. The department shall prioritize projects eligible for federal funding.

(2) The department shall submit a report to the transportation committees of the legislature by October 1, 2025, identifying a selection of sustainable aviation projects for funding by the legislature. In considering projects to recommend to fund, the department shall only consider projects that advance the state of sustainable aviation technology and lead to future innovation. Innovative sustainable aviation projects may include, but are not limited to, pilot projects demonstrating the use of:

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

(3) \$750,000 of the aeronautics account—state appropriation is provided solely for the city of Yakima for an overflow parking lot at the Yakima Air Terminal. The department may not require a match for this project.

(4) \$300,000 of the aeronautics account—state appropriation is provided solely for the Port of Bremerton to conduct the second phase of a feasibility study on the possibility of offering commercial service at the Bremerton National Airport. The department may not require a match for this project.

(5) \$1,774,000 of the aeronautics account—state appropriation is provided solely for the commercial aviation work group created in chapter 463, Laws of 2023. Funding is provided for:

1 (a) The state commercial aviation work group to comprehensively  
2 evaluate the long-range commercial aviation needs of Washington  
3 within the broader context of state transportation needs and the  
4 specific needs of western Washington taking into consideration  
5 airport capacity in adjacent states and provinces. The work group  
6 shall review existing data and conduct research to determine  
7 Washington's long-range commercial aviation facility needs while  
8 considering alternatives to additional airport capacity.

9 (b) (i) Except as provided in subsection (c) of this section, the  
10 work group shall investigate the expansion of existing aviation  
11 facilities and possible siting locations for new greenfield aviation  
12 facilities, with the expected outcome to be a report that compares  
13 the strengths and weaknesses of each site considered. In this  
14 investigation, the work group shall consider both new sites and those  
15 previously identified in previous aviation planning documents. The  
16 work group must consider all impacts that, whether by the expansion  
17 of a current facility or the location of a new greenfield site, the  
18 creation of a new primary commercial aviation facility may have,  
19 including impacts on:

20 (A) Community members and quality of life;

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

24 (C) County master plans and other local planning and zoning,  
25 including development regulations and comprehensive plans adopted  
26 under chapter 36.70A RCW; and

27 (D) Current airspace operations.

28 (ii) The work group shall:

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

30 (I) Applicable federal agencies including the federal aviation  
31 administration, the United States environmental protection agency,  
32 the United States department of defense, and the United States  
33 department of energy;

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

39 (III) The environmental community;

40 (IV) Local communities;

1 (V) Economic development agencies;  
2 (VI) Other states and provinces as appropriate;  
3 (B) Identify potential site infrastructure shortfalls and make  
4 recommendations as to how they could be most suitably addressed,  
5 including the feasibility of the specific transportation  
6 infrastructure required to move people to the potential site. This  
7 process includes the delivery of an adequate supply of aircraft fuel  
8 and supporting infrastructure along with facilities needed to  
9 transition to the use of sustainable aviation fuels;  
10 (C) Consider the cost of construction of a facility and  
11 supporting infrastructure;  
12 (D) In cooperation with the federal aviation administration,  
13 analyze:  
14 (I) Airspace requirements and airspace restrictions of potential  
15 sites;  
16 (II) Any possible terrain and man-made obstacles that could  
17 possibly create a hazard to aircraft;  
18 (III) Local weather patterns and microclimates to determine if  
19 they will create issues for the operation of large aircraft; and  
20 (E) Carry out other duties as assigned by the legislature.  
21 (c) The work group shall not consider:  
22 (i) Expansion opportunities for a port or county run airport  
23 located in a county with a population of 2,000,000 or more; or  
24 (ii) The expansion of an existing airport or the siting of a new  
25 airport that would be incompatible with the operations of a military  
26 installation.  
27 (d) In addition, the work group shall provide information to the  
28 transportation committees of the legislature on the future of  
29 aviation growth in the state, including potential commercial  
30 aviation, general aviation, and air cargo demands, with consideration  
31 of new technologies, alternative transportation modes, and the  
32 airport of the future.  
33 (e) Nothing in this section shall be construed to endorse, limit,  
34 or otherwise alter existing or future plans for capital development  
35 and capacity enhancement at existing commercial airports in  
36 Washington.

37 NEW SECTION. **Sec. 214. FOR THE DEPARTMENT OF TRANSPORTATION—**  
38 **PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H**



1	Motor Vehicle Account—State Appropriation. . . . .	\$70,960,000
2	Motor Vehicle Account—Federal Appropriation. . . . .	\$500,000
3	Multimodal Transportation Account—State	
4	Appropriation. . . . .	\$1,180,000
5	Move Ahead WA Flexible Account—State Appropriation. . . . .	\$572,000
6	TOTAL APPROPRIATION. . . . .	\$73,212,000

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

9       (1) During the 2025-2027 fiscal biennium, if the department takes  
10 possession of the property situated in the city of Edmonds for which  
11 a purchase agreement was executed between Unocal and the department  
12 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department  
13 confirms that the property is still no longer needed for  
14 transportation purposes, the department shall provide the city of  
15 Edmonds with the first right of purchase at fair market value in  
16 accordance with RCW 47.12.063(3) for the city's intended use of the  
17 property to rehabilitate near-shore habitat for salmon and related  
18 species.

19       (2) The department may not execute a state highway route transfer  
20 under RCW 36.75.090 and 47.24.010 without approval from the receiving  
21 city or county from July 1, 2025, until June 30, 2026. The department  
22 may continue discussions with local jurisdictions regarding state  
23 highway route transfers to local jurisdictions that may occur after  
24 consideration of the final report and recommendations of the  
25 Washington State Route Jurisdiction Study expected by December 2025.

26       (3)(a) \$572,000 of the move ahead WA flexible account—state  
27 appropriation is provided solely to track and maximize clean fuels  
28 credits and revenue generated by state agencies pursuant to chapter  
29 70A.535 RCW.

30       (b) Pursuant to the reporting requirements of RCW 70A.535.050(5),  
31 the department must present a detailed projection of the credit  
32 revenues generated and achieved directly as a result of the funding  
33 and activities in this subsection.

34       (4)(a) \$350,000 of the multimodal transportation account—state  
35 appropriation is provided solely for the department to explore  
36 alternative uses of the state's highway rights-of-way to address  
37 pressing public needs relating to climate change, equitable  
38 communications, renewable energy generation, electrical transmission  
39 and distribution projects, broadband projects, vegetation management,

1 inductive charging in travel lanes, alternative fueling facilities,  
2 and other appropriate uses. In exploring alternative uses of the  
3 state's highway rights-of-way, the department shall:

4 (i) Review the utility accommodation policy and make  
5 recommendations to update the policy to include clean energy and  
6 connectivity projects under 23 C.F.R. Part 645. At a minimum, the  
7 recommendations for updated clean energy and connectivity projects  
8 must include renewable energy and electrical transmission and  
9 distribution;

10 (ii) Review and update the department's integrated roadside  
11 vegetation management plans to maximize carbon sequestration and  
12 develop habitat and forage for native pollinators, Monarch  
13 butterflies, and honeybees through plantings of native noninvasive  
14 flowering plants and grasses on the state highways rights-of-way and  
15 at safety rest areas;

16 (iii) Assess the state highways rights-of-way land areas most  
17 suitable for solar development by considering slope, elevation,  
18 vegetative cover, and solar radiation; and

19 (iv) Identify existing highway rights-of-way suitable as  
20 designated energy corridors for electric transmission and  
21 distribution and other energy infrastructure.

22 (b) In carrying out the requirements in (a) of this subsection,  
23 the department may consult with an organization that uses an advanced  
24 rights-of-way solar mapping tool that uses ArcGIS Pro software for  
25 faster and more precise analysis of rights-of-way solar using the  
26 state's full spatial rights-of-way data sets.

27 (c) The department must report its findings, recommendations, and  
28 status of its updates to the transportation committees of the  
29 legislature by June 30, 2026.

30 (5) The department is directed to initiate the process and carry  
31 out a sale in accordance with requirements of state law of the  
32 surplus property in the city of Seattle located between State route  
33 number 99 and First Avenue South and between South Royal Brougham Way  
34 and South Dearborn Street, King county parcel numbers 7666206955 and  
35 7666206950.

36 (6) \$250,000 of the motor vehicle account—state appropriation is  
37 provided solely for the implementation of chapter . . ., Laws of 2025  
38 (Substitute House Bill No. 1774) (lease of unused highway land). If  
39 chapter . . ., Laws of 2025 (Substitute House Bill No. 1774) is not

1 enacted by June 30, 2025, the amount provided in this subsection  
2 lapses.

3 (7) \$285,000 of the motor vehicle account—state appropriation is  
4 provided solely for the implementation of chapter . . . , Laws of 2025  
5 (Engrossed Substitute House Bill No. 1902) (streamlining of  
6 permitting for transportation projects work group). If chapter . . . ,  
7 Laws of 2025 (Engrossed Substitute House Bill No. 1902) is not  
8 enacted by June 30, 2025, the amount provided in this subsection  
9 lapses.

10 NEW SECTION. **Sec. 215. FOR THE DEPARTMENT OF TRANSPORTATION—**  
11 **PUBLIC-PRIVATE PARTNERSHIPS—PROGRAM K**

12	Motor Vehicle Account—State Appropriation. . . . .	\$767,000
13	Multimodal Transportation Account—State	
14	Appropriation. . . . .	\$200,000
15	Multimodal Transportation Account—Federal	
16	Appropriation. . . . .	\$51,533,000
17	Carbon Emissions Reduction Account—State	
18	Appropriation. . . . .	\$167,102,000
19	TOTAL APPROPRIATION. . . . .	\$219,602,000

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

22 (1) \$25,000,000 of the carbon emissions reduction account—state  
23 appropriation is provided solely for the clean alternative fuel  
24 vehicle charging and refueling infrastructure program described in  
25 RCW 47.04.350.

26 (2) \$130,851,000 of the carbon emissions reduction account—state  
27 appropriation is provided solely for a point-of-sale voucher  
28 incentive program, inclusive of costs for program administration and  
29 staffing, to encourage the faster adoption of zero-emission medium  
30 and heavy-duty vehicles to further state climate goals under RCW  
31 70A.45.020 and state equity goals under chapter 70A.02 RCW. The  
32 voucher incentive program must be administered by a third-party  
33 administrator that has experience administering voucher incentive  
34 programs, with oversight conducted by the department.

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

1 (i) Simplified zero-emission vehicle eligibility requirements;  
2 (ii) Vehicle and infrastructure incentives aligned with programs  
3 in other jurisdictions, where appropriate, to streamline user  
4 planning;

5 (iii) Financial enhancements for select populations based on  
6 equity considerations, including for vehicles in disadvantaged  
7 communities and vehicles to be purchased by small, minority-owned  
8 businesses, with consideration for support of the secondary vehicle  
9 market;

10 (iv) A centralized user and manufacturer portal for information,  
11 application, and assistance;

12 (v) A fleet assistance and qualification program to assist in  
13 zero-emission vehicle and infrastructure planning, to be administered  
14 by the Washington State University extension energy program in  
15 coordination with the department and the voucher program's third-  
16 party administrator; and

17 (vi) A voucher preapproval process to evaluate participant  
18 eligibility, readiness for fleet deployment, and infrastructure  
19 preparedness.

20 (b) The following battery electric and hydrogen fuel cell  
21 electric vehicle categories and associated charging, as well as  
22 refueling infrastructure for these categories, are eligible for the  
23 voucher program, subject to additional qualification criteria to be  
24 determined by the department and the voucher program third-party  
25 administrator:

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

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

29 (c) School buses and transit vehicles eligible for state grant  
30 programs for the purchase of zero-emission vehicles are not eligible  
31 for vouchers under this program, but are eligible for fleet  
32 assistance provided in association with the voucher program, which  
33 must include assistance in determining state and federal grant  
34 eligibility for these vehicles.

35 (d) The voucher amounts selected by the department and voucher  
36 program third-party administrator must further the policy goals of  
37 the program cited in this subsection by offsetting investments  
38 required for medium and heavy-duty vehicle and equipment owners to  
39 transition to zero-emission vehicles and equipment. The department  
40 and voucher program third-party administrator must condition vehicle

1 and infrastructure voucher funding to ensure these program policy  
2 goals are furthered through the voucher funding provided.

3 (e) Consistent with voucher program design, the department is  
4 required to distribute funds to the voucher program third-party  
5 administrator sufficiently in advance of final requirements for  
6 voucher distribution being met to facilitate the voucher's timely  
7 distribution by the third-party administrator to sellers of zero-  
8 emission vehicles and infrastructure.

9 (3) \$10,000,000 of the carbon emissions reduction account—state  
10 appropriation is provided solely for grants, and to serve as a state  
11 match for secured federal funds, to finance hydrogen refueling  
12 infrastructure for medium and heavy-duty vehicles, and along  
13 corridors designated as hydrogen corridors by the state, and near or  
14 on transit agency, port, or public utility district property, with a  
15 focus on locations in disadvantaged and overburdened communities,  
16 where possible. The department, in consultation with the interagency  
17 electric vehicle coordinating council, should pursue any federal  
18 funding available through the charging and fueling infrastructure  
19 discretionary grant program and any other sources under the federal  
20 infrastructure investment and jobs act (P.L. 29 117-58).

21 (4) \$400,000 of the carbon emissions reduction account—state  
22 appropriation is provided solely for the cities of Bellevue and  
23 Redmond to each purchase an electric fire engine.

24 (5) \$851,000 of the carbon emissions reduction account—state  
25 appropriation is provided solely for a Tacoma Public Utilities  
26 medium-duty zero-emission utility service vehicle pilot project that  
27 includes charging infrastructure and mobile battery units.

28 (6) \$8,342,000 of the multimodal transportation account—federal  
29 appropriation is provided solely for the electric vehicle charger  
30 reliability and accessibility accelerator program for projects to  
31 support the repair or replacement of existing broken or  
32 nonoperational publicly accessible chargers.

33 (7) \$3,164,000 of the multimodal transportation account—federal  
34 appropriation is provided solely for funding for the west coast  
35 charging and fueling corridor project for two medium and heavy-duty  
36 vehicle electric vehicle charging station sites and one site with a  
37 hydrogen refueling station along the I-5 corridor.

38 (8) The department shall notify the transportation committees of  
39 the legislature if approval of federal funding for department

1 activities under the national electric vehicle infrastructure formula  
2 program, the electric vehicle charger reliability and accessibility  
3 accelerator program, or the west coast charging and fueling corridor  
4 project is permanently revoked.

5 NEW SECTION. **Sec. 216. FOR THE DEPARTMENT OF TRANSPORTATION—**  
6 **HIGHWAY MAINTENANCE—PROGRAM M**

7	Motor Vehicle Account—State Appropriation. . . . .	\$574,953,000
8	Motor Vehicle Account—Federal Appropriation. . . . .	\$7,000,000
9	Move Ahead WA Account—State Appropriation. . . . .	\$50,000,000
10	Puget Sound Gateway Facility Account—State	
11	Appropriation. . . . .	\$3,402,000
12	RV Account—State Appropriation. . . . .	\$1,100,000
13	State Route Number 520 Corridor Account—State	
14	Appropriation. . . . .	\$4,736,000
15	Tacoma Narrows Toll Bridge Account—State	
16	Appropriation. . . . .	\$1,585,000
17	Alaskan Way Viaduct Replacement Project Account—	
18	State Appropriation. . . . .	\$8,752,000
19	Interstate 405 and State Route Number 167 Express	
20	Toll Lanes Account—State Appropriation. . . . .	\$2,624,000
21	TOTAL APPROPRIATION. . . . .	\$654,152,000

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

24 (1) \$5,000,000 of the motor vehicle account—state appropriation  
25 is provided solely for a contingency pool for snow and ice removal.  
26 The department must notify the office of financial management and the  
27 transportation committees of the legislature when they have spent the  
28 base budget for snow and ice removal and will begin using the  
29 contingency pool funding.

30 (2) \$25,000,000 of the motor vehicle account—state appropriation  
31 is provided solely for repair and replacement of traffic barriers  
32 including, but not limited to, low-speed concrete barriers, beam  
33 guardrails, steel-backed timber guardrails, and other systems  
34 necessary to fabricate, construct, and install traffic barriers to  
35 improve safety on state highway infrastructures.

36 (3) \$11,500,000 of the motor vehicle account—state appropriation  
37 is provided solely for lane striping using the most reflective paint

1 available to maximize the visibility of lane striping, especially at  
2 night.

3 (4) (a) \$5,000,000 of the motor vehicle account—state  
4 appropriation is provided solely for the department to address the  
5 risks to safety and public health associated with homeless  
6 encampments on department owned rights-of-way. The department must  
7 coordinate and work with local government officials and social  
8 service organizations who provide services and direct people to  
9 housing alternatives that are not in highway rights-of-way to help  
10 prevent future encampments from forming on highway rights-of-way and  
11 may reimburse the organizations doing this outreach assistance who  
12 transition people into treatment or housing or for debris clean up on  
13 highway rights-of-way. A minimum of \$2,000,000 of this appropriation  
14 must be used to deliver more frequent removal of litter on the  
15 highway rights-of-way that is generated by unsheltered people and may  
16 be used to hire crews specializing in collecting and disposing of  
17 garbage, clearing debris or hazardous material, and implementing  
18 safety improvements where hazards exist to the traveling public and  
19 department employees. The department may use these funds to either  
20 reimburse local law enforcement costs or the Washington state patrol  
21 if they are providing enhanced safety to department staff during  
22 debris cleanup or during efforts to prevent future encampments from  
23 forming on highway rights-of-way.

24 (b) Beginning November 1, 2025, and semiannually thereafter, the  
25 Washington state patrol and the department of transportation must  
26 jointly submit a report to the governor and the transportation  
27 committees of the legislature on the status of these efforts,  
28 including:

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

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

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

38 (5) \$1,000,000 of the motor vehicle account—state appropriation  
39 is provided solely for a partnership program between the department  
40 and the city of Spokane, to be administered in conjunction with

1 subsection (4) of this section. The program must address the safety  
2 and public health problems created by homeless encampments on the  
3 department's property along state highways within the city limits.  
4 \$555,000 of the motor vehicle account—state appropriation is for  
5 dedicated department maintenance staff and associated clean-up costs.  
6 The department and the city of Spokane shall enter into a  
7 reimbursable agreement to cover up to \$445,000 of the city's expenses  
8 for clean-up crews and landfill costs.

9 (6) \$1,025,000 of the motor vehicle account—state appropriation  
10 is provided solely for the department to implement safety  
11 improvements and debris clean up on department-owned rights-of-way in  
12 the city of Seattle at levels above that being implemented as of  
13 January 1, 2019, to be administered in conjunction with subsection  
14 (2) of this section. The department must maintain a crew dedicated  
15 solely to collecting and disposing of garbage, clearing debris or  
16 hazardous material, and implementing safety improvements where  
17 hazards exist to the traveling public, department employees, or  
18 people encamped upon department-owned rights-of-way. The department  
19 may request assistance from the Washington state patrol as necessary  
20 in order for both agencies to provide enhanced safety-related  
21 activities regarding the emergency hazards along state highway  
22 rights-of-way in the Seattle area.

23 (7) \$1,015,000 of the motor vehicle account—state appropriation  
24 is provided solely for a partnership program between the department  
25 and the city of Tacoma, to be administered in conjunction with  
26 subsection (4) of this section. The program must address the safety  
27 and public health problems created by homeless encampments on the  
28 department's property along state highways within the city limits.  
29 \$570,000 of the motor vehicle account—state appropriation is for  
30 dedicated department maintenance staff and associated clean-up costs.  
31 The department and the city of Tacoma shall enter into a reimbursable  
32 agreement to cover up to \$445,000 of the city's expenses for clean-up  
33 crews and landfill costs.

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



1 (b) The city must coordinate and work with the department and  
2 local governments and social service organizations who provide  
3 services and direct people to housing alternatives that are not in  
4 highway rights-of-way to help prevent future encampments from forming  
5 on highway rights-of-way. State funds may be used to reimburse the  
6 organizations doing this outreach assistance who transition people  
7 into treatment or housing that is not on the rights-of-way or for  
8 debris clean up on highway rights-of-way.

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

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

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

29 (9) \$180,000 of the motor vehicle account—state appropriation is  
30 provided solely for graffiti mitigation operations using spray drone  
31 technology.

32 (10) To the greatest extent practicable, the department shall  
33 schedule mowing along state highways to occur after litter pickup has  
34 been performed in the area to be mowed. This subsection is not  
35 intended to prevent mowing or other similar maintenance activities  
36 from being undertaken in the event litter pickup has not been  
37 performed.

1 NEW SECTION. **Sec. 217. FOR THE DEPARTMENT OF TRANSPORTATION—**

2 **TRANSPORTATION OPERATIONS—PROGRAM Q—OPERATING**

3	Highway Safety Fund—State Appropriation. . . . .	\$10,621,000
4	Motor Vehicle Account—State Appropriation. . . . .	\$89,907,000
5	Motor Vehicle Account—Federal Appropriation. . . . .	\$2,099,000
6	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$294,000
7	Move Ahead WA Account—State Appropriation. . . . .	\$3,074,000
8	Multimodal Transportation Account—State	
9	Appropriation. . . . .	\$5,000,000
10	State Route Number 520 Corridor Account—State	
11	Appropriation. . . . .	\$247,000
12	Tacoma Narrows Toll Bridge Account—State	
13	Appropriation. . . . .	\$44,000
14	Alaskan Way Viaduct Replacement Project Account—	
15	State Appropriation. . . . .	\$1,122,000
16	Interstate 405 and State Route Number 167 Express	
17	Toll Lanes Account—State Appropriation. . . . .	\$36,000
18	TOTAL APPROPRIATION. . . . .	\$112,444,000

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

21 (1) \$6,000,000 of the motor vehicle account—state appropriation  
22 is provided solely for low-cost enhancements. The department shall  
23 give priority to low-cost enhancement projects that improve safety or  
24 provide congestion relief. By December 15th of each odd-numbered  
25 year, the department shall provide a report to the legislature  
26 listing all low-cost enhancement projects completed in the prior  
27 fiscal biennium.

28 (2)(a) During the 2025-2027 fiscal biennium, the department shall  
29 continue a pilot program that expands private transportation  
30 providers' access to high occupancy vehicle lanes. Under the pilot  
31 program, when the department reserves a portion of a highway based on  
32 the number of passengers in a vehicle, the following vehicles must be  
33 authorized to use the reserved portion of the highway if the vehicle  
34 has the capacity to carry eight or more passengers, regardless of the  
35 number of passengers in the vehicle: (i) Auto transportation company  
36 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter  
37 carrier vehicles regulated under chapter 81.70 RCW, except marked or  
38 unmarked stretch limousines and stretch sport utility vehicles as  
39 defined under department of licensing rules; (iii) private nonprofit

1 transportation provider vehicles regulated under chapter 81.66 RCW;  
2 and (iv) private employer transportation service vehicles. For  
3 purposes of this subsection, "private employer transportation  
4 service" means regularly scheduled, fixed-route transportation  
5 service that is offered by an employer for the benefit of its  
6 employees. Nothing in this subsection is intended to authorize the  
7 conversion of public infrastructure to private, for-profit purposes  
8 or to otherwise create an entitlement or other claim by private users  
9 to public infrastructure.

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

20 (c) The department shall expand the high occupancy vehicle lane  
21 access pilot program to for hire nonemergency medical transportation  
22 vehicles, when in use for medical purposes, as described in section  
23 208(20), chapter 472, Laws of 2023. Under the pilot program, when the  
24 department reserves a portion of a highway based on the number of  
25 passengers in a vehicle, nonemergency medical transportation vehicles  
26 that meet the requirements identified in section 208(20), chapter  
27 472, Laws of 2023 must be authorized to use the reserved portion of  
28 the highway.

29 (d) Nothing in this subsection is intended to exempt these  
30 vehicles from paying tolls when they do not meet the occupancy  
31 requirements established by the department for express toll lanes.

32 (3) The appropriations in this section assume implementation of  
33 additional cost recovery mechanisms to recoup at least \$100,000 in  
34 credit card and other financial transaction costs related to the  
35 collection of fees imposed under RCW 46.17.400, 46.44.090, and  
36 46.44.0941 for driver and vehicle fee transactions beginning January  
37 1, 2023. The department may recover transaction fees incurred through  
38 credit card transactions.

39 (4) The department shall promote safety messages encouraging  
40 drivers to slow down and move over and pay attention when emergency

1 lights are flashing on the side of the road and other suitable safety  
2 messages on electronic message boards the department operates across  
3 the state. The messages must be promoted through June 30, 2027. The  
4 department may coordinate such messaging with any statewide public  
5 awareness campaigns being developed by the department of licensing or  
6 the Washington state traffic safety commission, or both.

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

14 (6) \$10,621,000 of the highway safety account—state appropriation  
15 is provided solely for implementation of chapter 17, Laws of 2023  
16 (speed safety cameras). Pursuant to the reporting requirements of RCW  
17 46.63.200(10), the department, in collaboration with the Washington  
18 state patrol and the Washington traffic safety commission, must  
19 report to the transportation committees of the legislature by July 1,  
20 2027, on the data and efficacy of speed safety camera system use in  
21 state highway work zones. A preliminary report on the pilot  
22 activities is due to the transportation committees of the legislature  
23 by December 1, 2025, and must include, but is not limited to: (a) The  
24 number of deployments and locations of the speed safety cameras, (b)  
25 staffing workload, (c) number of violations issued, (d) detailed  
26 expenses incurred by each agency in the pilot, and (e) efficiency  
27 measures each agency has taken in operating the pilot program in the  
28 most cost-effective manner possible.

29 (7) \$1,279,000 of the move ahead WA account—state appropriation  
30 is provided solely for maintenance and operations of the virtual  
31 coordination center. The department is encouraged to apply for  
32 federal grant funds for the virtual coordination center and may use  
33 state funds as a match. By December 1, 2026, the department shall  
34 report to the transportation committees of the legislature: (a)  
35 Recommendations to expand the center's operations, including specific  
36 additional jurisdictions and corridors across the state; and (b)  
37 amounts received and dates of receipt of any new cash and in-kind  
38 matches from virtual coordination center partners including, but not

1 limited to, the city of Seattle, King county, other state and local  
2 jurisdictions, and private sector partners.

3 (8) (a) \$1,900,000 of the motor vehicle account—state  
4 appropriation is reappropriated and provided solely for the  
5 department, in coordination with the independent review team of the  
6 joint transportation committee, to conduct an analysis of highway,  
7 road, and freight rail transportation needs, options, and impacts  
8 from shifting the movement of freight and goods that currently move  
9 by barge through the lower Snake river dams to highways, other roads,  
10 and rail, as pursuant to section 217(11)(a), chapter 472, Laws of  
11 2023.

12 (b) The department shall provide status updates on a quarterly  
13 basis in coordination with the joint transportation committee. The  
14 department must submit a final report to the governor and the  
15 transportation committees of the legislature by December 31, 2026.

16 (9) Within appropriated amounts, the department shall appoint one  
17 full-time equivalent employee each within its traffic management  
18 centers in Shoreline and Parkland to watch the traffic monitors for  
19 graffiti artist activities on state highway infrastructures. The  
20 department shall notify the Washington state patrol upon observing  
21 such activities.

22 NEW SECTION. **Sec. 218. FOR THE DEPARTMENT OF TRANSPORTATION—**  
23 **TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S**

24	Motor Vehicle Account—State Appropriation. . . . .	\$45,773,000
25	Motor Vehicle Account—Federal Appropriation. . . . .	\$780,000
26	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$500,000
27	Move Ahead WA Flexible Account—State Appropriation. . . . .	\$5,400,000
28	Puget Sound Ferry Operations Account—State	
29	Appropriation. . . . .	\$510,000
30	Multimodal Transportation Account—State	
31	Appropriation. . . . .	\$7,920,000
32	State Route Number 520 Corridor Account—State	
33	Appropriation. . . . .	\$220,000
34	Tacoma Narrows Toll Bridge Account—State	
35	Appropriation. . . . .	\$136,000
36	Alaskan Way Viaduct Replacement Project Account—	
37	State Appropriation. . . . .	\$127,000
38	Interstate 405 and State Route Number 167 Express	

1	Toll Lanes Account—State Appropriation. . . . .	\$114,000
2	TOTAL APPROPRIATION. . . . .	\$61,480,000

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

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

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

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

22 (b) The department shall report annually to the transportation  
23 committees of the legislature on efforts to increase diversity in the  
24 transportation construction workforce.

25 (2) \$1,512,000 of the motor vehicle account—state appropriation  
26 and \$488,000 of the Puget Sound ferry operations account—state  
27 appropriation are provided solely for the department to develop,  
28 track, and monitor the progress of community workforce agreements,  
29 and to assist with the development and implementation of internal  
30 diversity, equity, and inclusion efforts and serve as subject matter  
31 experts on federal and state civil rights provisions. The department  
32 shall engage with relevant stakeholders, and provide a progress  
33 report on the implementation of efforts under this subsection to the  
34 transportation committees of the legislature and the governor by  
35 December 1, 2026.

36 (3) For Washington state department of transportation small works  
37 roster projects under RCW 39.04.155, the department may only allow  
38 firms certified as small business enterprises, under 49 C.F.R. 26.39,  
39 to bid on the contract, unless the department determines there would

1 be insufficient bidders for a particular project. The department  
2 shall report on the effectiveness of this policy to the  
3 transportation committees of the legislature by December 1, 2026.

4 (4) \$6,791,000 of the multimodal transportation account—state  
5 appropriation is provided solely for the department to complete the  
6 transportation reporting and accounting information system to the  
7 current cloud version of the software.

8 NEW SECTION. **Sec. 219. FOR THE DEPARTMENT OF TRANSPORTATION—**  
9 **TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T**

10 Interstate 405 and State Route Number 167 Express

11 Toll Lanes Account—State Appropriation. . . . .	\$2,500,000
12 Motor Vehicle Account—State Appropriation. . . . .	\$33,038,000
13 Motor Vehicle Account—Federal Appropriation. . . . .	\$43,301,000
14 Motor Vehicle Account—Private/Local Appropriation. . . . .	\$400,000
15 Move Ahead WA Flexible Account—State Appropriation. . . . .	\$6,369,000
16 Multimodal Transportation Account—State	
17 Appropriation. . . . .	\$1,802,000
18 Multimodal Transportation Account—Federal	
19 Appropriation. . . . .	\$2,820,000
20 Multimodal Transportation Account—Private/Local	
21 Appropriation. . . . .	\$100,000
22 State Route Number 520 Corridor Account—State	
23 Appropriation. . . . .	\$657,000
24 TOTAL APPROPRIATION. . . . .	\$90,987,000

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

27 (1) \$140,000 of the multimodal transportation account—state  
28 appropriation is provided solely for the city of Seattle's office of  
29 planning and community development to continue to support an  
30 equitable development initiative to reconnect the South Park  
31 neighborhood, currently divided by state route number 99.

32 (a) The support work must include:

33 (i) A public engagement and visioning process led by a  
34 neighborhood-based, community organization; and

35 (ii) A feasibility study of decommissioning state route number 99  
36 in the South Park neighborhood to include, but not be limited to,  
37 traffic studies, environmental impact analysis, and development of

1 alternatives, including the transfer of the land to a neighborhood-  
2 led community land trust.

3 (b) The support work must be conducted in coordination and  
4 partnership with neighborhood residents, neighborhood industrial and  
5 commercial representatives, the state department of transportation,  
6 and other entities and neighborhoods potentially impacted by changes  
7 to the operation of state route number 99.

8 (c) The city must provide an interim report on progress to date  
9 to the Seattle city council, state department of transportation, and  
10 the transportation committees of the legislature by June 30, 2025,  
11 and a final report that includes recommendations by June 30, 2027.

12 (2) \$1,557,000 of the motor vehicle account—state appropriation  
13 is provided solely for the department to upgrade the department's  
14 linear referencing system (LRS) and highway performance monitoring  
15 system (HPMS).

16 (3) (a) \$306,000 of the multimodal transportation account—state  
17 appropriation is provided solely for the department to appoint or  
18 designate a liaison to serve as a point of contact and resource for  
19 the department, local governments, and project proponents regarding  
20 land use decisions and processing development permit applications.  
21 The liaison must, as a priority, facilitate and expedite any  
22 department decisions required for project approval.

23 (b) The department must provide a report on the activities and  
24 results of the land use liaison during the 2023-2025 biennium,  
25 including the number of project approvals expedited and the number of  
26 clients served by the liaison. This report is due to the  
27 transportation committees of the legislature by November 15, 2025.

28 (4) (a) \$11,922,000 of the move ahead WA flexible account—state  
29 appropriation is provided solely for an Interstate 5 planning and  
30 environmental linkage study and a statewide Interstate 5 master plan,  
31 building upon existing work under way in the corridor.

32 (b) The work under (a) of this subsection must include, but is  
33 not limited to, the following:

34 (i) Seismic resiliency planning to refine the level of effort and  
35 develop informed cost estimates for the seismic vulnerability  
36 analysis;

37 (ii) HOV lane system-wide performance planning and initial steps  
38 to launch a pilot project that progresses innovative and emerging  
39 technologies;



1 (iii) Interstate 5 corridor planning work, including development  
2 of a framework, coordination of corridor needs, development of core  
3 evaluation criteria and a prioritization process, and identification  
4 of early action priority projects that address safety or resiliency,  
5 or both, along the corridor; and

6 (iv) An interim report on the progress of the Interstate 5 master  
7 plan to the transportation committees of the legislature and the  
8 office of financial management by June 30, 2026.

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

24 (6) \$657,000 of the state route number 520 corridor account—state  
25 appropriation is provided solely for the department to contract with  
26 the University of Washington department of mechanical engineering, to  
27 further study measures to reduce noise impacts from the state route  
28 number 520 bridge expansion joints. The field testing shall be  
29 scheduled during existing construction, maintenance, or other  
30 scheduled closures to minimize impacts. The testing must also ensure  
31 safety of the traveling public. The study shall examine the types and  
32 durability of the materials used to provide noise mitigation and the  
33 costs associated with the differing types of materials. A draft  
34 report must be submitted to the transportation committees of the  
35 legislature and the governor by March 1, 2026. A final report must be  
36 submitted to the transportation committees of the legislature and the  
37 governor by December 31, 2026.

38 (7) \$2,500,000 of the Interstate 405 and State Route Number 167  
39 Express Toll Lanes Account—state appropriation is provided solely for  
40 the department to develop an implementation plan for state route

1 number 167 that builds on the SR 167 master plan completed in June  
2 2023. The SR 167 implementation plan must include, but is not limited  
3 to, high-level engineering and cost estimating work necessary to  
4 update the I-405/SR 167 corridor funding and phasing report that  
5 needs to be completed to advance priority project components  
6 developed in the SR 167 master plan. The SR 167 implementation plan  
7 with recommendations is due to the transportation committees of the  
8 legislature by December 1, 2026.

9 (8) \$4,620,000 of the motor vehicle account—federal appropriation  
10 is provided solely for work on the road usage charge research project  
11 overseen by the Washington state transportation commission using  
12 amounts of the federal grant award.

13 NEW SECTION. **Sec. 220. FOR THE DEPARTMENT OF TRANSPORTATION—**  
14 **CHARGES FROM OTHER AGENCIES—PROGRAM U**

15	Aeronautics Account—State Appropriation. . . . .	\$1,000
16	Transportation Partnership Account—State	
17	Appropriation. . . . .	\$56,000
18	Motor Vehicle Account—State Appropriation. . . . .	\$108,902,000
19	Puget Sound Ferry Operations Account—State	
20	Appropriation. . . . .	\$244,000
21	State Route Number 520 Corridor Account—State	
22	Appropriation. . . . .	\$69,000
23	Connecting Washington Account—State Appropriation. . . . .	\$452,000
24	Multimodal Transportation Account—State	
25	Appropriation. . . . .	\$6,349,000
26	Tacoma Narrows Toll Bridge Account—State	
27	Appropriation. . . . .	\$43,000
28	Alaskan Way Viaduct Replacement Project Account—	
29	State Appropriation. . . . .	\$38,000
30	Interstate 405 and State Route Number 167 Express	
31	Toll Lanes Account—State Appropriation. . . . .	\$43,000
32	TOTAL APPROPRIATION. . . . .	\$116,197,000

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

35 (1) Consistent with existing protocol and practices, for any  
36 negotiated settlement of a claim against the state for the department  
37 that exceeds \$5,000,000, the department, in conjunction with the  
38 attorney general and the department of enterprise services, shall

1 notify the director of the office of financial management and the  
2 transportation committees of the legislature within 30 days.

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

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

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

28 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**  
29 **PUBLIC TRANSPORTATION—PROGRAM V**

30	Carbon Emissions Reduction Account—State	
31	Appropriation. . . . .	\$275,251,000
32	State Vehicle Parking Account—State Appropriation. . . . .	\$784,000
33	Rural Mobility Grant Program Account—State	
34	Appropriation. . . . .	\$32,223,000
35	Multimodal Transportation Account—State	
36	Appropriation. . . . .	\$77,109,000
37	Multimodal Transportation Account—Federal	
38	Appropriation. . . . .	\$4,491,000

1	Multimodal Transportation Account—Private/Local	
2	Appropriation. . . . .	\$100,000
3	TOTAL APPROPRIATION. . . . .	\$389,958,000

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

6 (1) (a) \$62,698,000 of the multimodal transportation account—state  
7 appropriation and \$78,525,000 of the carbon emissions reduction  
8 account—state appropriation are provided solely for a grant program  
9 for special needs transportation distributed in accordance with RCW  
10 47.66.150. Fuel type may not be a factor in the grant selection  
11 process. For grant awards not yet under contract, as a condition of  
12 special needs transportation grants provided pursuant to this  
13 subsection, public transportation agencies may not delay, divert,  
14 supplant, or suspend the collection of approved local sales and use  
15 taxes for the purpose of public transportation during the 2025-2027  
16 fiscal biennium.

17 (b) \$425,000 of the carbon emissions reduction account—state  
18 appropriation is provided solely for the reappropriation of amounts  
19 provided for this purpose in the 2023-2025 fiscal biennium.

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

22 (3) \$33,077,000 of the rural mobility grant program account—state  
23 appropriation is provided solely for grants to aid small cities in  
24 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a  
25 factor in the grant selection process. For grant awards not yet under  
26 contract, as a condition of rural mobility transportation grants  
27 provided pursuant to this subsection, public transportation agencies  
28 may not delay, divert, supplant, or suspend the collection of  
29 approved local sales and use taxes for the purpose of public  
30 transportation during the 2025-2027 fiscal biennium.

31 (4) \$3,300,000 of the carbon emissions reduction account—state  
32 appropriation and \$784,000 of the state vehicle parking account—state  
33 appropriation are provided solely for CTR grants and activities. Fuel  
34 type may not be a factor in the grant selection process. For grant  
35 awards not yet under contract, as a condition of CTR grants provided  
36 pursuant to this subsection, public transportation agencies may not  
37 delay, divert, supplant, or suspend the collection of approved local  
38 sales and use taxes for the purpose of public transportation during  
39 the 2025-2027 fiscal biennium.

1 (5) \$188,930,000 of the carbon emissions reduction account—state  
2 appropriation is provided solely for transit support grants. The  
3 department must confirm zero-fare policies are in effect at transit  
4 agencies to be eligible for biennial distributions. For grant awards  
5 not yet under contract, as a condition of transit support grants  
6 provided pursuant to this subsection, public transportation agencies  
7 may not delay, divert, supplant, or suspend the collection of  
8 approved local sales and use taxes for the purpose of public  
9 transportation during the 2025-2027 fiscal biennium.

10 (6) \$1,124,000 of the multimodal transportation account—state  
11 appropriation is provided solely for the department to provide a  
12 statewide vanpool benefit for all state employees. For department  
13 employees working in remote job sites, such as mountain passes, the  
14 department must ensure employees are able to access job sites via a  
15 subsidized vanpool or provide a modal alternative for the "last mile"  
16 to ensure employees can access the job site without additional  
17 charge.

18 (7) \$500,000 of the carbon emissions reduction account—state  
19 appropriation is provided solely for an interagency transfer to the  
20 Washington State University extension energy program to administer a  
21 technical assistance and education program for public agencies on the  
22 use of alternative fuel vehicles. The Washington State University  
23 extension energy program shall prepare a report regarding the  
24 utilization of the program and submit this report to the  
25 transportation committees of the legislature by November 15, 2025.

26 (8) \$600,000 of the carbon emissions reduction account—state  
27 appropriation is provided solely for the department to implement  
28 certain recommendations from the 2023 frequent transit service study.  
29 The department shall define levels and types of demand-response  
30 service and measure access to these services within Washington for  
31 the purpose of gaining a fuller picture of transit access. The  
32 department must collect ongoing transportation data and develop  
33 systems to allow for analysis of disparities in access to existing  
34 fixed route transit. The data collection should prioritize collecting  
35 information on accessibility and inclusion of people with  
36 disabilities, vulnerable populations in overburdened communities, and  
37 other underserved communities. The department shall submit a report  
38 on data collection efforts to the transportation committees of the  
39 legislature and the office of financial management by June 30, 2026.

1 (9) \$100,000 of the multimodal transportation account—state  
2 appropriation is provided solely for King county metro for a pilot  
3 program to provide funds to nonprofit organizations to offer  
4 rideshare vouchers to persons who are low-income and people with  
5 disabilities who rely on paratransit to get to and from work or  
6 medical appointments. King county metro must work with a group who  
7 provides dialysis services in King county and with a group who  
8 provides employment services and supports to adults with disabilities  
9 in the four most populous counties in Washington. The department must  
10 submit a report to the office of financial management and the  
11 transportation committees of the legislature by June 1, 2026. The  
12 report must incorporate feedback from participants to the extent  
13 possible and evaluate the effectiveness of the program as an  
14 alternative to current public transportation programs.

15 (10) \$3,400,000 of the carbon emissions reduction account—state  
16 appropriation is reappropriated and provided solely for the program  
17 described in RCW 47.04.355 to provide clean alternative fuel vehicle  
18 use opportunities to underserved communities and low to moderate  
19 income members of the workforce not readily served by transit or  
20 located in transportation corridors with emissions that exceed  
21 federal or state emissions standards.

22 (11) \$250,000 of the multimodal transportation account—state  
23 appropriation is provided solely for a grant to Pacific Transit to  
24 provide veterans with transportation to medical appointments.

25 (12) \$6,000,000 of the multimodal transportation account—state  
26 appropriation is provided solely for grants to transit agencies for  
27 enhanced services between June 1, 2026, and July 30, 2026.

28 (a) Enhanced services consist of:

29 (i) Increased frequency on regular routes, creating temporary  
30 shuttle services, enhancing on-demand services, increasing frequency  
31 of water taxi services, and supporting incentives to encourage  
32 transit use; and

33 (ii) Enhancing customer experience by temporarily increasing  
34 operations, cleanliness, rider communications, wayfinding, and safety  
35 and security.

36 (b) Of the amounts provided in this subsection the department  
37 must distribute:

38 (i) Forty percent to King County metro;

1 (ii) Twenty percent to public transportation benefit areas and  
2 regional transit authorities operating in the four counties making up  
3 the largest regional transportation planning organization in the  
4 state, distributed proportionally based on agency service hours; and

5 (iii) Twenty percent to other public transit agencies operating  
6 in cities named by a world cup organizing committee to host fan  
7 zones, excluding agencies already included above, distributed  
8 proportionally based on agency service hours.

9 (c) Agencies must submit their planned expenditures to the  
10 department and the Washington State Transit Association for review by  
11 December 1, 2025. If any agency does not submit a plan to enhance  
12 services consistent with (a) of this subsection, the department must  
13 redistribute funding to other transit agencies using the distribution  
14 in (b) of this subsection.

15 NEW SECTION. **Sec. 222. FOR THE DEPARTMENT OF TRANSPORTATION—**  
16 **MARINE—PROGRAM X**

17 Puget Sound Ferry Operations Account—State	
18 Appropriation. . . . .	\$640,700,000
19 Puget Sound Ferry Operations Account—Federal	
20 Appropriation. . . . .	\$115,315,000
21 Puget Sound Ferry Operations Account—Private/Local	
22 Appropriation. . . . .	\$121,000
23 TOTAL APPROPRIATION. . . . .	\$756,136,000

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

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

36 (2) \$75,047,000 of the Puget Sound ferry operations account—  
37 federal appropriation and \$24,425,000 of the Puget Sound ferry  
38 operations account—state appropriation are provided solely for auto

1 ferry vessel operating fuel in the 2025-2027 fiscal biennium, which  
2 reflect cost savings from a reduced biodiesel fuel requirement and,  
3 therefore, is contingent upon the enactment of section 704 of this  
4 act. The amount provided in this subsection represents the fuel  
5 budget for the purposes of calculating any ferry fare fuel surcharge.  
6 The department shall review future use of alternative fuels and dual  
7 fuel configurations, including hydrogen.

8 (3) \$500,000 of the Puget Sound ferry operations account—state  
9 appropriation is provided solely for operating costs related to  
10 moving vessels for emergency capital repairs. Funds may only be spent  
11 after approval by the office of financial management.

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

17 (5) \$11,962,000 of the Puget Sound ferry operations account—state  
18 appropriation is provided solely for the Washington state ferries  
19 workforce development activities.

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

35 (7) \$2,600,000 of the Puget Sound ferry operations account—state  
36 appropriation solely for winter service enhancements in the San Juan  
37 Islands. By December 1, 2026, the department must report to the  
38 transportation committees of the legislature and the office of



1 financial management impacts of the service increase, including but  
2 not limited to, ridership impacts and service reliability.

3 (8) \$2,548,000 of the Puget Sound ferry operations account—state  
4 appropriation is provided solely for security services at Colman  
5 Dock.

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

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

21 (a) The memorandum of agreement with Seattle Central Community  
22 College must address:

23 (i) Prioritized use of training and other facilities and  
24 implementation of joint training opportunities for Washington state  
25 ferries' employees and trainees;

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

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

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

1 effectiveness and recommendations for continuation of the pilot, to  
2 the appropriate committees of the legislature and the office of  
3 financial management by December 1, 2025.

4 (11) By December 31st of each year, as part of the annual ferries  
5 division performance report, the department must report on the status  
6 of efforts to increase the staff available for maintaining the  
7 customary level of ferry service, including staff for deck, engine,  
8 and terminals. The report must include data for a 12-month period up  
9 to the most recent data available, by staff group, showing the number  
10 of employees at the beginning of the 12-month period, the number of  
11 new employees hired, the number of employees separating from service,  
12 and the number of employees at the end of the 12-month period. The  
13 department report on additional performance measures must include:

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

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

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

20 (12) \$15,500,000 of the Puget Sound ferry operations account—  
21 state appropriation is provided solely for the department to increase  
22 deck and engine positions across the system, prioritizing positions  
23 that will mitigate crew related cancellations and reduce overtime  
24 expenditures. The department must include an update on the number of  
25 positions hired and the monthly staffing levels by job class as well  
26 at planned for staffing levels as part of the annual performance  
27 report.

28 (13) \$2,757,000 of the Puget Sound ferry operations account—state  
29 appropriation is provided solely for temporary expanded weekday  
30 midday King county water taxi service support to and from Vashon  
31 Island through Labor Day 2026.

32 (14) \$3,541,000 of the Puget Sound ferry operations account—state  
33 appropriation is provided solely for support of the Kitsap transit  
34 passenger ferry to supplement service on the Seattle-Bremerton route  
35 through Labor Day 2026.

36 (15) The appropriations in this section assume implementation of  
37 additional cost recovery mechanisms to recoup at least three percent  
38 in credit card and other financial transaction costs related to the  
39 collection of ferry fares imposed under RCW 47.60.290 and 47.60.315

1 beginning October 1, 2025. The department may recover transaction  
2 fees incurred through credit card transactions. The Washington state  
3 ferries must notify customers of the fee at the point of sale and  
4 itemize the fee on customer receipts.

5 (16) \$375,000 of the Puget Sound ferry operations account—state  
6 appropriation is provided solely for the implementation of  
7 chapter . . ., Laws of 2025 (Substitute House Bill No. 1264) (ferry  
8 system salaries). If chapter . . ., Laws of 2025 (Substitute House  
9 Bill No. 1264) is not enacted by June 30, 2025, the amount provided  
10 in this subsection lapses.

11 NEW SECTION. **Sec. 223. FOR THE DEPARTMENT OF TRANSPORTATION—**  
12 **RAIL—PROGRAM Y—OPERATING**

13	Carbon Emissions Reduction Account—State	
14	Appropriation. . . . .	\$2,000,000
15	Multimodal Transportation Account—State	
16	Appropriation. . . . .	\$81,324,000
17	Multimodal Transportation Account—Private/Local	
18	Appropriation. . . . .	\$46,000
19	TOTAL APPROPRIATION. . . . .	\$83,370,000

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

22 (1) The department must report to the legislature annually on its  
23 ongoing efforts to provide high quality intercity passenger rail  
24 service, to align planning efforts for continued growth and on-time  
25 performance improvements, and to implement service enhancements,  
26 including the delivery and use of new trainsets. Status reports on  
27 these efforts must be provided to the transportation committees of  
28 the legislature and the office of financial management by December 1,  
29 2025, and December 1, 2026.

30 (2) \$200,000 of the multimodal transportation account—state  
31 appropriation is provided solely for the department to contract with  
32 the Pacific Northwest economic region to support the department as it  
33 undertakes a comprehensive outreach and engagement process to support  
34 intercity passenger rail planning efforts by enhancing department  
35 outreach activities through the solicitation of feedback regarding  
36 critical areas of passenger rail planning efforts including, but not  
37 limited to, ridership, revenue, economic development, environmental  
38 stewardship, transportation system resiliency, and long-term

1 viability of the Amtrak Cascades service. Department outreach and  
2 engagement activities shall be conducted as part of the state rail  
3 plan update and Amtrak Cascades service development plan work. The  
4 department shall collaborate with the Pacific Northwest economic  
5 region to solicit input from a broad range of audiences to support  
6 plan development through venues such as PNWER Greater Northwest Rail  
7 Summits, open houses, and webinars.

8 NEW SECTION. **Sec. 224. FOR THE DEPARTMENT OF TRANSPORTATION—**  
9 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

10	Carbon Emissions Reduction Account—State	
11	Appropriation. . . . .	\$274,000
12	Motor Vehicle Account—State Appropriation. . . . .	\$13,946,000
13	Motor Vehicle Account—Federal Appropriation. . . . .	\$2,562,000
14	Multiuse Roadway Safety Account—State Appropriation. . . . .	\$450,000
15	Multimodal Transportation Account—State	
16	Appropriation. . . . .	\$9,320,000
17	TOTAL APPROPRIATION. . . . .	\$26,552,000

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

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

23 (2) \$750,000 of the multimodal transportation account—state  
24 appropriation is provided solely for a grant program to support local  
25 initiatives that expand or establish civilian intervention programs  
26 for nonmoving violations, focusing on nonpunitive interventions such  
27 as helmet voucher programs, fee offset programs, fix-it tickets, and  
28 repair vouchers that provide solutions for vehicle equipment failures  
29 for low-income road users.

30 (a) Grants must be awarded to local jurisdictions based on  
31 locally developed proposals to establish or expand existing programs,  
32 including programs with community led organizations. Eligible  
33 jurisdictions under the grant program include cities, counties,  
34 tribal government entities, tribal organizations, law enforcement  
35 agencies, or nonprofit organizations.

36 (b) The department shall report on its website by December 1st of  
37 each year on the recipients, locations, and types of projects funded  
38 under this subsection.

1 (3) \$1,526,000 of the motor vehicle account—state appropriation  
2 is provided solely to help support the Wahkiakum ferry operation.

3 (4) \$275,000 of the carbon emissions reduction account—state  
4 appropriation is provided solely to support Pierce, Skagit, Whatcom,  
5 and Wahkiakum county ferries with youth zero-fare policies.

6 (5) \$150,000 of the motor vehicle account—state appropriation is  
7 provided solely for the department to fund one full-time equivalent  
8 liaison position within the local program multiagency permit program.  
9 The department shall provide a report with an update on activities in  
10 the program to the transportation committees of the legislature by  
11 December 1, 2026.

12 NEW SECTION. **Sec. 225. FOR THE DEPARTMENT OF TRANSPORTATION—**  
13 **CLEAN FUELS CREDIT PROGRAM**

14 The department of transportation, with the assistance of  
15 designated staff in the department, must register for the clean fuels  
16 credit program and start tracking revenue generation pursuant to  
17 chapter 70A.535 RCW for investments funded in an omnibus  
18 transportation appropriations act. 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.

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

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

3 State Patrol Highway Account—State Appropriation. . . . . \$3,376,000

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

6 (1) \$3,376,000 of the state patrol highway account—state  
7 appropriation is provided solely for the following projects:

8 (a) \$500,000 is for emergency repairs;

9 (b) \$800,000 is for roof replacements;

10 (c) \$120,000 is for vehicle identification number inspection  
11 shelters;

12 (d) \$800,000 is for generator and electrical replacement.

13 (2) The Washington state patrol may transfer funds between  
14 projects specified in subsection (1) of this section to address cash  
15 flow requirements.

16 (3) If a project specified in subsection (1) of this section is  
17 completed for less than the amount provided, the remainder may be  
18 transferred to another project specified in subsection (1) of this  
19 section not to exceed the total appropriation provided in subsection  
20 (1) of this section after notifying the office of financial  
21 management and the transportation committees of the legislature 20  
22 days before any transfer.

23 (4) By December 1, 2025, the Washington state patrol shall  
24 provide its capital improvement and preservation plan for agency  
25 facilities to the appropriate committees of the legislature.

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

27 Move Ahead WA Account—State Appropriation. . . . . \$9,333,000

28 Rural Arterial Trust Account—State Appropriation. . . . . \$51,573,000

29 Motor Vehicle Account—State Appropriation. . . . . \$2,103,000

30 County Arterial Preservation Account—State  
31 Appropriation. . . . . \$30,242,000

32 TOTAL APPROPRIATION. . . . . \$93,251,000

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

34 Carbon Emissions Reduction Account—State  
35 Appropriation. . . . . \$21,600,000

36 Small City Pavement and Sidewalk Account—State

1	Appropriation. . . . .	\$3,953,000
2	Transportation Improvement Account—State	
3	Appropriation. . . . .	\$251,289,000
4	Complete Streets Grant Program Account—State	
5	Appropriation. . . . .	\$24,670,000
6	Move Ahead WA Account—State Appropriation. . . . .	\$9,333,000
7	TOTAL APPROPRIATION. . . . .	\$310,845,000

8 NEW SECTION. **Sec. 304. FOR THE DEPARTMENT OF TRANSPORTATION—**  
9 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**  
10 **CAPITAL**

11	Motor Vehicle Account—State Appropriation. . . . .	\$18,408,000
12	Move Ahead WA Account—State Appropriation. . . . .	\$17,687,000
13	TOTAL APPROPRIATION. . . . .	\$36,095,000

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

16 (1) \$4,025,000 of the motor vehicle account—state appropriation  
17 is provided solely for payments of a financing contract issued  
18 pursuant to chapter 39.94 RCW for the department facility located at  
19 15700 Dayton Ave N in Shoreline. All payments from the department of  
20 ecology pursuant to the agreement with the department to pay a share  
21 of the financing contract for this facility must be deposited into  
22 the motor vehicle account.

23 (2) (a) \$10,164,000 of the move ahead WA account—state  
24 appropriation is provided solely for the department to improve its  
25 ability to keep facility assets in a state of good repair. In using  
26 the funds appropriated in this subsection, the department, with  
27 periodic reporting to the joint transportation committee, must  
28 develop and implement a prioritization of facility capital  
29 preservation needs and repair projects. The legislature intends these  
30 to be reasonable, forward-thinking investments that consider  
31 potential future space efficiency measures and consolidations,  
32 including those assessed as having high commercial value and  
33 potential returns to state transportation funds associated with the  
34 sale of the property. Prioritization must be based on, but not  
35 limited to, the following criteria: (i) Employee safety and facility  
36 security; (ii) state and federal regulatory and statutory  
37 requirements and compliance issues, including clean buildings  
38 requirements; (iii) quality of work issues; (iv) facility condition

1 assessment evaluations and scoring; (v) asset preservation; and (vi)  
 2 amount of operational support provided by the facility to the  
 3 achievement of the department's performance measures and outcomes,  
 4 including facility utilization based on field operations work  
 5 supported at the location. "Field operations" include maintenance,  
 6 transportation operations, materials testing, and construction.

7 (b) By October 15, 2025, covering the first 15 months of the  
 8 2025-2027 fiscal biennium, the department must provide a report based  
 9 on the prioritization of facility preservation needs and repair  
 10 projects developed pursuant to (a) of this subsection to the office  
 11 of financial management and the transportation committees of the  
 12 legislature. The report must include: (i) A by facility ranking based  
 13 on the criteria implemented; (ii) detailed information on the actions  
 14 taken in the previous period to address the identified issues and  
 15 deficiencies; and (iii) the plan, by facility, to address issues and  
 16 deficiencies for the remainder of the 2025-2027 fiscal biennium and  
 17 the 2027-2029 fiscal biennium.

18 (c) The by facility ranking developed under (b) of this  
 19 subsection must be the basis of an agency budget submittal for the  
 20 2027-2029 fiscal biennium.

21 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**  
 22 **IMPROVEMENTS—PROGRAM I**

23 Alaskan Way Viaduct Replacement Project Account—

24	State Appropriation. . . . .	\$7,406,000
25	Carbon Emissions Reduction Account—State	
26	Appropriation. . . . .	\$4,879,000
27	Climate Active Transportation Account—State	
28	Appropriation. . . . .	\$2,900,000
29	Move Ahead WA Account—Private/Local Appropriation. . . .	\$223,250,000
30	Puget Sound Gateway Facility Account—State	
31	Appropriation. . . . .	\$43,434,000
32	Transportation Partnership Account—State	
33	Appropriation. . . . .	\$9,548,000
34	Motor Vehicle Account—State Appropriation. . . . .	\$152,260,000
35	Motor Vehicle Account—Federal Appropriation. . . . .	\$487,331,000
36	Coronavirus State Fiscal Recovery Fund—Federal	
37	Appropriation. . . . .	\$54,334,000
38	Motor Vehicle Account—Private/Local Appropriation. . . .	\$53,581,000



1	Connecting Washington Account—State Appropriation. . .	\$1,800,001,000
2	Special Category C Account—State Appropriation. . . . .	\$10,637,000
3	Multimodal Transportation Account—State	
4	Appropriation. . . . .	\$1,527,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation. . . . .	\$1,100,000
7	Interstate 405 and State Route Number 167 Express	
8	Toll Lanes Account—State Appropriation. . . . .	\$554,187,000
9	Move Ahead WA Account—State Appropriation. . . . .	\$1,280,894,000
10	Move Ahead WA Account—Federal Appropriation. . . . .	\$348,013,000
11	TOTAL APPROPRIATION. . . . .	\$5,035,282,000

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

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

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

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

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

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

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

11 (4) The connecting Washington account—state appropriation  
12 includes up to \$1,703,027,000 in proceeds from the sale of bonds  
13 authorized in RCW 47.10.889.

14 (5) The Puget Sound Gateway Facility account—state appropriation  
15 includes up to \$26,511,000 in proceeds from the sale of bonds  
16 authorized in RCW 47.10.896.

17 (6) The Interstate 405 and state route number 167 express toll  
18 lanes account—state appropriation includes up to \$376,158,000 in  
19 proceeds from the sale of bonds authorized in RCW 47.10.896.

20 (7) The move ahead WA account—state appropriation includes up to  
21 \$708,000,000 in proceeds from the sale of bonds authorized in RCW  
22 47.10.873.

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

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

1 (10) (a) \$54,334,000 of the coronavirus state fiscal recovery fund  
2 —federal appropriation, \$118,178,000 of the motor vehicle account—  
3 federal appropriation, \$112,263,000 of the connecting Washington  
4 account—state appropriation, \$796,352,000 of the move ahead WA  
5 account—state appropriation, \$108,621,000 of the motor vehicle  
6 account—state appropriation, and \$2,698,000 of the motor vehicle  
7 account—private/local appropriation are provided solely for the Fish  
8 Passage Barrier Removal project (OBI4001) with the intent of fully  
9 complying with the federal *U.S. v. Washington* court injunction by  
10 2030.

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

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

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

34 (e) During the 2025-2027 fiscal biennium, the department shall  
35 semi-annually provide reports of the amounts of federal funding  
36 received for this project to the governor and transportation  
37 committees of the legislature.

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

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

17 (12) (a) \$134,500,000 of the move ahead WA account—federal  
18 appropriation, \$223,250,000 of the move ahead WA account—state  
19 appropriation, and \$223,250,000 of the move ahead WA account—private/  
20 local appropriation are provided solely for the I-5 Columbia river  
21 bridge project (L4000054). The legislature finds that the replacement  
22 of the I-5 Columbia river bridge is a project of national  
23 significance and is critical for the movement of freight. One span is  
24 now more than 105 years old, at risk for collapse in the event of a  
25 major earthquake, and no longer satisfies the needs of commerce and  
26 travel. Replacing the aging interstate bridge with a modern,  
27 seismically resilient, multimodal structure that provides improved  
28 mobility for people, goods, and services is a high priority. The  
29 legislature intends to support the replacement of the I-5 Columbia  
30 river bridge with an investment of \$1,000,000,000.

31 (b) The department shall provide regular updates on the status of  
32 ongoing coordination with the state of Oregon on any bistrate  
33 agreements regarding sharing of revenues, use of revenues, and fiscal  
34 responsibilities of each state. Prior to finalizing any such  
35 agreement, the department shall provide a draft of the agreement to  
36 the transportation committees of the legislature for review and  
37 input. Additionally, the department shall continue to advise  
38 quarterly on the status of any bistrate agreements to the joint  
39 transportation committee until any agreements are finalized.

1 (13) \$185,484,000 of the connecting Washington account—state  
2 appropriation, \$1,527,000 of the multimodal transportation account—  
3 state appropriation, \$28,103,000 of the motor vehicle account—  
4 private/local appropriation, \$212,157,000 of the motor vehicle  
5 account—federal appropriation, \$213,513,000 of the move ahead WA  
6 account—federal appropriation, \$217,959,000 of the move ahead WA  
7 account—state appropriation, \$212,157,000 of the motor vehicle  
8 account—federal appropriation, and \$43,434,000 of the Puget Sound  
9 gateway facility account—state appropriation are provided solely for  
10 the SR 167/SR 509 Puget Sound Gateway project (M00600R).

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

13 (b) In making budget allocations to the Puget Sound Gateway  
14 project, the department shall implement the project's construction as  
15 a single corridor investment. The department shall continue to  
16 collaborate with the affected stakeholders as it implements the  
17 corridor construction and implementation plan for state route number  
18 167 and state route number 509. Specific funding allocations must be  
19 based on where and when specific project segments are ready for  
20 construction to move forward and investments can be best optimized  
21 for timely project completion. Emphasis must be placed on avoiding  
22 gaps in fund expenditures for either project.

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

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

29 (ii) Segment 2 of the state route number 167 completion project  
30 shared-use path to provide connections to the interchange of state  
31 route number 167 at 54th to the intersection of state route number  
32 509 and Taylor Way in Tacoma.

33 (14) \$15,988,000 of the connecting Washington account—state  
34 appropriation is provided solely for the SR 224/Red Mountain Vicinity  
35 Improvement project (L1000291). The department shall provide funding  
36 to the city of West Richland to complete the project within the  
37 project scope identified by the legislature and within the total  
38 amount provided by the legislature. The pathway in the project is  
39 planned to begin at milepost 3.15 and end at milepost 7.48. The

1 department shall not amend the project's scope of work to add  
2 pavement preservation on state route number 224 from the West  
3 Richland city limits to Antinori Road.

4 (15) With respect to the SR 520 Seattle Corridor Improvements -  
5 West End project (M00400R), upon completion of the Montlake Phase of  
6 the West End project, the department shall sell or transfer that  
7 portion of the property not necessary for transportation purposes and  
8 shall initiate a process to convey or transfer such portion of the  
9 surplus property to a subsequent owner.

10 (16) \$304,000 of the motor vehicle account—federal appropriation  
11 and \$24,000 of the motor vehicle account—state appropriation are  
12 provided solely for the SR 900 Safety Improvements project  
13 (L2021118). The department must: (a) Work in collaboration with King  
14 county and the Skyway coalition to align community assets,  
15 transportation infrastructure needs, and initial design for safety  
16 improvements along state route number 900; and (b) work with the  
17 Skyway coalition to lead community planning engagement and active  
18 transportation activities.

19 (17) \$17,500,000 of the motor vehicle account—federal  
20 appropriation is provided solely for a federal fund exchange pilot  
21 program. The pilot program must allow exchanges of federal surface  
22 transportation block grant population funding and state funds at an  
23 exchange rate of 95 cents in state funds per \$1.00 in federal funds.  
24 The projects receiving the exchanged federal funds must adhere to all  
25 federal requirements, including the applicable disadvantaged business  
26 enterprise goals. The entirety of the appropriation in this  
27 subsection must be held in unallotted status until surface  
28 transportation block grant population funding has been offered to the  
29 state, and the department determines that a federalized project or  
30 projects funded in this section is eligible to spend the surface  
31 transportation block grant population funding. \$22,000,000 from  
32 existing state appropriations identified elsewhere within this  
33 section are available to be used as part of the exchange. Upon  
34 determination that a project or projects funded in this section is  
35 eligible to spend the offered surface transportation block grant  
36 population funding, state funds appropriated in this section for the  
37 eligible state project or projects in an amount equal to 100 percent  
38 of the offered surface transportation block grant population funding  
39 must be placed in unallotted status. The legislature intends to

1 evaluate the utility and efficacy of the pilot program in the 2027  
2 legislative session while reappropriating any remaining funds into  
3 the 2027-2029 fiscal biennium. Therefore, the department may issue  
4 additional calls for projects with any remaining funds provided in  
5 this subsection.

6 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**  
7 **PRESERVATION—PROGRAM P**

8	Move Ahead WA Account—State Appropriation. . . . .	\$154,883,000
9	Recreational Vehicle Account—State Appropriation. . . . .	\$751,000
10	Motor Vehicle Account—State Appropriation. . . . .	\$63,189,000
11	Motor Vehicle Account—Federal Appropriation. . . . .	\$600,864,000
12	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$7,935,000
13	Connecting Washington Account—State Appropriation. . . . .	\$39,840,000
14	State Route Number 520 Corridor Account—State	
15	Appropriation. . . . .	\$7,515,000
16	Tacoma Narrows Toll Bridge Account—State	
17	Appropriation. . . . .	\$1,871,000
18	Alaskan Way Viaduct Replacement Project Account—	
19	State Appropriation. . . . .	\$5,376,000
20	Interstate 405 and State Route Number 167 Express	
21	Toll Lanes Account—State Appropriation. . . . .	\$9,648,000
22	Transportation Partnership Account—State	
23	Appropriation. . . . .	\$10,000,000
24	TOTAL APPROPRIATION. . . . .	\$901,872,000

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 connecting Washington account—state appropriation, the entire move  
29 ahead WA account—federal appropriation, the entire move ahead WA  
30 account—state appropriation, and the entire transportation  
31 partnership account—state appropriation are provided solely for the  
32 projects and activities as listed by fund, project, and amount in  
33 LEAP Transportation Document 2025-1 as developed March 23, 2025,  
34 Program - Highway Preservation Program (P). However, limited  
35 transfers of specific line-item project appropriations may occur  
36 between projects for those amounts listed subject to the conditions  
37 and limitations in section 601 of this act.

1 (2) Except as provided otherwise in this section, the entire  
2 motor vehicle account—state appropriation and motor vehicle account—  
3 federal appropriation are provided solely for the projects and  
4 activities listed in LEAP Transportation Document 2025-2 ALL PROJECTS  
5 as developed March 23, 2025, Program - Highway Preservation Program  
6 (P). Any federal funds gained through efficiencies, adjustments to  
7 the federal funds forecast, or the federal funds redistribution  
8 process must then be applied to highway and bridge preservation  
9 activities.

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

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

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

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

25 (4) 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 (5) \$6,000,000 of the motor vehicle account—state appropriation  
36 is provided solely for extraordinary costs incurred from litigation  
37 awards, settlements, or dispute mitigation activities not eligible  
38 for funding from the self-insurance fund (L2000290). The amount  
39 provided in this subsection must be held in unallotted status until



1 the department submits a request to the office of financial  
2 management that includes documentation detailing litigation-related  
3 expenses. The office of financial management may release the funds  
4 only when it determines that all other funds designated for  
5 litigation awards, settlements, and dispute mitigation activities  
6 have been exhausted.

7 (6) Within the connecting Washington account—state appropriation,  
8 the department may transfer funds from Highway System Preservation  
9 (L1100071) to other preservation projects listed in the LEAP  
10 transportation document identified in subsection (1) of this section,  
11 if it is determined necessary for completion of these high priority  
12 preservation projects. The department's next budget submittal after  
13 using this subsection must appropriately reflect the transfer.

14 (7) The appropriations in this section include funding for  
15 starting planning, engineering, and construction of the Elwha River  
16 bridge replacement. To the greatest extent practicable, the  
17 department shall maintain public access on the existing route.

18 (8) \$17,500,000 of the motor vehicle account—federal  
19 appropriation is provided solely for a federal fund exchange pilot  
20 program. The pilot program must allow exchanges of federal surface  
21 transportation block grant population funding and state funds at an  
22 exchange rate of 95 cents in state funds per \$1.00 in federal funds.  
23 The projects receiving the exchanged federal funds must adhere to all  
24 federal requirements, including the applicable disadvantaged business  
25 enterprise goals. The entirety of the appropriation in this  
26 subsection must be held in unallotted status until surface  
27 transportation block grant population funding has been offered to the  
28 state and the department determines that a federalized project or  
29 projects funded in this section is eligible to spend the surface  
30 transportation block grant population funding. \$22,000,000 from  
31 existing state appropriations identified elsewhere within this  
32 section are available to be used as part of the exchange. Upon  
33 determination that a project or projects funded in this section is  
34 eligible to spend the offered surface transportation block grant  
35 population funding, state funds appropriated in this section for the  
36 eligible state project or projects in an amount equal to 100 percent  
37 of the offered surface transportation block grant population funding  
38 must be placed in unallotted status. The legislature intends to  
39 evaluate the utility and efficacy of the pilot program in the 2027  
40 legislative session while reappropriating any remaining funds into

1 the 2027-2029 fiscal biennium. Therefore, the department may issue  
2 additional calls for projects with any remaining funds provided in  
3 this subsection.

4 NEW SECTION. **Sec. 307. FOR THE DEPARTMENT OF TRANSPORTATION—**  
5 **TRANSPORTATION OPERATIONS—PROGRAM Q—CAPITAL**

6	Motor Vehicle Account—State Appropriation. . . . .	\$5,845,000
7	Motor Vehicle Account—Federal Appropriation. . . . .	\$8,374,000
8	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$635,000
9	TOTAL APPROPRIATION. . . . .	\$14,854,000

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

19 NEW SECTION. **Sec. 308. FOR THE DEPARTMENT OF TRANSPORTATION—**  
20 **PUBLIC TRANSPORTATION—PROGRAM V—CAPITAL**

21	Regional Mobility Grant Program Account—	
22	State Appropriation. . . . .	\$97,384,000
23	Multimodal Transportation Account—State Appropriation. . . . .	\$14,920,000
24	Carbon Emissions Reduction Account—State. . . . .	\$183,872,000
25	TOTAL APPROPRIATION. . . . .	\$296,176,000

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

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

33 (2) \$1,673,000 of the multimodal transportation account—state  
34 appropriation is provided solely for the reappropriation of amounts  
35 provided for a public transit rideshare grant program in the  
36 2023-2025 fiscal biennium.

1 (3) (a) \$58,447,000 of the regional mobility grant program account  
2 —state appropriation is provided solely for the reappropriation of  
3 amounts provided for this purpose in the 2023-2025 fiscal biennium.  
4 The department shall review all projects receiving grant awards under  
5 this program at least semiannually to determine whether the projects  
6 are making satisfactory progress. Any project that has been awarded  
7 funds, but does not report activity on the project within one year of  
8 the grant award, must be reviewed by the department to determine  
9 whether the grant should be terminated. The department shall provide  
10 annual status reports on December 15, 2025, and December 15, 2026, to  
11 the office of financial management and the transportation committees  
12 of the legislature regarding the projects receiving the grants.

13 (b) In order to be eligible to receive a grant under (a) of this  
14 subsection during the 2025-2027 fiscal biennium, a transit agency  
15 must maintain a process for private transportation providers to apply  
16 for the use of park and ride facilities. For purposes of this  
17 subsection, (i) "private transportation provider" means: An auto  
18 transportation company regulated under chapter 81.68 RCW; a passenger  
19 charter carrier regulated under chapter 81.70 RCW, except marked or  
20 unmarked stretch limousines and stretch sport utility vehicles as  
21 defined under department of licensing rules; a private nonprofit  
22 transportation provider regulated under chapter 81.66 RCW; or a  
23 private employer transportation service provider; and (ii) "private  
24 employer transportation service" means regularly scheduled, fixed-  
25 route transportation service that is offered by an employer for the  
26 benefit of its employees. For grant awards not yet under contract, as  
27 a condition of regional mobility grants provided pursuant to (a) of  
28 this subsection, public transportation agencies may not delay,  
29 divert, supplant, or suspend the collection of approved local sales  
30 and use taxes for the purpose of public transportation during the  
31 2025-2027 fiscal biennium.

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

37 (4) \$11,189,000 of the multimodal transportation account—state  
38 appropriation is provided solely for connecting Washington transit  
39 projects. Of the amounts provided in this subsection, \$3,407,000 is  
40 for the reappropriation of amounts provided for this purpose in the

1 2023-2025 fiscal biennium. Entities identified to receive funding in  
2 the LEAP document referenced in this section receive the amounts  
3 specified in the time frame specified in that LEAP document. If an  
4 entity has already completed a project in the LEAP document  
5 referenced in this section before the time frame identified, the  
6 entity may substitute another transit project or projects that cost a  
7 similar or lesser amount.

8 (5) \$2,058,000 of the multimodal transportation account—state  
9 appropriation and \$50,799,000 of the carbon emissions reduction  
10 account—state appropriation are provided solely for green  
11 transportation capital projects identified in LEAP Transportation  
12 Document 2025-2 ALL PROJECTS as developed March 23, 2025, Program -  
13 Public Transportation Program (V). Of the amounts provided in this  
14 subsection, the entire multimodal transportation account amount and  
15 \$18,536,000 of the carbon emissions reduction account amount are for  
16 the reappropriation of amounts provided for this purpose in the  
17 2023-2025 fiscal biennium. Of the amount of carbon emissions  
18 reduction account funds appropriated in this subsection, in addition  
19 to \$544,000, up to one percent may be used for program administration  
20 and staffing. For grant awards not yet under contract, as a condition  
21 of green transportation capital grants provided pursuant to this  
22 subsection, public transportation agencies may not delay, divert,  
23 supplant, or suspend the collection of approved local sales and use  
24 taxes for the purpose of public transportation during the 2025-2027  
25 fiscal biennium.

26 (6) \$12,232,000 of the carbon emissions reduction account—state  
27 appropriation is provided solely for move ahead WA tribal transit  
28 grant projects. Of the amounts provided in this subsection,  
29 \$1,635,000 is for the reappropriation of amounts provided for this  
30 purpose in the 2023-2025 fiscal biennium. \$100,000 of the amount  
31 provided in this subsection may be used for program administration  
32 and staffing. Grants to federally recognized tribes may be for any  
33 transit purpose, including planning, operating costs, maintenance,  
34 and capital costs. By December 1, 2026 the department must submit a  
35 prioritized list to the office of financial management and the  
36 transportation committees of the legislature of new projects totaling  
37 no more than \$5,762,000.

1 (7) \$11,800,000 of the carbon emissions reduction account—state  
2 appropriation is reappropriated and provided solely for the following  
3 projects:

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

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

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

8 (d) King County Metro South Annex Base - Electrification Elements  
9 (L4000174).

10 (8) For grant awards not yet under contract, as a condition of  
11 bus and bus facility grants identified in LEAP Transportation  
12 Document 2025-2 ALL PROJECTS as developed March 23, 2025, Program -  
13 Public Transportation Program (V), public transportation agencies may  
14 not delay, divert, supplant, or suspend the collection of approved  
15 local sales and use taxes for the purpose of public transportation  
16 during the 2025-2027 fiscal biennium.

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

19 Carbon Emissions Reduction Account—State

20 Appropriation. . . . . \$219,755,000

21 Move Ahead WA Account—State Appropriation. . . . . \$310,620,000

22 Puget Sound Capital Construction Account—State

23 Appropriation. . . . . \$430,797,000

24 Puget Sound Capital Construction Account—Federal

25 Appropriation. . . . . \$19,185,000

26 Transportation Partnership Account—State

27 Appropriation. . . . . \$5,395,000

28 Connecting Washington Account—State Appropriation. . . . . \$8,424,000

29 Capital Vessel Replacement Account—State

30 Appropriation. . . . . \$147,726,000

31 TOTAL APPROPRIATION. . . . . \$1,141,902,000

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 ALL  
37 PROJECTS as developed March 23, 2025, Program - Washington State  
38 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) \$6,000,000 of the Puget Sound capital construction account—  
6 state appropriation is provided solely for modernization of the  
7 ticketing and reservation system (990052C).

8 (4) The capital vessel replacement account—state appropriation  
9 includes up to \$147,000,000 in proceeds from the sale of bonds  
10 authorized in RCW 47.10.873.

11 (5) For the 2025-2027 biennium, the marine division shall provide  
12 to the office of financial management and the legislative  
13 transportation committees the following reports on ferry capital  
14 projects:

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

- 18 (i) Anticipated cost increases and cost savings;
- 19 (ii) Anticipated cash flow and schedule changes; and
- 20 (iii) Explanations for the changes.

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

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

30 (6) The legislature intends to reassess funding for the  
31 Bainbridge Island and Kingston terminal electrification projects  
32 based on progression of the electrification program and future  
33 recommendations of the department.

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

36 Carbon Emissions Reduction Account—State	
37 Appropriation. . . . .	\$86,138,000
38 Essential Rail Assistance Account—State	

1	Appropriation. . . . .	\$1,518,000
2	Motor Vehicle Account—State Appropriation. . . . .	\$316,000
3	Motor Vehicle Fund—Private/Local Appropriation. . . . .	\$326,000
4	Move Ahead WA Flexible Account—State Appropriation. . . . .	\$18,731,000
5	Transportation Infrastructure Account—State	
6	Appropriation. . . . .	\$7,193,000
7	Multimodal Transportation Account—State	
8	Appropriation. . . . .	\$79,327,000
9	Multimodal Transportation Account—Federal	
10	Appropriation. . . . .	\$113,163,000
11	TOTAL APPROPRIATION. . . . .	\$306,712,000

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

14 (1) Except as provided otherwise in this section, the entire  
15 appropriations in this section are provided solely for the projects  
16 and activities as listed by project and amount in LEAP Transportation  
17 Document 2025-2 ALL PROJECTS as developed March 23, 2025, Program -  
18 Rail Program (Y).

19 (2) \$1,500,000 of the transportation infrastructure account—state  
20 appropriation is provided solely for new low-interest loans approved  
21 by the department through the freight rail investment bank (FRIB)  
22 program. The department shall issue FRIB program loans with a  
23 repayment period of no more than 15 years, and charge only so much  
24 interest as is necessary to recoup the department's costs to  
25 administer the loans. The department shall report annually to the  
26 transportation committees of the legislature and the office of  
27 financial management on all FRIB loans issued.

28 (3) \$5,000,000 of the transportation infrastructure account—state  
29 appropriation is provided solely for a low-interest loan for the Port  
30 of Longview Rail Corridor Expansion project (L1000347) to accommodate  
31 current and future port cargo-handling needs. The low-interest loan  
32 must comply with the requirements of RCW 47.76.460(2).

33 (4) \$6,899,000 of the multimodal transportation account—state  
34 appropriation is provided solely for new statewide emergent freight  
35 rail assistance projects identified in the LEAP transportation  
36 document referenced in subsection (1) of this section.

37 (5) The department shall issue a call for projects for the  
38 freight rail assistance program, and shall evaluate the applications  
39 in a manner consistent with past practices as specified in section

1 309, chapter 367, Laws of 2011. By November 15, 2026, the department  
2 shall submit a prioritized list of recommended projects to the office  
3 of financial management and the transportation committees of the  
4 legislature.

5 (6) (a) \$2,842,000 of the carbon emissions reduction account—state  
6 appropriation and \$25,076,000 of the multimodal transportation  
7 account—federal appropriation are provided solely to support the  
8 department's continued work on a service development plan for a new  
9 ultra high-speed ground transportation corridor under the federal  
10 corridor identification and development program (L2021074). The  
11 department may not move forward with programmatic environmental  
12 review, or any other activities related to the federal corridor  
13 identification and development program, unless authorized to do so by  
14 the legislature.

15 (b) The department must coordinate with the chairs and ranking  
16 members of the transportation committees of the legislature to  
17 provide periodic updates and check-in points on progress made over  
18 the course of the biennium, with updates available no less frequently  
19 than semiannually, and must include written status updates to be  
20 provided with sufficient time for review prior to any update meetings  
21 held. An annual report on ultra high-speed ground transportation  
22 corridor identification and development program efforts must be  
23 provided to the transportation committees of the legislature and the  
24 office of financial management by December 1, 2025 and December 1,  
25 2026.

26 (7) \$18,731,000 of the move ahead WA flexible account—state  
27 appropriation, \$54,785,000 of the multimodal transportation account—  
28 federal appropriation, and \$326,000 of the motor vehicle account—  
29 local appropriation are provided solely for rehabilitation of the  
30 Palouse River and Coulee City Railroad (L4000079).

31 (8) \$5,277,000 of the carbon emissions reduction account—state  
32 appropriation is provided solely to fund a zero emission drayage  
33 truck demonstration project (L1000324) at Northwest Seaport Alliance  
34 facilities.

35 (9) \$27,500,000 of the carbon emissions reduction account—state  
36 appropriation is provided solely to fund a zero emission shore power  
37 infrastructure demonstration project at Northwest Seaport Alliance  
38 facilities (L1000325). Local funds sufficient to fully fund this



1 project must be contributed to the project, and any agreements  
2 required for the project must be secured.

3 (10) \$2,600,000 of the carbon emissions reduction account—state  
4 appropriation is provided solely to fund the replacement of two  
5 Tacoma rail diesel-electric switcher locomotives with zero emission  
6 battery-electric switcher locomotives and to install on-site charging  
7 equipment at a Tacoma rail facility (L1000327). Local funds  
8 sufficient to fully fund this project must be contributed to the  
9 project, and any agreements required for the project must be secured.

10 (11) \$26,200,000 of the carbon emissions reduction account—state  
11 appropriation is provided solely for port electrification competitive  
12 grants (L2021182). All public ports are eligible to receive funds  
13 under this subsection. A port seeking to use funds under this  
14 subsection to install shore power must adopt a policy that requires  
15 vessels that dock at the port facility to use shore power if such  
16 vessel is capable of using such power and when such power is  
17 available at the port facility.

18 (12) \$1,000,000 of the carbon emissions reduction account—state  
19 appropriation is provided solely for port electrification at the port  
20 of Bremerton (L1000337), which may include the purchase and  
21 installation of zero emission port shore power systems and other zero  
22 emission infrastructure, equipment, and technology.

23 (13) \$1,219,000 of the carbon emissions reduction account—state  
24 appropriation is provided solely for port electrification at the port  
25 of Anacortes (L1000338), which may include the purchase and  
26 installation of zero emission port shore power systems and other zero  
27 emission infrastructure, equipment, and technology.

28 (14) \$19,500,000 of the carbon emissions reduction account—state  
29 appropriation is provided solely for the Puyallup Tribe Port  
30 Electrification project (L1000346).

31 (15)(a) \$3,600,000 of the multimodal transportation account—state  
32 appropriation is provided solely for the Cascades corridor delivery  
33 program for advancing the Cascades corridor (R00003A), including  
34 through planning and project development activities conducted as part  
35 of the federal corridor identification and development program. The  
36 department must continue to pursue funding opportunities for the  
37 Cascades corridor through the corridor identification and development  
38 program and the federal-state partnership programs at the federal  
39 rail administration. The department must notify the office of the

1 governor and the transportation committees of the legislature of  
2 funding opportunities from the programs and any corresponding state  
3 match needs.

4 (b) In conducting project development work, including as part of  
5 the federal corridor identification and development program, and for  
6 future efforts as part of the federal-state partnership for intercity  
7 passenger rail grant program, the department shall emphasize the need  
8 to prioritize the improvement of intercity passenger rail through  
9 data-driven analyses that aim to fully leverage opportunities for  
10 federal funding for public intercity passenger rail to drive  
11 transformative improvements in trip speed, reliability, and frequency  
12 to make traveling by rail along this corridor more convenient and  
13 accessible to the traveling public.

14 (c) The department shall emphasize achieving ambitious goals in  
15 the following areas as part of this project development work:

16 (i) Service reliability: Increasing on-time performance with a  
17 goal of minimum trip reliability of 88 percent on-time performance in  
18 accordance with the executed service outcome agreement.

19 (ii) Service frequencies: Increasing service frequencies  
20 consistent with forecasted market and ridership demand sufficiently  
21 to facilitate convenient use by the public intercity passenger rail  
22 as a competitive alternative to other modes of transportation.

23 (iii) Speeds: Increasing speeds to shorten travel times through  
24 consideration of major infrastructure investments to raise speeds to  
25 maximum operating speeds where feasible. The department shall engage  
26 with host railroads and infrastructure owners on increasing speeds  
27 beyond current maximum operating speeds.

28 (iv) Improvements to first and last-mile connections: Creating  
29 improved multimodal connectivity to other transportation options at  
30 stations.

31 (v) Emission reductions: Reducing greenhouse gas emissions in  
32 alignment with state goals.

33 (d) The department shall report to the transportation committees  
34 of the legislature, as well as to the joint transportation committee,  
35 by December 1, 2025, and by December 1, 2026, on analyses conducted  
36 and progress made to achieve the benefits identified in (c) of this  
37 subsection, and shall include information on how this progress can  
38 contribute to development of a compelling and ambitious vision for  
39 the future of public intercity passenger rail that can be effectively  
40 communicated to the public.

1        NEW SECTION.    **Sec. 311.    FOR THE DEPARTMENT OF TRANSPORTATION—**

2    **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

3    Carbon Emissions Reduction Account—State

4        Appropriation. . . . . \$92,337,000

5    Climate Active Transportation Account—State

6        Appropriation. . . . . \$186,865,000

7    Freight Mobility Investment Account—State

8        Appropriation. . . . . \$19,335,000

9    Freight Mobility Multimodal Account—State

10        Appropriation. . . . . \$24,952,000

11    Highway Infrastructure Account—Federal Appropriation

12        . . . . . \$1,500,000

13    Move Ahead WA Account—State Appropriation. . . . . \$66,442,000

14    Move Ahead WA Flexible Account—State Appropriation. . . . . \$35,000,000

15    Motor Vehicle Account—State Appropriation. . . . . \$24,120,000

16    Motor Vehicle Account—Federal Appropriation. . . . . \$106,461,000

17    Motor Vehicle Account—Private/Local Appropriation. . . . . \$75,000,000

18    Connecting Washington Account—State Appropriation. . . . . \$11,928,000

19    Multimodal Transportation Account—State

20        Appropriation. . . . . \$93,738,000

21        TOTAL APPROPRIATION. . . . . \$737,678,000

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

24        (1) Except as provided otherwise in this section, the entire  
25    appropriations in this section are provided solely for the projects  
26    and activities as listed by project and amount in LEAP Transportation  
27    Document 2025-2 ALL PROJECTS as developed March 23, 2025, Program -  
28    Local Programs Program (Z).

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

32        (a) \$38,380,000 of the multimodal transportation account—state  
33    appropriation and \$43,372,000 of the climate active transportation  
34    account—state appropriation are provided solely for pedestrian and  
35    bicycle safety program projects (L2000188 and L1000335). Of the  
36    amount of climate active transportation account funds appropriated in  
37    this subsection, up to one percent may be used for program  
38    administration and staffing.

1 (b) \$16,933,000 of the motor vehicle account—federal  
2 appropriation, \$53,139,000 of the climate active transportation  
3 account—state appropriation, and \$13,321,000 of the multimodal  
4 transportation account—state appropriation are provided solely for  
5 safe routes to school projects (L2000189 and L1000334). Of the amount  
6 of climate active transportation account funds appropriated in this  
7 subsection, up to one percent may be used for program administration  
8 and staffing.

9 (c) For future rounds of grant selection, the department must  
10 continue efforts to increase geographic diversity of jurisdictions  
11 consistent with the requirements of the healthy environment for all  
12 (HEAL) act.

13 (3) \$18,781,000 of the multimodal transportation account—state  
14 appropriation is provided solely for connecting Washington bicycle  
15 and pedestrian projects listed in the LEAP transportation document  
16 referenced in subsection (1) of this section.

17 (4) \$35,528,000 of the motor vehicle account—federal  
18 appropriation is provided solely for acceleration of local  
19 preservation projects that ensure the reliable movement of freight on  
20 the national highway freight system (G2000100). The department will  
21 select projects as part of its update of the state freight plan, in  
22 consultation with the freight mobility strategic investment board and  
23 other stakeholders.

24 (5) \$22,000,000 of the motor vehicle account—state appropriation  
25 is provided solely for a federal fund exchange pilot program. The  
26 pilot program will allow exchanges of federal surface transportation  
27 block grant population funding and state funds at an exchange rate of  
28 95 cents in state funds per \$1.00 in federal funds. The entirety of  
29 the appropriation in this subsection must be held in unallotted  
30 status until: Surface transportation block grant population funding  
31 has been offered to the state, the department determines that a  
32 federalized project or projects funded in section 305 or 306 of this  
33 act is eligible to spend the surface transportation block grant  
34 population funding, and state funds appropriated in section 305 or  
35 306 of this act for the eligible state project or projects in an  
36 amount equal to 100 percent of the offered surface transportation  
37 block grant population funding have been placed in unallotted status.  
38 A report on the effectiveness of the exchange program, the total  
39 estimated cost of program administration, and recommendations for

1 continuing the pilot program is due to the governor and  
2 transportation committees of the legislature by December 1, 2026.

3 (6) \$66,442,000 of the move ahead WA account—state appropriation,  
4 \$29,900,000 of the move ahead WA flexible account—state  
5 appropriation, and \$75,000,000 of the motor vehicle account—state  
6 appropriation are provided solely for new move ahead WA road and  
7 highway projects listed in LEAP Transportation Document 2025-2 ALL  
8 PROJECTS as developed March 23, 2025, Program - Local Programs  
9 Program (Z).

10 (7) \$57,154,000 of the climate active transportation account—  
11 state appropriation and \$39,675,000 of the carbon emissions reduction  
12 account are provided solely for move ahead WA pedestrian and bike  
13 projects listed in LEAP Transportation Document 2025-2 ALL PROJECTS  
14 as developed March 23, 2025, Program - Local Programs Program (Z).

15 (8) \$27,200,000 of the climate active transportation account—  
16 state appropriation is provided solely for the statewide school-based  
17 bicycle education grant program (L1000309). The department may  
18 partner with a statewide nonprofit to deliver programs.

19 (9) \$33,200,000 of the climate active transportation account—  
20 state appropriation is provided solely for the Sandy Williams  
21 connecting communities pilot program (L1000308) to deliver projects  
22 to reconnect communities that have been bifurcated by state highways.  
23 Priority must be given to historically marginalized or overburdened  
24 communities. The department may consult with the Cooper Jones active  
25 transportation safety council to identify geographic locations where  
26 there are high incidences of serious injuries and fatalities of  
27 active transportation users among vulnerable populations.

28 (10) \$5,100,000 of the move ahead WA flexible account—state  
29 appropriation is provided solely for development of an applied  
30 sustainable aviation evaluation center (L2021135). Snohomish county,  
31 in partnership with Washington State University, shall plan and  
32 establish facilities to evaluate, qualify or certify, and research  
33 technologies that can minimize the impact of aviation on human health  
34 and the environment. Funds may be used for, but are not limited to,  
35 planning, construction, and land acquisition for sustainable aviation  
36 fuel (SAF) qualification testing (ASTM D4054), research on the impact  
37 of SAF on the environment and human health, and SAF storage for the  
38 purpose of advancing sustainable aviation. At a minimum, three  
39 sustainable aviation platforms must be considered:

- 1 (a) Sustainable aviation fuel (SAF);
- 2 (b) Hydrogen; and
- 3 (c) Battery electric energy storage mechanisms.

4 (11) The legislature intends to fund the Ballard and Magnolia  
5 Bridge project (L4000123), as described in section 911(18), chapter  
6 472, Laws of 2023.

7 (12) \$170,000 of the multimodal transportation account—state  
8 appropriation is provided solely for the Seattle office of planning  
9 and community development to finish updating the 2020 I-5 Lid  
10 Feasibility Study (L2021140).

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

26 (14) (a) (i) \$7,000,000 of the carbon emissions reduction account—  
27 state appropriation is provided solely for a program for providing  
28 rebates to qualifying persons who purchase e-bikes and qualifying  
29 equipment and services from a qualifying retailer. Of this amount,  
30 \$4,200,000 is for rebate amounts as described under (a)(iii)(A) of  
31 this subsection, and \$2,800,000 is for rebate amounts as described  
32 under (a)(iii)(B) of this subsection.

33 (ii) To qualify for and use the rebate under this subsection, a  
34 person must be a resident of Washington state and purchase an e-bike  
35 and qualifying equipment and services, if any, from a qualifying  
36 retailer in this state. Qualifying equipment and services must be  
37 purchased as part of the same transaction as the e-bike.

38 (iii) (A) For persons who are at least 16 years of age and reside  
39 in households with incomes at or below 80 percent of the county area

1 median income, the amount of the rebate is up to \$1,200 on the sale  
2 of an e-bike and any qualifying equipment and services.

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

6 (C) No more than one rebate may be awarded per household.

7 (iv)(A) If an applicant qualifies for a rebate amount and there  
8 are sufficient funds to award the applicant with the appropriate  
9 rebate amount, the department must provide the qualifying individual  
10 the rebate amount in a format that can be redeemed at the time of  
11 purchase at a qualifying retailer.

12 (B) An applicant must provide contact information, including a  
13 physical address, email address, and phone number, and demographic  
14 information, including the applicant's age, gender, race, and  
15 ethnicity, to the department on a form provided by the department at  
16 the time of applying for the rebate.

17 (v) A qualifying retailer must register with the department  
18 before participating in the rebate program. A qualifying retailer  
19 must:

20 (A) Verify the identity of the qualifying individual at the time  
21 of purchase; and

22 (B) Calculate and apply the rebate at the time of purchase.

23 (vi) The department must reimburse a qualifying retailer that  
24 accepts a rebate from a qualifying individual no later than 30 days  
25 after the rebate is redeemed.

26 (vii) For purposes of this subsection (14)(a):

27 (A) "E-bike" means an electric assisted bicycle as defined in RCW  
28 46.04.169, but does not include mountain bikes.

29 (B) "Qualifying equipment and services" means a bicycle helmet,  
30 safety vest, bicycle light, or bicycle lock, and any maintenance or  
31 other services agreed upon by the qualifying retailer and qualifying  
32 individual at the time of purchase.

33 (C) "Qualifying retailer" means a retail business establishment  
34 with one or more physical retail locations in this state that  
35 provides on-site e-bike sales, service, and repair and has registered  
36 with the department to participate in the rebate program established  
37 under this subsection.

38 (b) \$3,568,000 of the carbon emissions reduction account—state  
39 appropriation is provided solely for an e-bike lending library and  
40 ownership grant program. The department may accept grant applications

1 from other state entities, local governments, and tribes that  
2 administer or plan to administer an e-bike lending library or  
3 ownership program for their employees for commute trip reduction  
4 purposes. The department may also accept grant applications from  
5 nonprofit organizations or tribal governments that serve persons who  
6 are low-income or reside in overburdened communities and that  
7 administer or plan to administer an e-bike lending library or  
8 ownership program for qualifying persons.

9 (c) It is the intent of the legislature that funding provided in  
10 (a) and (b) of this subsection continue to be appropriated in the  
11 2027-2029 fiscal biennium.

12 (e) The department may not collect more than five percent of  
13 appropriated amounts to administer the programs under (a) and (b) of  
14 this subsection.

15 (15) \$19,335,000 of the freight mobility investment account—state  
16 appropriation and \$24,952,000 of the freight mobility multimodal  
17 account—state appropriation are provided solely for freight mobility  
18 strategic investment board projects listed in the LEAP transportation  
19 document referenced in subsection (1) of this section.

20 (16) \$3,000,000 of the multimodal transportation account—state  
21 appropriation is provided solely for the department to assist local  
22 jurisdictions in addressing emergent issues related to safety for  
23 pedestrians and bicyclists (LXXXPBF). Funds may only be spent after  
24 approval from the office of financial management. By December 15th of  
25 each odd-numbered year, the department shall provide a report to the  
26 legislature listing all emergent issues addressed in the prior fiscal  
27 biennium. Reporting may be done in conjunction with the  
28 transportation operations division.

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

31 As part of its annual budget submittal, the department of  
32 transportation shall provide an update to the report provided to the  
33 legislature in the prior fiscal year in a manner consistent with past  
34 practices as specified in section 312, chapter 333, Laws of 2021.

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



1 On a quarterly basis, the department of transportation shall  
2 provide to the office of financial management and the legislative  
3 transportation committees a report for all capital projects in a  
4 manner consistent with past practices as specified in section 313,  
5 chapter 186, Laws of 2022.

6 NEW SECTION. **Sec. 314. NOTIFICATION REQUIREMENTS FOR PAUSES AND**  
7 **CANCELLATIONS**

8 (1) The department of transportation shall notify the  
9 transportation committees of the legislature when it intends to pause  
10 for a significant length of time or not proceed with operating items  
11 or capital projects included as budget provisos or on project lists.  
12 When feasible, this notification shall be provided prior to the pause  
13 or cancellation and at least seven days in advance of any public  
14 announcement related to such a pause or cancellation.

15 (2) At the time of notification, the department shall provide an  
16 explanation for the reason or reasons for the pause or cancellation  
17 for each operating budget item and capital project. The explanation  
18 shall include specific reasons for each pause or cancellation, in  
19 addition to a statement of the broad rationale for the pause or  
20 cancellation.

21 (3) When feasible, the department shall make best efforts to keep  
22 the transportation committees of the legislature informed of an  
23 evaluation process underway for selecting operating budget items and  
24 capital projects to be paused or canceled, providing updates as its  
25 selection efforts proceed.

26 (4) When exigent circumstances prevent prior notice of a pause or  
27 cancellation from being provided to the transportation committees of  
28 the legislature, the department shall provide the information  
29 required under this section to the transportation committees of the  
30 legislature as soon as is practicable.

31 NEW SECTION. **Sec. 315. FOR THE WASHINGTON STATE DEPARTMENT OF**  
32 **TRANSPORTATION—FUNDS MANAGEMENT**

33 As part of the department's 2026 supplemental and 2027-2029  
34 biennial budget requests, the department shall also report on:

- 35 (1) The federal grant programs it has applied for; and
- 36 (2) The federal competitive grant programs it could have applied  
37 for but did not and the reason or reasons it did not apply.

(End of part)

1 TRANSFERS AND DISTRIBUTIONS

2 NEW SECTION. **Sec. 401. FOR THE STATE TREASURER—BOND RETIREMENT**  
3 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**  
4 **BOND SALES DISCOUNTS AND DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND**  
5 **TRANSPORTATION FUND REVENUE**

6	Transportation Partnership Account—State	
7	Appropriation. . . . .	\$4,320,000
8	Connecting Washington Account—State Appropriation. . . . .	\$15,817,000
9	Puget Sound Gateway Facility Account—State	
10	Appropriation. . . . .	\$133,000
11	Highway Bond Retirement Account—State	
12	Appropriation. . . . .	\$1,590,140,000
13	Transportation Improvement Board Bond Retirement	
14	Account—State Appropriation. . . . .	\$5,619,000
15	Nondebt-Limit Reimbursable Bond Retirement Account—	
16	State Appropriation. . . . .	\$28,249,000
17	Toll Facility Bond Retirement Account—State	
18	Appropriation. . . . .	\$84,516,000
19	Interstate 405 and State Route 167 Express Toll	
20	Lanes Account—State Appropriation. . . . .	\$1,881,000
21	Special Category C Account—State Appropriation. . . . .	\$644,000
22	TOTAL APPROPRIATION. . . . .	\$1,731,319,000

23 NEW SECTION. **Sec. 402. FOR THE STATE TREASURER—BOND RETIREMENT**  
24 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**  
25 **BOND SALE EXPENSES AND FISCAL AGENT CHARGES**

26	Transportation Partnership Account—State	
27	Appropriation. . . . .	\$864,000
28	Connecting Washington Account—State Appropriation. . . . .	\$3,163,000
29	Puget Sound Gateway Facility Account—State Appropriation. . . . .	\$27,000
30	Interstate 405 and State Route 167 Express Toll	
31	Lanes Account—State Appropriation. . . . .	\$376,000
32	Special Category C Account—State Appropriation. . . . .	\$128,000
33	TOTAL APPROPRIATION. . . . .	\$4,558,000

34 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—STATE REVENUES**  
35 **FOR DISTRIBUTION**

36 Motor Vehicle Account—State Appropriation: For motor

1 vehicle fuel tax statutory distributions to  
 2 cities and counties. . . . . \$443,860,000  
 3 Multimodal Transportation Account—State  
 4 Appropriation: For distribution to cities and  
 5 counties. . . . . \$26,786,000  
 6 Motor Vehicle Account—State Appropriation: For  
 7 distribution to cities and counties. . . . . \$23,438,000  
 8 TOTAL APPROPRIATION. . . . . \$494,084,000

9 NEW SECTION. **Sec. 404. FOR THE STATE TREASURER—TRANSFERS**

10 Motor Vehicle Account—State Appropriation: For motor  
 11 vehicle fuel tax refunds and statutory  
 12 transfers. . . . . \$1,877,014,000

13 NEW SECTION. **Sec. 405. FOR THE DEPARTMENT OF LICENSING—**  
 14 **TRANSFERS**

15 Motor Vehicle Account—State Appropriation: For motor  
 16 vehicle fuel tax refunds and transfers. . . . . \$206,302,000

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

19 (1) Transportation Partnership Account—State  
 20 Appropriation: For transfer to the Motor Vehicle  
 21 Account—State. . . . . \$30,000,000

22 (2) Connecting Washington Account—State  
 23 Appropriation: For transfer to the Move Ahead WA  
 24 Account—State. . . . . \$392,000,000

25 (3) Electric Vehicle Account—State appropriation:  
 26 For transfer to the Move Ahead WA Flexible  
 27 Account—State. . . . . \$3,600,000

28 (4) Carbon Emissions Reduction Account—State  
 29 Appropriation: For transfer to the Climate Active  
 30 Transportation Account—State. . . . . \$124,000,000

31 (5) Carbon Emissions Reduction Account—State  
 32 Appropriation: For transfer to the Puget Sound Ferry  
 33 Operations Account—State. . . . . \$4,200,000

34 (6) Move Ahead WA Flexible Account—State  
 35 Appropriation: For transfer to the Move Ahead WA  
 36 Account—State. . . . . \$195,000,000

1 (7) Alaskan Way Viaduct Replacement Project  
2 Account—State Appropriation: For transfer to the  
3 Motor Vehicle Account—State. . . . . \$11,992,000  
4 (8) (a) Transportation Partnership  
5 Account—State Appropriation: For transfer to the  
6 Tacoma Narrows Toll Bridge Account—State. . . . . \$15,999,000  
7 (b) It is the intent of the legislature that this transfer is  
8 temporary, for the purpose of minimizing the impact of toll  
9 increases. An equivalent reimbursing transfer is to occur after the  
10 debt service and deferred sales tax on the Tacoma Narrows bridge  
11 construction costs are fully repaid in accordance with chapter 195,  
12 Laws of 2018.  
13 (9) Motor Vehicle Account—State Appropriation:  
14 For transfer to the State Patrol Highway  
15 Account—State. . . . . \$43,000,000  
16 (10) Motor Vehicle Account—State Appropriation:  
17 For transfer to the County Arterial Preservation  
18 Account—State. . . . . \$4,844,000  
19 (11) Motor Vehicle Account—State Appropriation:  
20 For transfer to the Freight Mobility Investment  
21 Account—State. . . . . \$8,511,000  
22 (12) Motor Vehicle Account—State  
23 Appropriation: For transfer to the Rural Arterial  
24 Trust Account—State. . . . . \$4,844,000  
25 (13) Motor Vehicle Account—State  
26 Appropriation: For transfer to the Transportation  
27 Improvement Account—State. . . . . \$9,688,000  
28 (14) (a) State Route Number 520 Civil Penalties  
29 Account—State Appropriation: For transfer to the Motor  
30 Vehicle Account—State. . . . . \$1,000,000  
31 (b) The transfer in this subsection is to repay moneys loaned to  
32 the state route number 520 civil penalties account in the 2019-2021  
33 fiscal biennium.  
34 (15) State Route Number 520 Civil Penalties  
35 Account—State Appropriation: For transfer to the  
36 State Route Number 520 Corridor Account—State. . . . . \$1,752,000  
37 (16) Capital Vessel Replacement  
38 Account—State Appropriation: For transfer to the  
39 Transportation Partnership Account—State. . . . . \$25,000,000

1           (17) Multimodal Transportation Account—State  
2 Appropriation: For transfer to the Complete Streets  
3 Grant Program Account—State. . . . . \$14,670,000  
4           (18) Multimodal Transportation Account—State  
5 Appropriation: For transfer to the Connecting Washington  
6 Account—State. . . . . \$32,000,000  
7           (19) Multimodal Transportation Account—State  
8 Appropriation: For transfer to the Freight Mobility  
9 Multimodal Account—State. . . . . \$8,511,000  
10          (20) Multimodal Transportation Account—State  
11 Appropriation: For transfer to the Move Ahead WA Flexible  
12 Account—State. . . . . \$3,770,000  
13          (21) Multimodal Transportation Account—State  
14 Appropriation: For transfer to the Puget Sound Capital  
15 Construction Account—State. . . . . \$335,000,000  
16          (22) Multimodal Transportation Account—State  
17 Appropriation: For transfer to the Regional Mobility  
18 Grant Program Account—State. . . . . \$27,679,000  
19          (23) Multimodal Transportation Account—State  
20 Appropriation: For transfer to the Rural Mobility  
21 Grant Program Account—State. . . . . \$12,223,000  
22          (24) Multimodal Transportation Account—State  
23 Appropriation: For transfer to the State Patrol Highway  
24 Account—State. . . . . \$160,000,000  
25          (25) Alaskan Way Viaduct Replacement  
26 Project Account—State Appropriation: For transfer to  
27 the Transportation Partnership Account—State. . . . . \$22,896,000  
28          (26) Puget Sound Ferry Operations Account—State  
29 Appropriation: For transfer to the Puget Sound Capital  
30 Construction Account—State. . . . . \$62,340,000  
31          (27) Move Ahead WA Account—State  
32 Appropriation: For transfer to the Puget Sound Ferry  
33 Operations Account—State. . . . . \$125,000,000  
34          (28) Regional Mobility Grant Program Account—State  
35 Appropriation: For transfer to the Multimodal  
36 Transportation Account—State. . . . . \$40,000,000  
37          (29) Move Ahead WA Account—State Appropriation:  
38 For transfer to the Transportation Partnership

1 Account—State. . . . . \$25,000,000  
 2 (30) Motor Vehicle Account—State Appropriation:  
 3 For transfer to the Connecting Washington  
 4 Account—State. . . . . \$95,000,000  
 5 (31) Transportation 2003 Account (Nickel)—State  
 6 Appropriation: For transfer to the State Patrol  
 7 Highway Account—State. . . . . \$25,000,000  
 8 (32) (a) Transportation Partnership Account—State  
 9 Appropriation: For transfer to the Capital Vessel  
 10 Replacement Account—State. . . . . \$147,000,000  
 11 (b) The amount transferred in this subsection represents proceeds  
 12 from the sale of bonds authorized in RCW 47.10.873. Transfers under  
 13 this subsection are deemed to be for projects or improvements  
 14 identified as transportation partnership projects or improvements for  
 15 purposes of RCW 47.10.873. Appropriations in the amount of this  
 16 transfer are made in this act to reflect proceeds from the sale of  
 17 bonds authorized in RCW 47.10.873.  
 18 (33) (a) Transportation Partnership Account—State  
 19 Appropriation: For transfer to the Move Ahead WA  
 20 Account—State. . . . . \$708,000,000  
 21 (b) The amount transferred in this subsection represents proceeds  
 22 from the sale of bonds authorized in RCW 47.10.873. Transfers under  
 23 this subsection are deemed to be for projects or improvements  
 24 identified as transportation partnership projects or improvements for  
 25 purposes of RCW 47.10.873. Appropriations in the amount of this  
 26 transfer are made in this act to reflect proceeds from the sale of  
 27 bonds authorized in RCW 47.10.873.  
 28 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—BOND RETIREMENT**  
 29 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**  
 30 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**  
 31 Toll Facility Bond Retirement Account—State  
 32 Appropriation. . . . . \$25,372,000

(End of part)

1 **COMPENSATION**

2 NEW SECTION. **Sec. 501. COLLECTIVE BARGAINING AGREEMENTS NOT**  
3 **IMPAIRED**

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

8 NEW SECTION. **Sec. 502. COLLECTIVE BARGAINING AGREEMENTS**

9 In accordance with chapters 41.80, 41.56, and 47.64 RCW,  
10 agreements have been reached between the governor and employee  
11 organizations representing state employee bargaining units for the  
12 2025-2027 fiscal biennium. Funding is provided in this act to fund  
13 these agreements. The collective bargaining agreements that have been  
14 reached and are funded in this act, and the description of the major  
15 economic terms in each of the listed agreements are specified in OFM  
16 Transportation Document 2025-4: 2025-27 Collective Bargaining  
17 Agreements as developed December 17, 2024.

18 NEW SECTION. **Sec. 503. COMPENSATION—REPRESENTED EMPLOYEES—**  
19 **HEALTH CARE—COALITION—INSURANCE BENEFITS**

20 An agreement was reached for the 2025-2027 fiscal biennium  
21 between the governor and the health care coalition under the  
22 provisions of chapter 41.80 RCW. Appropriations in this act for state  
23 agencies are sufficient to implement the provisions of the 2025-2027  
24 collective bargaining agreement, which maintains the provisions of  
25 the prior agreement, and are subject to the following conditions and  
26 limitations:

27 (1) The monthly employer funding rate for insurance benefit  
28 premiums, public employees' benefits board administration, and the  
29 uniform medical plan, shall not exceed \$1,347 per eligible employee  
30 for fiscal year 2026. For fiscal year 2027, the monthly employer  
31 funding rate shall not exceed \$1,348 per eligible employee. These  
32 funding rates are sufficient to cover, effective January 1, 2026, the  
33 following:

34 (a) In the uniform medical plan, coverage for Doula services;

35 (b) In the uniform dental plan the following:

36 (i) Increasing the temporomandibular joint benefit to \$1,000  
37 annually and \$5,000 per lifetime;



1 (ii) Eliminating the deductible for children up to age 15;

2 (c) Implementation of Substitute House Bill No. 1123 (ensuring  
3 access to primary care, behavioral health, and affordable hospital  
4 services).

5 (2) The funding rates in subsection (1) of this section are not  
6 sufficient to continue offering an Accountable Care Plan as of plan  
7 year 2026.

8 (3) Current funding allows for the public employees' benefits  
9 board to adjust the employer paid long-term disability benefit to a  
10 maximum monthly benefit of \$450 within the current funding resources.

11 (4) The board shall collect a \$25 per month surcharge payment  
12 from members who use tobacco products and a surcharge payment of not  
13 less than \$50 per month from members who cover a spouse or domestic  
14 partner where the spouse or domestic partner has chosen not to enroll  
15 in another employer-based group health insurance that has benefits  
16 and premiums with an actuarial value of not less than 95 percent of  
17 the actuarial value of the public employees' benefits board plan with  
18 the largest enrollment. The surcharge payments shall be collected in  
19 addition to the member premium payment if directed by the  
20 legislature.

21 (5) The rates are sufficient to cover a diabetes management  
22 program and apply the cost-share provisions outlined in chapter 366,  
23 Laws of 2023 (breast examinations—health plan cost sharing) in the  
24 uniform medical plan, effective January 1, 2025. The rates are not  
25 sufficient to add coverage of prescription drugs for the treatment of  
26 obesity or weight loss. The authority shall not add coverage of  
27 prescription drugs for the treatment of obesity or weight loss  
28 without a specific appropriation from the legislature. Nothing in  
29 this section requires removal of any existing coverage of  
30 prescription drugs to treat diabetes.

31 NEW SECTION. **Sec. 504. COMPENSATION—REPRESENTED EMPLOYEES—**  
32 **OUTSIDE HEALTH CARE—COALITION—INSURANCE BENEFITS**

33 Appropriations for state agencies in this act are sufficient for  
34 represented employees outside the coalition for health benefits, and  
35 are subject to the following conditions and limitations: The monthly  
36 employer funding rate for insurance benefit premiums, public  
37 employees' benefits board administration, and the uniform medical  
38 plan, may not exceed \$1,347 per eligible employee for fiscal year

1 2026. For fiscal year 2027, the monthly employer funding rate may not  
2 exceed \$1,348 per eligible employee.

3 NEW SECTION. **Sec. 505. COMPENSATION—NONREPRESENTED EMPLOYEES—**  
4 **INSURANCE BENEFITS**

5 (1) Appropriations for state agencies in this act are sufficient  
6 for nonrepresented state employee health benefits for state agencies,  
7 including institutions of higher education, and are subject to the  
8 following conditions and limitations: The employer monthly funding  
9 rate for insurance benefit premiums, public employees' benefits board  
10 administration, and the uniform medical plan, shall not exceed \$1,347  
11 per eligible employee for fiscal year 2026. For fiscal year 2027, the  
12 monthly employer funding rate shall not exceed \$1,348 per eligible  
13 employee.

14 (2) The rates are sufficient to cover a diabetes management  
15 program and apply the cost-share provisions outlined in chapter 366,  
16 Laws of 2023 (breast examinations—health plan cost sharing) in the  
17 uniform medical plan, effective January 1, 2025. The rates are not  
18 sufficient to add coverage of prescription drugs for the treatment of  
19 obesity or weight loss. The authority shall not add coverage of  
20 prescription drugs for the treatment of obesity or weight loss  
21 without a specific appropriation from the legislature. Nothing in  
22 this section requires removal of any existing coverage of  
23 prescription drugs to treat diabetes.

24 NEW SECTION. **Sec. 506. GENERAL WAGE INCREASES**

25 (1) Appropriations for state agency employee compensation in this  
26 act are sufficient to provide general wage increases to state agency  
27 employees and employees of institutions of higher education, who are  
28 not represented or who bargain under statutory authority other than  
29 chapter 41.80 or 47.64 RCW or RCW 41.56.473 or 41.56.475.

30 (2) Funding is provided for a three percent general wage increase  
31 effective July 1, 2025, for all classified employees as specified in  
32 subsection (1) of this section, employees in the Washington  
33 management service, and exempt employees under the jurisdiction of  
34 the office of financial management. The appropriations are also  
35 sufficient to fund a three percent salary increase effective July 1,  
36 2025, for executive, legislative, and judicial branch employees  
37 exempt from merit system rules whose maximum salaries are not set by  
38 the commission on salaries for elected officials.

1 (3) Funding is provided for a two percent general wage increase  
2 effective July 1, 2027, for all classified employees as specified in  
3 subsection (1) of this section, employees in the Washington  
4 management service, and exempt employees under the jurisdiction of  
5 the office of financial management. The appropriations are also  
6 sufficient to fund a two percent salary increase effective July 1,  
7 2027, for executive, legislative, and judicial branch employees  
8 exempt from merit system rules whose maximum salaries are not set by  
9 the commission on salaries for elected officials.

10 NEW SECTION. **Sec. 507. COMPENSATION—PENSION CONTRIBUTIONS**

11 Appropriations are adjusted to reflect changes to agency  
12 appropriations to reflect savings resulting from changes to pension  
13 funding as provided in Substitute House Bill No. 1467 (actuarial  
14 funding of pension systems).

(End of part)

1 **IMPLEMENTING PROVISIONS**

2 NEW SECTION. **Sec. 601. MANAGEMENT OF TRANSPORTATION FUNDS WHEN**  
3 **THE LEGISLATURE IS NOT IN SESSION**

4 (1) The 2005 transportation partnership projects or improvements,  
5 2015 connecting Washington projects or improvements, and move ahead  
6 WA projects or improvements are listed in the LEAP Transportation  
7 Document 2025-1 as developed March 23, 2025, which consists of a list  
8 of specific projects by fund source and amount over multiple biennia.  
9 Current fiscal biennium funding for each project is a line-item  
10 appropriation, while the outer year funding allocations represent a  
11 16-year plan. The department of transportation is expected to use the  
12 flexibility provided in this section to assist in the delivery and  
13 completion of all transportation partnership account, connecting  
14 Washington account, and move ahead WA account projects on the LEAP  
15 transportation document referenced in this subsection. For the  
16 2023-2025 project appropriations, unless otherwise provided in this  
17 act, the director of the office of financial management may provide  
18 written authorization for a transfer of appropriation authority  
19 between projects funded with transportation partnership account  
20 appropriations, connecting Washington account appropriations, or move  
21 ahead WA account appropriations to manage project spending and  
22 efficiently deliver all projects in the respective program under the  
23 following conditions and limitations:

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

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

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

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

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

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

1 (g) Transfers to a project may not be made with funds designated  
2 as attributable to practical design savings as described in RCW  
3 47.01.480;

4 (h) The total amount of transfers under this section may not  
5 exceed \$50,000,000;

6 (i) Except as otherwise provided in (k) of this subsection,  
7 transfers made to a single project may not cumulatively total more  
8 than \$20,000,000 per fiscal biennium;

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

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

21 (2) The department of transportation must submit quarterly all  
22 transfers authorized under this section in the transportation  
23 executive information system. The office of financial management must  
24 maintain a legislative baseline project list identified in the LEAP  
25 transportation documents referenced in this act, and update that  
26 project list with all authorized transfers under this section,  
27 including any effects to the total project budgets and schedules  
28 beyond the current fiscal biennium.

29 (3) At the time the department submits a request to transfer  
30 funds under this section, a copy of the request must be submitted to  
31 the chairs and ranking members of the transportation committees of  
32 the legislature.

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

38 (5) No fewer than 10 days after the receipt of a project transfer  
39 request, the director of the office of financial management must  
40 provide written notification to the department of any decision

1 regarding project transfers, with copies submitted to the  
2 transportation committees of the legislature.

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

7 NEW SECTION. **Sec. 602. BOND REIMBURSEMENT**

8 To the extent that any appropriation authorizes expenditures of  
9 state funds from the motor vehicle account, special category C  
10 account, Tacoma Narrows toll bridge account, transportation 2003  
11 account (nickel account), transportation partnership account,  
12 transportation improvement account, Puget Sound capital construction  
13 account, multimodal transportation account, state route number 520  
14 corridor account, connecting Washington account, or other  
15 transportation capital project account in the state treasury for a  
16 state transportation program that is specified to be funded with  
17 proceeds from the sale of bonds authorized in chapter 47.10 RCW, the  
18 legislature declares that any such expenditures made before the issue  
19 date of the applicable transportation bonds for that state  
20 transportation program are intended to be reimbursed from proceeds of  
21 those transportation bonds in a maximum amount equal to the amount of  
22 such appropriation.

23 NEW SECTION. **Sec. 603. BELATED CLAIMS**

24 The agencies and institutions of the state may expend moneys  
25 appropriated in this act, upon approval of the office of financial  
26 management, for the payment of supplies and services furnished to the  
27 agency or institution in prior fiscal biennia.

28 NEW SECTION. **Sec. 604. REAPPROPRIATIONS REPORTING**

29 (1) As part of its 2026 supplemental budget submittal, the  
30 department of transportation shall provide a report to the  
31 legislature and the office of financial management that:

32 (a) Identifies, by capital project, the amount of state funding  
33 that has been reappropriated from the 2023-2025 fiscal biennium into  
34 the 2025-2027 fiscal biennium; and

35 (b) Identifies, for each project, the amount of cost savings or  
36 increases in funding that have been identified as compared to the  
37 2023 enacted omnibus transportation appropriations act.

1 (2) As part of the agency request for capital programs, the  
2 department shall load reappropriations separately from funds that  
3 were assumed to be required for the 2025-2027 fiscal biennium into  
4 budgeting systems.

5 NEW SECTION. **Sec. 605. WEBSITE REPORTING REQUIREMENTS**

6 The department of transportation shall post on its website every  
7 report that is due from the department to the legislature during the  
8 2025-2027 fiscal biennium on one web page in a manner consistent with  
9 past practices as specified in section 605, chapter 333, Laws of  
10 2021.

11 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**  
12 **ELEMENTS REPORTING**

13 By November 15th of each year, the department of transportation  
14 must report on amounts expended to benefit transit, bicycle, or  
15 pedestrian elements within all connecting Washington projects in  
16 programs I, P, and Z identified in LEAP Transportation Document  
17 2025-2 ALL PROJECTS as developed March 23, 2025, in a manner  
18 consistent with past practices as specified in section 602, chapter  
19 186, Laws of 2022.

20 NEW SECTION. **Sec. 607. PROJECT SCOPE CHANGES**

21 (1) During the 2025-2027 fiscal biennium, while the legislature  
22 is not in session, the director of the office of financial management  
23 may approve project scope change requests to connecting Washington  
24 projects and move ahead WA projects in the highway improvements  
25 program, provided that the requests meet the criteria outlined in RCW  
26 47.01.480 if a connecting Washington project, and are subject to the  
27 limitations in this section.

28 (2) At the time the department of transportation submits a  
29 request for a project scope change under this section, a copy of the  
30 request must be submitted to the transportation committees of the  
31 legislature.

32 (3) Before approval, the office of financial management shall  
33 work with legislative staff of the house of representatives and  
34 senate transportation committees to review the requested project  
35 scope changes.

36 (4) No fewer than 10 days after the receipt of a scope change  
37 request, the director of the office of financial management must

1 provide written notification to the department of any decision  
2 regarding project scope changes, with copies submitted to the  
3 transportation committees of the legislature.

4 (5) As part of its annual budget submittal, the department of  
5 transportation must report on all approved scope change requests from  
6 the prior year, including a comparison of the scope before and after  
7 the requested change.

8 NEW SECTION. **Sec. 608. TOLL CREDITS**

9 The department of transportation may provide up to \$5,000,000 in  
10 toll credits to Kitsap transit for its role in delivering capital  
11 projects related to Kitsap transit public transportation services  
12 including, but not limited to, ferry service. The number of toll  
13 credits provided must be equal to, but no more than, the number  
14 sufficient to meet federal match requirements for grant funding for  
15 passenger-only ferry service, but must not exceed the amount  
16 authorized in this section.

17 NEW SECTION. **Sec. 609. LOCAL PARTNER COOPERATIVE AGREEMENTS**

18 (1) If a transportation project, where the Washington state  
19 department of transportation is the lead and the project is scheduled  
20 to be delivered or completed in the 2025-2027 fiscal biennium as  
21 shown on the LEAP Transportation Document 2025-2 ALL PROJECTS as  
22 developed March 23, 2025, is in jeopardy of being delayed because the  
23 department is unable to deliver or complete the project within the  
24 2025-2027 fiscal biennium and other local jurisdictions are able to  
25 deliver or complete the work, the department must coordinate with the  
26 appropriate local jurisdictions to determine if a potential local  
27 partner is ready, willing, and able to execute delivery and  
28 completion of the project within the 2025-2027 fiscal biennium.

29 (2) The department must compile a list of projects under this  
30 section, including the timing under which the local partner agency  
31 can deliver or complete the projects within the 2025-2027 and  
32 2027-2029 fiscal biennia. The department must submit the compiled  
33 list of projects to the governor and the transportation committees of  
34 the legislature by November 1, 2025.

(End of part)



MISCELLANEOUS 2025-2027 FISCAL BIENNIUM

NEW SECTION. Sec. 701. Appropriations in this act from the natural climate solutions account, carbon emissions reduction account, climate transit programs account, and climate active transportation account are subject to the requirements of RCW 70A.65.030.

NEW SECTION. Sec. 702. DEVELOPMENT OF CLIMATE COMMITMENT ACT EVALUATION TOOLS

The department of transportation shall cooperate and provide assistance, as requested, in the joint transportation committee's development of program delivery evaluation tools and methodologies provided under section 204 of this act for programs, projects, and other activities that receive funding from the carbon emissions reduction account.

Sec. 703. RCW 14.40.020 and 2024 c 310 s 601 are each amended to read as follows:

The state commercial aviation work group shall submit a progress report to the governor and the transportation committees of the legislature by December 1, ((2024)) 2026, and annually every July 1st thereafter. The first report of the work group shall include a list of areas that will not have further review as the areas are in conflict with the operations of a military installation. The 2025 report must also identify unsuitable geographies due to either environmental impacts or impacts to overburdened communities. Additionally, during the 2025-2027 biennium, the work group must:

(1) Work to understand what studies currently exist on state transportation needs and capacities and identify any gaps of information; and

(2) Conduct meaningful community engagement with overburdened and vulnerable populations with a focus on the environmental justice impact of aviation on communities.

Sec. 704. RCW 43.19.642 and 2023 c 472 s 703 are each amended to read as follows:

(1) Effective June 1, 2006, for agencies complying with the ultra-low sulfur diesel mandate of the United States environmental protection agency for on-highway diesel fuel, agencies shall use

1 biodiesel as an additive to ultra-low sulfur diesel for lubricity,  
2 provided that the use of a lubricity additive is warranted and that  
3 the use of biodiesel is comparable in performance and cost with other  
4 available lubricity additives. The amount of biodiesel added to the  
5 ultra-low sulfur diesel fuel shall be not less than two percent.

6 (2) Except as provided in subsection (5) of this section,  
7 effective June 1, 2009, state agencies are required to use a minimum  
8 of 20 percent biodiesel as compared to total volume of all diesel  
9 purchases made by the agencies for the operation of the agencies'  
10 diesel-powered vessels, vehicles, and construction equipment.

11 (3) All state agencies using biodiesel fuel shall, beginning on  
12 July 1, 2016, file annual reports with the department of enterprise  
13 services documenting the use of the fuel and a description of how any  
14 problems encountered were resolved.

15 (4) By December 1, 2009, the department of enterprise services  
16 shall:

17 (a) Report to the legislature on the average true price  
18 differential for biodiesel by blend and location; and

19 (b) Examine alternative fuel procurement methods that work to  
20 address potential market barriers for in-state biodiesel producers  
21 and report these findings to the legislature.

22 (5) During the 2021-2023 (~~and~~), 2023-2025, and 2025-2027 fiscal  
23 biennia, the Washington state ferries is required to use a minimum of  
24 five percent biodiesel as compared to total volume of all diesel  
25 purchases made by the Washington state ferries for the operation of  
26 the Washington state ferries diesel-powered vessels, as long as the  
27 price of a B5 or B10 biodiesel blend does not exceed the price of  
28 conventional diesel fuel by five percent or more.

29 **Sec. 705.** RCW 46.20.745 and 2023 c 472 s 704 are each amended to  
30 read as follows:

31 (1) The ignition interlock device revolving account program is  
32 created within the department to assist in covering the monetary  
33 costs of installing, removing, and leasing an ignition interlock  
34 device, and applicable licensing, for indigent persons who are  
35 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an  
36 ignition interlock device in all vehicles owned or operated by the  
37 person. For purposes of this subsection, "indigent" has the same  
38 meaning as in RCW 10.101.010, as determined by the department. During  
39 the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027 fiscal biennia, the

1 ignition interlock device revolving account program also includes  
2 ignition interlock enforcement work conducted by the Washington state  
3 patrol.

4 (2) A pilot program is created within the ignition interlock  
5 device revolving account program for the purpose of monitoring  
6 compliance by persons required to use ignition interlock devices and  
7 by ignition interlock companies and vendors.

8 (3) The department, the state patrol, and the Washington traffic  
9 safety commission shall coordinate to establish a compliance pilot  
10 program that will target at least one county from eastern Washington  
11 and one county from western Washington, as determined by the  
12 department, state patrol, and Washington traffic safety commission.

13 (4) At a minimum, the compliance pilot program shall:

14 (a) Review the number of ignition interlock devices that are  
15 required to be installed in the targeted county and the number of  
16 ignition interlock devices actually installed;

17 (b) Work to identify those persons who are not complying with  
18 ignition interlock requirements or are repeatedly violating ignition  
19 interlock requirements; and

20 (c) Identify ways to track compliance and reduce noncompliance.

21 (5) As part of monitoring compliance, the Washington traffic  
22 safety commission shall also track recidivism for violations of RCW  
23 46.61.502 and 46.61.504 by persons required to have an ignition  
24 interlock driver's license under RCW 46.20.385 and 46.20.720.

25 **Sec. 706.** RCW 47.28.030 and 2015 c 282 s 1 are each amended to  
26 read as follows:

27 (1)(a) A state highway shall be constructed, altered, repaired,  
28 or improved, and improvements located on property acquired for  
29 right-of-way purposes may be repaired or renovated pending the use of  
30 such right-of-way for highway purposes, by contract or state forces.  
31 The work or portions thereof may be done by state forces when the  
32 estimated costs thereof are less than (~~(fifty thousand dollars)~~)  
33 \$50,000 and effective July 1, 2005, (~~(sixty thousand dollars)~~)  
34 \$60,000.

35 (b) When delay of performance of such work would jeopardize a  
36 state highway or constitute a danger to the traveling public, the  
37 work may be done by state forces when the estimated cost thereof is  
38 less than (~~(eighty thousand dollars)~~) \$80,000 and effective July 1,  
39 2005, (~~(one hundred thousand dollars)~~) \$100,000.

1 (c) When the department of transportation determines to do the  
2 work by state forces, it shall enter a statement upon its records to  
3 that effect, stating the reasons therefor.

4 (d) To enable a larger number of small businesses and veteran,  
5 minority, and women contractors to effectively compete for department  
6 of transportation contracts, the department may adopt rules providing  
7 for bids and award of contracts for the performance of work, or  
8 furnishing equipment, materials, supplies, or operating services  
9 whenever any work is to be performed and the engineer's estimate  
10 indicates the cost of the work would not exceed (~~eighty thousand~~  
11 ~~dollars~~) \$80,000 and effective July 1, 2005, (~~one hundred thousand~~  
12 ~~dollars~~) \$100,000.

13 (2) The rules adopted under this section:

14 (a) Shall provide for competitive bids to the extent that  
15 competitive sources are available except when delay of performance  
16 would jeopardize life or property or inconvenience the traveling  
17 public; and

18 (b) Need not require the furnishing of a bid deposit nor a  
19 performance bond, but if a performance bond is not required then  
20 progress payments to the contractor may be required to be made based  
21 on submittal of paid invoices to substantiate proof that  
22 disbursements have been made to laborers, material suppliers,  
23 mechanics, and subcontractors from the previous partial payment; and

24 (c) May establish prequalification standards and procedures as an  
25 alternative to those set forth in RCW 47.28.070, but the  
26 prequalification standards and procedures under RCW 47.28.070 shall  
27 always be sufficient.

28 (3) The department of transportation shall comply with such goals  
29 and rules as may be adopted by the office of minority and women's  
30 business enterprises to implement chapter 39.19 RCW with respect to  
31 contracts entered into under this chapter. The department may adopt  
32 such rules as may be necessary to comply with the rules adopted by  
33 the office of minority and women's business enterprises under chapter  
34 39.19 RCW.

35 (4) (a) Work for less than (~~one hundred thousand dollars~~)  
36 \$100,000 may be performed on ferry vessels and terminals by state  
37 forces. During the 2025-2027 fiscal biennium, work for less than  
38 \$350,000 may be performed on ferry vessels and terminals by state  
39 forces.

1 (b) When the estimated cost of work to be performed on ferry  
2 vessels and terminals is between (~~one hundred thousand dollars~~)  
3 \$100,000 and (~~two hundred thousand dollars~~) \$200,000, or between  
4 \$350,000 and \$450,000 during the 2025-2027 fiscal biennium, the  
5 department shall contact, by mail or (~~electronic mail~~) email,  
6 contractors that appear on the department's small works roster as  
7 created pursuant to procedures in chapter 39.04 RCW to do specific  
8 work the contractors are qualified to do to determine if any  
9 contractor is interested and capable of doing the work. If there is a  
10 response of interest within (~~seventy-two~~) 72 hours, the small works  
11 roster procedures commence. If no qualified contractors respond with  
12 interest and availability to do the work, the department may use its  
13 regular contracting procedures. If the secretary determines that the  
14 work to be completed is an emergency, procedures governing  
15 emergencies apply.

16 (c) The department shall hire a disinterested, third party to  
17 conduct an independent analysis to identify methods of reducing out-  
18 of-service times for vessel maintenance, preservation, and  
19 improvement projects. The analysis must include options that consider  
20 consolidating work while vessels are at shipyards by having state  
21 forces perform services traditionally performed at Eagle Harbor at  
22 the shipyard and decreasing the allowable time at shipyards. The  
23 analysis must also compare the out-of-service vessel times of  
24 performing services by state forces versus contracting out those  
25 services which in turn must be used to form a recommendation as to  
26 what the threshold of work performed on ferry vessels and terminals  
27 by state forces should be. This analysis must be presented to the  
28 transportation committees of the senate and house of representatives  
29 by December 1, 2010.

30 (d) The department shall develop a proposed ferry vessel  
31 maintenance, preservation, and improvement program and present it to  
32 the transportation committees of the senate and house of  
33 representatives by December 1, 2010. The proposed program must:

34 (i) Improve the basis for budgeting vessel maintenance,  
35 preservation, and improvement costs and for projecting those costs  
36 into a (~~sixteen-year~~) 16-year financial plan;

37 (ii) Limit the amount of planned out-of-service time to the  
38 greatest extent possible, including options associated with  
39 department staff as well as commercial shipyards; and

1 (iii) Be based on the service plan in the capital plan,  
2 recognizing that vessel preservation and improvement needs may vary  
3 by route.

4 (e) In developing the proposed ferry vessel maintenance,  
5 preservation, and improvement program, the department shall consider  
6 the following, related to reducing vessel out-of-service time:

7 (i) The costs compared to benefits of Eagle Harbor repair and  
8 maintenance facility operations options to include staffing costs and  
9 benefits in terms of reduced out-of-service time;

10 (ii) The maintenance requirements for on-vessel staff, including  
11 the benefits of a systemwide standard;

12 (iii) The costs compared to benefits of staff performing  
13 preservation or maintenance work, or both, while the vessel is  
14 underway, tied up between sailings, or not deployed;

15 (iv) A review of the department's vessel maintenance,  
16 preservation, and improvement program contracting process and  
17 contractual requirements;

18 (v) The costs compared to benefits of allowing for increased  
19 costs associated with expedited delivery;

20 (vi) A method for comparing the anticipated out-of-service time  
21 of proposed projects and other projects planned during the same  
22 construction period;

23 (vii) Coordination with required United States coast guard dry  
24 dockings;

25 (viii) A method for comparing how proposed projects relate to the  
26 service requirements of the route on which the vessel normally  
27 operates; and

28 (ix) A method for evaluating the ongoing maintenance and  
29 preservation costs associated with proposed improvement projects.

30 **Sec. 707.** RCW 46.68.063 and 2023 c 472 s 706 are each amended to  
31 read as follows:

32 The department of licensing technology improvement and data  
33 management account is created in the highway safety account. All  
34 receipts from fees collected under RCW 46.12.630(5) must be deposited  
35 into the account. Expenditures from the account may be used only for  
36 investments in technology and data management at the department.  
37 During the ((2021-2023 and)) 2023-2025 and 2025-2027 fiscal biennia,  
38 the account may also be used for responding to public records

1 requests. Moneys in the account may be spent only after  
2 appropriation.

3 **Sec. 708.** RCW 46.68.290 and 2023 c 472 s 707 are each amended to  
4 read as follows:

5 (1) The transportation partnership account is hereby created in  
6 the motor vehicle account. All distributions to the account from RCW  
7 46.68.090 must be deposited into the account. Money in the account  
8 may be spent only after appropriation. Expenditures from the account  
9 must be used only for projects or improvements identified as 2005  
10 transportation partnership projects or improvements in the omnibus  
11 transportation appropriations act, including any principal and  
12 interest on bonds authorized for the projects or improvements.

13 (2) The legislature finds that:

14 (a) Citizens demand and deserve accountability of transportation-  
15 related programs and expenditures. Transportation-related programs  
16 must continuously improve in quality, efficiency, and effectiveness  
17 in order to increase public trust;

18 (b) Transportation-related agencies that receive tax dollars must  
19 continuously improve the way they operate and deliver services so  
20 citizens receive maximum value for their tax dollars; and

21 (c) Fair, independent, comprehensive performance audits of  
22 transportation-related agencies overseen by the elected state auditor  
23 are essential to improving the efficiency, economy, and effectiveness  
24 of the state's transportation system.

25 (3) For purposes of chapter 314, Laws of 2005:

26 (a) "Performance audit" means an objective and systematic  
27 assessment of a state agency or agencies or any of their programs,  
28 functions, or activities by the state auditor or designee in order to  
29 help improve agency efficiency, effectiveness, and accountability.  
30 Performance audits include economy and efficiency audits and program  
31 audits.

32 (b) "Transportation-related agency" means any state agency,  
33 board, or commission that receives funding primarily for  
34 transportation-related purposes. At a minimum, the department of  
35 transportation, the transportation improvement board or its successor  
36 entity, the county road administration board or its successor entity,  
37 and the traffic safety commission are considered transportation-  
38 related agencies. The Washington state patrol and the department of

1 licensing shall not be considered transportation-related agencies  
2 under chapter 314, Laws of 2005.

3 (4) Within the authorities and duties under chapter 43.09 RCW,  
4 the state auditor shall establish criteria and protocols for  
5 performance audits. Transportation-related agencies shall be audited  
6 using criteria that include generally accepted government auditing  
7 standards as well as legislative mandates and performance objectives  
8 established by state agencies. Mandates include, but are not limited  
9 to, agency strategies, timelines, program objectives, and mission and  
10 goals as required in RCW 43.88.090.

11 (5) Within the authorities and duties under chapter 43.09 RCW,  
12 the state auditor may conduct performance audits for transportation-  
13 related agencies. The state auditor shall contract with private firms  
14 to conduct the performance audits.

15 (6) The audits may include:

16 (a) Identification of programs and services that can be  
17 eliminated, reduced, consolidated, or enhanced;

18 (b) Identification of funding sources to the transportation-  
19 related agency, to programs, and to services that can be eliminated,  
20 reduced, consolidated, or enhanced;

21 (c) Analysis of gaps and overlaps in programs and services and  
22 recommendations for improving, dropping, blending, or separating  
23 functions to correct gaps or overlaps;

24 (d) Analysis and recommendations for pooling information  
25 technology systems used within the transportation-related agency, and  
26 evaluation of information processing and telecommunications policy,  
27 organization, and management;

28 (e) Analysis of the roles and functions of the transportation-  
29 related agency, its programs, and its services and their compliance  
30 with statutory authority and recommendations for eliminating or  
31 changing those roles and functions and ensuring compliance with  
32 statutory authority;

33 (f) Recommendations for eliminating or changing statutes, rules,  
34 and policy directives as may be necessary to ensure that the  
35 transportation-related agency carry out reasonably and properly those  
36 functions vested in the agency by statute;

37 (g) Verification of the reliability and validity of  
38 transportation-related agency performance data, self-assessments, and  
39 performance measurement systems as required under RCW 43.88.090;



1 (h) Identification of potential cost savings in the  
2 transportation-related agency, its programs, and its services;

3 (i) Identification and recognition of best practices;

4 (j) Evaluation of planning, budgeting, and program evaluation  
5 policies and practices;

6 (k) Evaluation of personnel systems operation and management;

7 (l) Evaluation of purchasing operations and management policies  
8 and practices;

9 (m) Evaluation of organizational structure and staffing levels,  
10 particularly in terms of the ratio of managers and supervisors to  
11 nonmanagement personnel; and

12 (n) Evaluation of transportation-related project costs, including  
13 but not limited to environmental mitigation, competitive bidding  
14 practices, permitting processes, and capital project management.

15 (7) Within the authorities and duties under chapter 43.09 RCW,  
16 the state auditor must provide the preliminary performance audit  
17 reports to the audited state agency for comment. The auditor also may  
18 seek input on the preliminary report from other appropriate  
19 officials. Comments must be received within 30 days after receipt of  
20 the preliminary performance audit report unless a different time  
21 period is approved by the state auditor. The final performance audit  
22 report shall include the objectives, scope, and methodology; the  
23 audit results, including findings and recommendations; the agency's  
24 response and conclusions; and identification of best practices.

25 (8) The state auditor shall provide final performance audit  
26 reports to the citizens of Washington, the governor, the joint  
27 legislative audit and review committee, the appropriate legislative  
28 committees, and other appropriate officials. Final performance audit  
29 reports shall be posted on the internet.

30 (9) The audited transportation-related agency is responsible for  
31 follow-up and corrective action on all performance audit findings and  
32 recommendations. The audited agency's plan for addressing each audit  
33 finding and recommendation shall be included in the final audit  
34 report. The plan shall provide the name of the contact person  
35 responsible for each action, the action planned, and the anticipated  
36 completion date. If the audited agency does not agree with the audit  
37 findings and recommendations or believes action is not required, then  
38 the action plan shall include an explanation and specific reasons.

39 The office of financial management shall require periodic  
40 progress reports from the audited agency until all resolution has

1 occurred. The office of financial management is responsible for  
2 achieving audit resolution. The office of financial management shall  
3 annually report by December 31st the status of performance audit  
4 resolution to the appropriate legislative committees and the state  
5 auditor. The legislature shall consider the performance audit results  
6 in connection with the state budget process.

7 The auditor may request status reports on specific audits or  
8 findings.

9 (10) For the period from July 1, 2005, until June 30, 2007, the  
10 amount of \$4,000,000 is appropriated from the transportation  
11 partnership account to the state auditors office for the purposes of  
12 subsections (2) through (9) of this section.

13 (11) During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027 fiscal  
14 biennia, the legislature may direct the state treasurer to make  
15 transfers of moneys in the transportation partnership account to the  
16 motor vehicle account and the Tacoma Narrows toll bridge account.

17 **Sec. 709.** RCW 46.68.300 and 2024 c 310 s 603 are each amended to  
18 read as follows:

19 The freight mobility investment account is hereby created in the  
20 state treasury. Money in the account may be spent only after  
21 appropriation. Expenditures from the account may be used only for  
22 freight mobility projects that have been recommended by the freight  
23 mobility strategic investment board in RCW 47.06A.020 and may include  
24 any principal and interest on bonds authorized for the projects or  
25 improvements. During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027  
26 fiscal biennia, the expenditures from the account may also be used  
27 for the administrative expenses of the freight mobility strategic  
28 investment board.

29 **Sec. 710.** RCW 46.68.320 and 2024 c 310 s 604 are each amended to  
30 read as follows:

31 (1) The regional mobility grant program account is hereby created  
32 in the state treasury. Moneys in the account may be spent only after  
33 appropriation. Expenditures from the account may be used only for the  
34 grants provided under RCW 47.66.030.

35 (2) Beginning with September 2007, by the last day of September,  
36 December, March, and June of each year, the state treasurer shall  
37 transfer from the multimodal transportation account to the regional  
38 mobility grant program account \$5,000,000.

1 (3) Beginning with September 2015, by the last day of September,  
2 December, March, and June of each year, the state treasurer shall  
3 transfer from the multimodal transportation account to the regional  
4 mobility grant program account \$6,250,000.

5 (4) During the 2023-2025 and 2025-2027 fiscal (~~biennium~~)  
6 biennia, the legislature may direct the state treasurer to make  
7 transfers of moneys from the regional mobility grant program account  
8 to the multimodal transportation account.

9 **Sec. 711.** RCW 46.68.370 and 2023 c 472 s 709 are each amended to  
10 read as follows:

11 The license plate technology account is created in the state  
12 treasury. All receipts collected under RCW 46.17.015 must be  
13 deposited into this account. Expenditures from this account must  
14 support current and future license plate technology and systems  
15 integration upgrades for both the department and correctional  
16 industries. Moneys in the account may be spent only after  
17 appropriation. Additionally, the moneys in this account may be used  
18 to reimburse the motor vehicle (~~account—[fund]~~) fund for any  
19 appropriation made to implement the digital license plate system.  
20 During the 2011-2013 and 2013-2015 fiscal biennia, the legislature  
21 may transfer from the license plate technology account to the highway  
22 safety fund such amounts as reflect the excess fund balance of the  
23 license plate technology account. During the (~~2021-2023—and~~)  
24 2023-2025 and 2025-2027 fiscal biennia, the account may also be used  
25 for the maintenance of recently modernized information technology  
26 systems for vehicle registrations.

27 **Sec. 712.** RCW 46.68.395 and 2023 c 472 s 710 are each amended to  
28 read as follows:

29 (1) The connecting Washington account is created in the motor  
30 vehicle account. Moneys in the account may be spent only after  
31 appropriation. Expenditures from the account must be used only for  
32 projects or improvements identified as connecting Washington projects  
33 or improvements in a transportation appropriations act, including any  
34 principal and interest on bonds authorized for the projects or  
35 improvements.

36 (2) Moneys in the connecting Washington account may not be  
37 expended on the state route number 99 Alaskan Way viaduct replacement  
38 project.

1 (3) During the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~)  
2 biennia, the legislature may direct the state treasurer to make  
3 transfers of moneys in the connecting Washington account to the move  
4 ahead WA account.

5 **Sec. 713.** RCW 46.68.490 and 2023 c 472 s 711 are each amended to  
6 read as follows:

7 (1) The climate active transportation account is hereby created  
8 in the state treasury. Moneys in the account may be spent only after  
9 appropriation. Expenditures from the account may be used only for the  
10 following active transportation grant programs: Safe routes to  
11 schools, school-based bike program, bicycle and pedestrian grant  
12 program, complete streets grants program, and connecting communities  
13 grant program, as well as pedestrian and bicycle or other active  
14 transportation projects identified in an omnibus transportation  
15 appropriations act as move ahead WA projects.

16 (2) Beginning July 1, 2023, the state treasurer shall annually  
17 transfer 24 percent of the revenues accruing annually to the carbon  
18 emissions reduction account created in RCW 70A.65.240 to the climate  
19 active transportation account. This subsection does not apply during  
20 the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia.

21 **Sec. 714.** RCW 46.68.500 and 2023 c 472 s 712 are each amended to  
22 read as follows:

23 (1) The climate transit programs account is hereby created in the  
24 state treasury. Moneys in the account may be spent only after  
25 appropriation. Expenditures from the account may be used only for the  
26 following transit grant programs: Transit support grant program,  
27 tribal transit mobility grants, transit coordination grants, special  
28 needs transit grants, bus and bus facility grant program, green  
29 transit grants, and transportation demand management grants, as well  
30 as transit projects identified in an omnibus transportation  
31 appropriations act as move ahead WA projects.

32 (2) Beginning July 1, 2023, the state treasurer shall annually  
33 transfer 56 percent of the revenues accruing annually to the carbon  
34 emissions reduction account created in RCW 70A.65.240 to the climate  
35 transit programs account. This subsection does not apply during the  
36 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia.

1       **Sec. 715.** RCW 46.68.510 and 2024 c 310 s 605 are each amended to  
2 read as follows:

3       The move ahead WA account is created in the motor vehicle fund.  
4 Moneys in the account may be spent only after appropriation.  
5 Expenditures from the account must be used only for projects or  
6 improvements identified as move ahead WA projects or improvements in  
7 an omnibus transportation appropriations act, including any principal  
8 and interest on bonds authorized for the projects or improvements.  
9 During the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia, the  
10 legislature may direct the state treasurer to make transfers of  
11 moneys from the move ahead WA account to the motor vehicle fund and  
12 the transportation partnership account.

13       **Sec. 716.** RCW 47.56.876 and 2023 c 472 s 713 are each amended to  
14 read as follows:

15       (1) A special account to be known as the state route number 520  
16 civil penalties account is created in the state treasury. All state  
17 route number 520 bridge replacement and HOV program civil penalties  
18 generated from the nonpayment of tolls on the state route number 520  
19 corridor must be deposited into the account, as provided under RCW  
20 47.56.870(4)(b)(vii). Moneys in the account may be spent only after  
21 appropriation. Expenditures from the account must be used to fund  
22 legal obligations associated with bonds and loans associated with the  
23 construction and operation of state route number 520 under  
24 circumstances where the toll revenue collections at the time are not  
25 sufficient to fully cover such legal obligations, and then may be  
26 used to fund any project within the state route number 520 bridge  
27 replacement and HOV program, including mitigation. The legislature  
28 may direct the state treasurer to make transfers of moneys in the  
29 state route number 520 civil penalties account to the state route  
30 number 520 corridor account. During the (~~(2021-2023 and)~~) 2023-2025  
31 and 2025-2027 fiscal biennia, the legislature may direct the state  
32 treasurer to transfer moneys in the state route number 520 civil  
33 penalties account to the motor vehicle (~~(account-[fund])~~) fund.

34       (2) For purposes of this section, "legal obligations associated  
35 with bonds and loans" includes, but is not limited to, debt service  
36 and all other activities necessary to comply with financial covenants  
37 associated with state route number 520, costs associated with the  
38 civil penalties program, and operation and maintenance costs.

1       **Sec. 717.** RCW 47.60.315 and 2023 c 472 s 714 are each amended to  
2 read as follows:

3       (1) The commission shall adopt fares and pricing policies by  
4 rule, under chapter 34.05 RCW, according to the following schedule:

5       (a) Each year the department shall provide the commission a  
6 report of its review of fares and pricing policies, with  
7 recommendations for the revision of fares and pricing policies for  
8 the ensuing year;

9       (b) By September 1st of each year, beginning in 2008, the  
10 commission shall adopt by rule fares and pricing policies for the  
11 ensuing year.

12       (2) The commission may adopt by rule fares that are effective for  
13 more or less than one year for the purposes of transitioning to the  
14 fare schedule in subsection (1) of this section.

15       (3) The commission may increase ferry fares included in the  
16 schedule of charges adopted under this section by a percentage that  
17 exceeds the fiscal growth factor.

18       (4) The chief executive officer of the ferry system may authorize  
19 the use of promotional, discounted, and special event fares to the  
20 general public and commercial enterprises for the purpose of  
21 maximizing capacity use and the revenues collected by the ferry  
22 system. The department shall report to the commission a summary of  
23 the promotional, discounted, and special event fares offered during  
24 each fiscal year and the financial results from these activities.

25       (5) Fare revenues and other revenues deposited in the Puget Sound  
26 ferry operations account created in RCW 47.60.530 may not be used to  
27 support the Puget Sound capital construction account created in RCW  
28 47.60.505, unless the support for capital is separately identified in  
29 the fare or except as provided in section 715, chapter 333, Laws of  
30 2021 during the 2021-2023 biennium and section 716, chapter 472, Laws  
31 of 2023 during the 2023-2025 fiscal biennium.

32       (6) The commission may not raise fares until the fare rules  
33 contain pricing policies developed under RCW 47.60.290, or September  
34 1, 2009, whichever is later.

35       (7) The commission shall impose a vessel replacement surcharge of  
36 25 cents on every one-way and round-trip ferry fare sold, including  
37 multiride and monthly pass fares. This surcharge must be clearly  
38 indicated to ferry passengers and drivers and, if possible, on the  
39 fare media itself.

1 (8) Except as provided in subsection (10) of this section,  
2 beginning May 1, 2020, the commission shall impose an additional  
3 vessel replacement surcharge in an amount sufficient to fund 25 year  
4 debt service on one 144-auto hybrid vessel taking into account funds  
5 provided in chapter 417, Laws of 2019 or chapter . . . (SSB 5419),  
6 Laws of 2019. The department of transportation shall provide to the  
7 commission vessel and debt service cost estimates. Information on  
8 vessels constructed or purchased with revenue from the surcharges  
9 must be publicly posted including, but not limited to, the commission  
10 website.

11 (9) The vessel replacement surcharges imposed in this section may  
12 only be used for the construction or purchase of ferry vessels and to  
13 pay the principal and interest on bonds authorized for the  
14 construction or purchase of new ferry vessels.

15 (10) The commission shall not impose the additional vessel  
16 replacement surcharge in subsection (8) of this section if doing so  
17 would increase fares by more than 10 percent.

18 (11) For the 2023-2025 and 2025-2027 fiscal (~~biennium~~) biennia,  
19 any ferry fuel surcharge imposed by the commission may not go into  
20 effect until after the ensuing regular legislative session. If a fuel  
21 surcharge is imposed as provided under this subsection, the  
22 commission must reevaluate the need for the surcharge on at least a  
23 quarterly basis to determine if the surcharge is still needed to  
24 cover increased fuel costs, and revoke the surcharge if the  
25 determination is that the surcharge is no longer needed for this  
26 purpose.

27 **Sec. 718.** RCW 47.60.322 and 2023 c 472 s 715 are each amended to  
28 read as follows:

29 (1) The capital vessel replacement account is created in the  
30 motor vehicle account. All revenues generated from the vessel  
31 replacement surcharge under RCW 47.60.315(7) and service fees  
32 collected by the department of licensing or county auditor or other  
33 agent appointed by the director under RCW 46.17.040, 46.17.050, and  
34 46.17.060 must be deposited into the account. Moneys in the account  
35 may be spent only after appropriation. Expenditures from the account  
36 may be used only for the construction or purchase of ferry vessels  
37 and to pay the principal and interest on bonds authorized for the  
38 construction or purchase of ferry vessels. However, expenditures from  
39 the account must first be used to support the construction or

1 purchase, including any applicable financing costs, of a ferry vessel  
2 with a carrying capacity of at least one hundred forty-four cars.

3 (2) The state treasurer may transfer moneys from the capital  
4 vessel replacement account to the transportation 2003 account (nickel  
5 account) for debt service on bonds issued for the construction of  
6 144-car class ferry vessels.

7 (3) The legislature may transfer from the capital vessel  
8 replacement account to the connecting Washington account created  
9 under RCW 46.68.395 such amounts as reflect the excess fund balance  
10 of the capital vessel replacement account to be used for ferry  
11 terminal construction and preservation.

12 (4) During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027 fiscal  
13 biennia, the legislature may direct the state treasurer to make  
14 transfers of moneys in the capital vessel replacement account to the  
15 transportation partnership account and the connecting Washington  
16 account.

17 **Sec. 719.** RCW 47.60.530 and 2023 c 472 s 716 are each amended to  
18 read as follows:

19 (1) The Puget Sound ferry operations account is created in the  
20 motor vehicle account.

21 (2) The following funds must be deposited into the account:

22 (a) All moneys directed by law;

23 (b) All revenues generated from ferry fares; and

24 (c) All revenues generated from commercial advertising,  
25 concessions, parking, and leases as allowed under RCW 47.60.140.

26 (3) Moneys in the account may be spent only after appropriation.

27 (4) Expenditures from the account may be used only for the  
28 maintenance, administration, and operation of the Washington state  
29 ferry system.

30 (5) During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027 fiscal  
31 biennia, the legislature may direct the state treasurer to make  
32 transfers of moneys in the Puget Sound ferry operations account to  
33 the Puget Sound capital construction account.

34 **Sec. 720.** RCW 47.66.120 and 2024 c 104 s 1 are each amended to  
35 read as follows:

36 (1)(a) The department's public transportation division shall  
37 establish a green transportation capital grant program. The purpose  
38 of the grant program is to aid any transit authority in funding cost-



1 effective capital projects to reduce the carbon intensity of the  
2 Washington transportation system, examples of which include:  
3 Electrification of vehicle fleets, including battery and fuel cell  
4 electric vehicles; modification or replacement of capital facilities  
5 in order to facilitate fleet electrification and/or hydrogen  
6 refueling; necessary upgrades to electrical transmission and  
7 distribution systems; and construction of charging and fueling  
8 stations. The department's public transportation division shall  
9 identify projects and shall submit a prioritized list of all projects  
10 requesting funding to the legislature by December 1st of each even-  
11 numbered year.

12 (b) The department's public transportation division shall select  
13 projects based on a competitive process that considers the following  
14 criteria:

15 (i) The cost-effectiveness of the reductions in carbon emissions  
16 provided by the project; and

17 (ii) The benefit provided to transitioning the entire state to a  
18 transportation system with lower carbon intensity.

19 (c) During the 2023-2025 fiscal biennium, the department must  
20 incorporate principles into the grant selection process with the goal  
21 of increasing the distribution of funding to communities based on  
22 addressing environmental harms and providing environmental benefits  
23 for overburdened communities, as defined in RCW 70A.02.010, and  
24 vulnerable populations.

25 (2) The department's public transportation division must  
26 establish an advisory committee to assist in identifying projects  
27 under subsection (1) of this section. The advisory committee must  
28 include representatives from the department of ecology, the  
29 department of commerce, the utilities and transportation commission,  
30 and at least one transit authority.

31 (3) In order to receive green transportation capital grant  
32 program funding for a project, a transit authority must provide  
33 matching funding at the level deemed appropriate by the department.

34 (4) The department's public transportation division must report  
35 annually to the transportation committees of the legislature on the  
36 status of any grant projects funded by the program created under this  
37 section.

38 (5) For purposes of this section, "transit authority" means a  
39 city transit system under RCW 35.58.2721 or chapter 35.95A RCW, a  
40 county public transportation authority under chapter 36.57 RCW, a

1 metropolitan municipal corporation transit system under chapter 36.56  
2 RCW, a public transportation benefit area under chapter 36.57A RCW,  
3 an unincorporated transportation benefit area under RCW 36.57.100, a  
4 regional transit authority under chapter 81.112 RCW, or any special  
5 purpose district formed to operate a public transportation system.

6 (6) During the 2021-2023 fiscal biennium, the department may  
7 provide up to 20 percent of the total green transportation capital  
8 grant program funding for zero emissions capital transition planning  
9 projects. During the 2023-2025 and 2025-2027 fiscal (~~biennium~~)  
10 biennia, the department may provide up to 10 percent of the total  
11 green transportation capital grant program funding for zero emissions  
12 capital transition planning projects.

13 **Sec. 721.** RCW 46.68.280 and 2019 c 416 s 706 are each amended to  
14 read as follows:

15 (1) The transportation 2003 account (nickel account) is hereby  
16 created in the motor vehicle fund. Money in the account may be spent  
17 only after appropriation. Expenditures from the account must be used  
18 only for projects or improvements identified as transportation 2003  
19 projects or improvements in the omnibus transportation budget and to  
20 pay the principal and interest on the bonds authorized for  
21 transportation 2003 projects or improvements. Upon completion of the  
22 projects or improvements identified as transportation 2003 projects  
23 or improvements, moneys deposited in this account must only be used  
24 to pay the principal and interest on the bonds authorized for  
25 transportation 2003 projects or improvements, and any funds in the  
26 account in excess of the amount necessary to make the principal and  
27 interest payments may be used for maintenance on the completed  
28 projects or improvements.

29 (2) During the 2015-2017 fiscal biennium, the legislature may  
30 transfer from the transportation 2003 account (nickel account) to the  
31 connecting Washington account such amounts as reflect the excess fund  
32 balance of the transportation 2003 account (nickel account).

33 (3) During the 2017-2019 and the 2019-2021 fiscal biennia, the  
34 legislature may direct the state treasurer to make transfers of  
35 moneys in the transportation 2003 account (nickel account) to the  
36 connecting Washington account, the Puget Sound capital construction  
37 account, and the Tacoma Narrows toll bridge account.

38 (4) During the 2025-2027 fiscal biennium, the legislature may  
39 direct the state treasurer to make transfers of moneys in the

1 transportation 2003 account (nickel account) to the state patrol  
2 highway account.

3 (5) The "nickel account" means the transportation 2003 account.

4 **Sec. 722.** RCW 82.44.200 and 2023 c 472 s 718 are each amended to  
5 read as follows:

6 The electric vehicle account is created in the transportation  
7 infrastructure account. Proceeds from the principal and interest  
8 payments made on loans from the account must be deposited into the  
9 account. Expenditures from the account may be used only for the  
10 purposes specified in RCW 47.04.350, 82.08.9999, and 82.12.9999, and  
11 the support of other transportation electrification and alternative  
12 fuel related purposes, including RCW 47.01.520. Moneys in the account  
13 may be spent only after appropriation. During the ((2021-2023 and))  
14 2023-2025 and 2025-2027 fiscal biennia, the legislature may direct  
15 the state treasurer to make transfers of moneys in the electric  
16 vehicle account to the move ahead WA flexible account and multimodal  
17 transportation account.

18 **Sec. 723.** RCW 82.70.020 and 2024 c 310 s 608 are each amended to  
19 read as follows:

20 (1) Employers in this state who are taxable under chapter 82.04  
21 or 82.16 RCW and provide financial incentives to their own or other  
22 employees for ride sharing, for using public transportation, for  
23 using car sharing, or for using nonmotorized commuting before January  
24 1, ((2025)) 2027, are allowed a credit against taxes payable under  
25 chapters 82.04 and 82.16 RCW for amounts paid to or on behalf of  
26 employees for ride sharing in vehicles carrying two or more persons,  
27 for using public transportation, for using car sharing, or for using  
28 nonmotorized commuting, not to exceed \$60 per employee per fiscal  
29 year.

30 (2) Property managers who are taxable under chapter 82.04 or  
31 82.16 RCW and provide financial incentives to persons employed at a  
32 worksite in this state managed by the property manager for ride  
33 sharing, for using public transportation, for using car sharing, or  
34 for using nonmotorized commuting before January 1, ((2024)) 2027, are  
35 allowed a credit against taxes payable under chapters 82.04 and 82.16  
36 RCW for amounts paid to or on behalf of these persons for ride  
37 sharing in vehicles carrying two or more persons, for using public

1 transportation, for using car sharing, or for using nonmotorized  
2 commuting, not to exceed \$60 per person per fiscal year.

3 (3) The credit under this section is equal to the amount paid to  
4 or on behalf of each employee multiplied by 50 percent, but may not  
5 exceed \$60 per employee per fiscal year. No refunds may be granted  
6 for credits under this section.

7 (4) A person may not receive credit under this section for  
8 amounts paid to or on behalf of the same employee under both chapters  
9 82.04 and 82.16 RCW.

10 (5) A person may not take a credit under this section for amounts  
11 claimed for credit by other persons.

12 **Sec. 724.** RCW 82.70.040 and 2024 c 310 s 609 are each amended to  
13 read as follows:

14 (1)(a) The department must keep a running total of all credits  
15 allowed under RCW 82.70.020 during each fiscal year. The department  
16 may not allow any credits that would cause the total amount allowed  
17 to exceed \$2,750,000 in any fiscal year.

18 (b) If the total amount of credit applied for by all applicants  
19 in any year exceeds the limit in this subsection, the department must  
20 ratably reduce the amount of credit allowed for all applicants so  
21 that the limit in this subsection is not exceeded. If a credit is  
22 reduced under this subsection, the amount of the reduction may not be  
23 carried forward and claimed in subsequent fiscal years.

24 (2)(a) Tax credits under RCW 82.70.020 may not be claimed in  
25 excess of the amount of tax otherwise due under chapter 82.04 or  
26 82.16 RCW.

27 (b) Through June 30, 2005, a person with taxes equal to or in  
28 excess of the credit under RCW 82.70.020, and therefore not subject  
29 to the limitation in (a) of this subsection, may elect to defer tax  
30 credits for a period of not more than three years after the year in  
31 which the credits accrue. For credits approved by the department  
32 through June 30, 2015, the approved credit may be carried forward and  
33 used for tax reporting periods through December 31, 2016. Credits  
34 approved after June 30, 2015, must be used for tax reporting periods  
35 within the calendar year for which they are approved by the  
36 department and may not be carried forward to subsequent tax reporting  
37 periods. Credits carried forward as authorized by this subsection are  
38 subject to the limitation in subsection (1)(a) of this section for  
39 the fiscal year for which the credits were originally approved.

1 (3) No person may be approved for tax credits under RCW 82.70.020  
2 in excess of \$100,000 in any fiscal year. This limitation does not  
3 apply to credits carried forward from prior years under subsection  
4 (2)(b) of this section.

5 (4) No person may claim tax credits after June 30, (~~2025~~) 2027.

6 (5)(a) During the 2025-2027 fiscal biennium, the director shall  
7 on the 25th of February, May, August, and November of each year  
8 advise the state treasurer of the amount of credit taken under RCW  
9 82.70.020 during the preceding calendar quarter ending on the last  
10 day of December, March, June, and September, respectively.

11 (b) On the last day of March, June, September, and December of  
12 each year, the state treasurer, based upon information provided by  
13 the department, shall deposit to the general fund a sum equal to the  
14 dollar amount of the credit provided under RCW 82.70.020 from the  
15 multimodal transportation account.

16 **Sec. 725.** RCW 82.70.900 and 2024 c 310 s 610 are each amended to  
17 read as follows:

18 This chapter expires July 1, (~~2025~~) 2027.

19 NEW SECTION. **Sec. 726. FUEL CONVERSION ACTIVITY REPORTING**

20 (1) The department of transportation shall continue to cooperate  
21 and provide assistance, as requested, in the joint transportation  
22 committee's development of program delivery evaluation tools and  
23 methodologies provided under section 204 of this act for programs,  
24 projects, and other activities that receive funding from the carbon  
25 emissions reduction account.

26 (2) The department shall provide information related to emission  
27 reductions resulting from fuel conversion activities funded with  
28 appropriations from the carbon emissions reduction account to the  
29 joint transportation committee in accordance with section 701,  
30 chapter . . ., Laws of 2025 (House Bill No. 2043) (concerning  
31 transportation resources).

32 **Sec. 727.** RCW 47.04.390 and 2023 c 431 s 7 are each amended to  
33 read as follows:

34 (1) The department shall establish a statewide school-based  
35 bicycle education grant program. The grant will support two programs:  
36 One for elementary and middle school; and one for junior high and  
37 high school aged youth to develop the skills and street safety

1 knowledge to be more confident bicyclists for transportation and/or  
2 recreation. In development of the grant program, the department is  
3 encouraged to consult with the environmental justice council and the  
4 office of equity.

5 (2) (a) For the elementary and middle school program, the  
6 department shall contract with a nonprofit organization with relevant  
7 reach and experience, including a statewide footprint and  
8 demonstrable experience deploying bicycling and road safety education  
9 curriculum via a train the trainer model in schools. The selected  
10 nonprofit shall identify partner schools that serve target  
11 populations, based on the criteria in subsection (3) of this section.  
12 Partner schools shall receive from the nonprofit: In-school bike and  
13 pedestrian safety education curriculum, materials, equipment guidance  
14 and consultation, and physical education teacher trainings. Youth  
15 grades three through eight are eligible for the program.

16 (b) Selected school districts shall receive and maintain a fleet  
17 of bicycles for the youth in the program. Youth and families  
18 participating in the school-base bicycle education grant program  
19 shall have an opportunity to receive a bike, lock, helmet, and lights  
20 free of cost.

21 (3) For the junior high and high school program, the department  
22 shall contract with a nonprofit organization with relevant reach and  
23 experience, including a statewide footprint; demonstrable experience  
24 developing and managing youth-based programming serving youth of  
25 color in an after-school and/or community setting; and deploying  
26 bicycling and road safety education curriculum via a train the  
27 trainer model. The selected nonprofit shall use the equity-based  
28 criteria in subsection (4) of this section to identify target  
29 populations and partner organizations including, but not limited to,  
30 schools, community-based organizations, housing authorities, and  
31 parks and recreation departments, that work with the eligible  
32 populations of youth ages 14 to 18. Partner organizations shall  
33 receive from the nonprofit: Education curriculum, materials,  
34 equipment including, but not limited to, bicycles, helmets, locks,  
35 and lights, guidance and consultation, and initial instructor/  
36 volunteer training, as well as ongoing support.

37 (4) In selecting schools and partner organizations for the  
38 school-based bicycle education grant program, the department and  
39 nonprofit must consider, at a minimum, the following criteria:

- 1 (a) Population impacted by poverty, as measured by free and  
2 reduced lunch population or 200 percent federal poverty level;  
3 (b) People of color;  
4 (c) People of Hispanic heritage;  
5 (d) People with disabilities;  
6 (e) Environmental health disparities, such as those indicated by  
7 the diesel pollution burden portion of the Washington environmental  
8 health disparities map developed by the department of health, or  
9 other similar indicators;  
10 (f) Location on or adjacent to an Indian reservation;  
11 (g) Geographic location throughout the state;  
12 (h) Crash experience involving pedestrians and bicyclists;  
13 (i) Access to a community facility or commercial center; and  
14 (j) Identified need in the state active transportation plan or a  
15 regional, county, or community plan.

16 (5) The department shall submit a report for both programs to the  
17 transportation committees of the legislature by December 1, 2022, and  
18 each December 1st thereafter identifying the selected programs and  
19 school districts for funding by the legislature. The report must also  
20 include the status of previously funded programs.

21 (6) For the purposes of the program in the 2025-2027 fiscal  
22 biennium:

23 (a) The program for elementary and middle school is for youth in  
24 grades three through eight.

25 (b) The program for junior high and high school is for youth in  
26 grades six through 12.

27 (c) The opportunity to receive a bike, lock, helmet, and lights  
28 free of cost must be limited to youth participants in both programs.

29 (d) For the purposes of the program for youth in grades three  
30 through eight, the contracted nonprofit may identify partner  
31 organizations, in addition to partner schools, that serve target  
32 populations based on the criteria in subsection (4) of this section,  
33 and provide the partner organizations with the same curricula,  
34 materials, guidance, consultation, and trainings that are provided to  
35 the partner schools.

(End of part)

2023-2025 FISCAL BIENNIUM

GENERAL GOVERNMENT AGENCIES—OPERATING

Sec. 801. 2024 c 310 s 103 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF COMMERCE

Carbon Emissions Reduction Account—State	
Appropriation. . . . .	(( <del>\$5,000,000</del> ))
	<u>\$80,000</u>
Electric Vehicle Account—State Appropriation. . . . .	\$220,000
TOTAL APPROPRIATION. . . . .	(( <del>\$5,220,000</del> ))
	<u>\$300,000</u>

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

(1) \$220,000 of the electric vehicle account—state appropriation is provided solely to the department to commission an independent study, based on the findings of the transportation electrification strategy authorized under RCW 43.392.040, of costs of installation, maintenance, and operation of electrical distribution infrastructure on the utility's side of the meter to commercial customers installing electric vehicle supply equipment. The department shall gather data from at least five electric utilities serving retail customers in the state for purposes of completing the study. The department shall submit a report of study findings and an explanation of how those findings will support implementation of the transportation electrification strategy authorized under RCW 43.392.040 to the governor and appropriate legislative committees by November 1, 2024.

(2) Beginning January 1, 2025, ((~~\$5,000,000~~)) \$80,000 of the carbon emissions reduction account—state appropriation is provided solely for a tribal electric boat grant program. Federally recognized tribes, tribal enterprises, and tribal members are eligible to apply for grant funds for the purchase of or conversion to electric motors and engines for fishing vessels.

Sec. 802. 2024 c 310 s 105 (uncodified) is amended to read as follows:

FOR THE UNIVERSITY OF WASHINGTON



1	Motor Vehicle Account—State Appropriation. . . . .	\$1,000,000
2	Multimodal Transportation Account—State	
3	Appropriation. . . . .	<del>(\$5,000,000)</del>
4		<u>\$2,700,000</u>
5	TOTAL APPROPRIATION. . . . .	<del>(\$6,000,000)</del>
6		<u>\$3,700,000</u>

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

9 (1) ~~(\$5,000,000)~~ \$2,700,000 of the multimodal transportation  
10 account—state appropriation is provided solely for the University of  
11 Washington's sidewalk inventory and accessibility mapping project to  
12 develop a public dataset under an open license and develop the tools  
13 needed to publish that data according to an open data specification.  
14 The project must include, but is not limited to, utilization of  
15 existing data sources, imagery, detailed surveys, and manually  
16 collected, detailed data for city streets, county rural and urban  
17 local access roads and collectors/arterials, state roads of all  
18 types, and roads owned by other entities. The project may draw on  
19 partially developed sidewalk data for all state facilities. To the  
20 extent practicable, the final product must be suitable for use by the  
21 department of transportation, local and regional agencies, tribal  
22 governments, and the general public. For the 2023-2025 fiscal  
23 biennium, the project will produce a base active transportation data  
24 layer for all counties, with priority given to counties with high  
25 proportions of overburdened communities. A project status report is  
26 due to the transportation committees of the legislature on December  
27 1st of each year until the work is completed. The legislature intends  
28 that in the 2025-2027 fiscal biennium, \$5,000,000 of multimodal  
29 transportation account funds be provided to complete a second phase  
30 of work on the active transportation data.

31 (2) (a) \$1,000,000 of the motor vehicle account—state  
32 appropriation is provided solely for the Washington state  
33 transportation center to fund:

- 34 (i) Intern programs with the department of transportation;
- 35 (ii) A road scholars short-term training program; and
- 36 (iii) Professional master's degree fellowships between the  
37 department of transportation and the University of Washington within  
38 a program in civil and environmental engineering.

1 (b) Of the amounts provided in this subsection, \$81,000 is  
2 provided solely for the center to consult with the board of  
3 registration for professional engineers and land surveyors to conduct  
4 a statewide survey and analysis assessing workforce shortages of  
5 civil engineers, civil engineering technicians, land surveyors, land  
6 surveyor technicians, and related disciplines. The center shall  
7 create a recommended action plan, with input from the legislative  
8 transportation committees, to address engineering workforce shortages  
9 and to meet the increased demand for services. The analysis and  
10 recommended action plan must include, for civil engineers, civil  
11 engineering technicians, land surveyors, land surveyor technicians,  
12 and related disciplines, at a minimum:

13 (i) Opportunities to create diverse and equitable engineering  
14 workforce;

15 (ii) Workforce data and gaps;

16 (iii) Current education pathways and licensure processes;

17 (iv) Current programs focused on workforce development and  
18 position skill-up opportunities;

19 (v) Strategies to retain workforce within the state;

20 (vi) Outreach opportunities and interinstitutional partnerships  
21 with middle schools, high schools, postsecondary institutions, and  
22 postgraduate programs; and

23 (vii) Recommendations for additional scholarships, internship and  
24 apprenticeship opportunities, undergraduate and graduate fellowship  
25 opportunities, and industry partnership opportunities.

26 (c) The center shall provide a preliminary plan with proposed  
27 actions, budgets, and outcomes to the transportation committees of  
28 the legislature by November 2024. The center shall provide a final  
29 action plan report with relevant recommendations to the  
30 transportation committees of the legislature by December 31, 2024.

31 **Sec. 803.** 2024 c 310 s 106 (uncodified) is amended to read as  
32 follows:

33 **FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

34 Carbon Emissions Reduction Account—State

35 Appropriation. . . . . (~~(\$18,000,000)~~)  
36 \$6,000,000

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

1 (1) (a) \$6,000,000 of the carbon emissions reduction account—state  
2 appropriation (~~(, and beginning January 1, 2025, \$12,000,000 of the~~  
3 ~~carbon emissions reduction account state appropriation, are))~~ is  
4 provided solely for zero emission electric vehicle supply equipment  
5 infrastructure at facilities to accommodate charging station  
6 installations. The electric vehicle charging equipment must be  
7 coordinated with the state efficiency and environmental performance  
8 program. The department must prioritize locations based on state  
9 efficiency and environmental performance location priorities and  
10 where zero emission fleet vehicles are located or are scheduled to be  
11 purchased.

12 (b) The department must report when and where the equipment was  
13 installed and the state agencies and facilities that benefit from the  
14 installation of the charging station to the fiscal committees of the  
15 legislature by June 30, 2025, with an interim report due January 2,  
16 2024. The department shall collaborate with the interagency electric  
17 vehicle coordinating council to implement this section and must work  
18 to meet benchmarks established in chapter 182, Laws of 2022  
19 (transportation resources).

20 (2) In carrying out this section, the department shall cooperate  
21 and provide assistance, as requested, in the joint transportation  
22 committee's development of program delivery evaluation tools and  
23 methodologies provided under section 204, chapter 472, Laws of 2023  
24 for programs that receive funding from the carbon emissions reduction  
25 account.

26 (3) The department, with the assistance of designated staff in  
27 the Washington state department of transportation, must register for  
28 the clean fuels credit program and start tracking revenue generation  
29 pursuant to chapter 70A.535 RCW for investments funded in an omnibus  
30 transportation appropriations act.

31 (4) The department must provide a report to the transportation  
32 committees of the legislature that estimates current biennial and  
33 future carbon reduction impacts resulting from zero-emission electric  
34 vehicles and supply equipment infrastructure funded in this section  
35 by June 30, 2025.

36 **Sec. 804.** 2024 c 310 s 108 (uncodified) is amended to read as  
37 follows:

38 **FOR THE DEPARTMENT OF ECOLOGY**

1 Model Toxics Control Capital Account—State  
 2 Appropriation. . . . . ((\$15,715,000))  
 3 \$4,000,000  
 4 (~~Carbon Emissions Reduction Account—State~~  
 5 ~~Appropriation. . . . . \$4,000,000~~  
 6 ~~TOTAL APPROPRIATION. . . . . \$19,715,000))~~)

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

9 (1) (~~(\$15,715,000)~~) \$4,000,000 of the model toxics control  
 10 capital account—state appropriation (~~(, and beginning January 1, 2025,~~  
 11 ~~\$4,000,000 of the carbon emissions reduction account state~~  
 12 ~~appropriation, are)) is provided solely for the department to provide  
 13 grants to transition from diesel school buses and other student  
 14 transport vehicles to zero emission vehicles and for the necessary  
 15 fueling infrastructure needed for zero emission student  
 16 transportation. The department must prioritize school districts  
 17 serving tribes and vulnerable populations in overburdened communities  
 18 as defined under RCW 70A.02.010. Up to five percent of the  
 19 appropriation in this section may be used for technical assistance  
 20 and grant administration.~~

21 (2) In carrying out this section, the department shall cooperate  
 22 and provide assistance, as requested, in the joint transportation  
 23 committee's development of program delivery evaluation tools and  
 24 methodologies provided under section 204, chapter 472, Laws of 2023  
 25 for programs that receive funding from the carbon emissions reduction  
 26 account.

27 **Sec. 805.** 2024 c 310 s 110 (uncodified) is amended to read as  
 28 follows:

29 **FOR THE EVERGREEN STATE COLLEGE**

30 Aeronautics Account—State Appropriation. . . . . (~~(\$188,000)~~)  
 31 \$94,000

32 The appropriation in this section is subject to the following  
 33 conditions and limitations: (~~(\$188,000 of)~~) the entire aeronautics  
 34 account—state appropriation is provided solely for the Washington  
 35 state institute for public policy to:

36 (1) Conduct an independent assessment of the passenger and air  
 37 cargo forecasts cited in the Puget Sound regional council regional  
 38 aviation baseline study, including an evaluation of the underlying

1 data, assumptions, methodologies, and calculation of the level of  
2 uncertainty around the forecast;

3 (2) Conduct a comprehensive literature review to identify  
4 effective national and international strategies to reduce demand for  
5 air travel, including diverting such demand to other modes and  
6 whether such diversion avoids net environmental impacts  
7 to overburdened communities and vulnerable populations;

8 (3) Conduct a review of existing operational and technological  
9 enhancements to address environmental impacts from commercial  
10 aviation activities, including, but not limited to, climate friendly  
11 routing of aircraft, innovations intended to address the climate  
12 change effects of noncarbon dioxide emissions from aviation  
13 activities, simulation models applied to congested airports, and  
14 online tools to track, analyze, and improve carbon footprints related  
15 to aviation activities. The review should identify the feasibility of  
16 enhancements to be deployed in the state of Washington; and

17 (4) Provide a report to the office of the governor and the  
18 transportation committees of the legislature by December 31, 2025.

(End of part)

**TRANSPORTATION AGENCIES—OPERATING**

**Sec. 901.** 2024 c 310 s 201 (uncodified) is amended to read as follows:

**FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

Highway Safety Account—State Appropriation. . . . .	\$7,842,000
Highway Safety Account—Federal Appropriation. . . . .	( <del>(\$35,745,000)</del> )
	<u>\$39,745,000</u>
Highway Safety Account—Private/Local Appropriation. . . . .	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation. . . . .	\$836,000
School Zone Safety Account—State Appropriation. . . . .	\$850,000
TOTAL APPROPRIATION. . . . .	( <del>(\$45,333,000)</del> )
	<u>\$49,333,000</u>

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

(1) Within existing resources, the commission must examine national safety reports and recommendations on alcohol and drug impaired driving and report to the transportation committees of the legislature, by December 15, 2023, any recommendations for legislative or policy changes to improve traffic safety in Washington state.

(2) (a) \$235,500 of the Cooper Jones active transportation safety account—state appropriation is provided solely for the commission to conduct research pertaining to the issue of street lighting and safety, including a public input component and learning from counties, cities, the state, and other impacted entities. Research may include the following:

(i) Interviewing additional local and regional roads departments, water-sewer districts, and other utility services to gather a holistic data set or further input on which authority assumes primary responsibility for street illumination in various underserved areas throughout the state;

(ii) Systematically soliciting information from communities with poor street illumination and lighting to gather input as to whether this is an issue the community would like to see improved;

(iii) Conferring with regional and state-level police, fire, and emergency medical services to assess and document potential delays in emergency response times due to poor street illumination;

1 (iv) Further assessing the impact of using LED lights in roadway  
2 and pedestrian scale lighting in reducing carbon emissions and light  
3 pollution throughout the United States; and

4 (v) Subject to more in-depth findings, convening a meeting with  
5 appropriate state, regional, and local stakeholders and community  
6 partners.

7 (b) The commission must report research results and provide any  
8 recommendations for legislative or policy action to the  
9 transportation committees of the legislature by January 1, 2025.

10 (3) Within existing resources, the commission, through the Cooper  
11 Jones active transportation safety council, must prioritize the  
12 review of pedestrian, bicyclist, or nonmotorist fatality and serious  
13 injury review when the victim is a member of a federally recognized  
14 tribe. Consistent with RCW 43.59.156(5), the commission may recommend  
15 any policy or legislative changes to improve traffic safety for  
16 tribes through such review.

17 (4) Within existing resources, the commission must review and  
18 report to the transportation committees of the legislature, by  
19 December 15, 2023, on strategies and technologies used in other  
20 states to prevent and respond to wrong-way driving crashes.

21 (5) (a) The Washington traffic safety commission shall coordinate  
22 with each city that implements a pilot program as authorized in RCW  
23 46.63.170(6) to provide the transportation committees of the  
24 legislature with the following information by June 30, 2025:

25 (i) The number of warnings and infractions issued to first-time  
26 violators under the pilot program;

27 (ii) The number of warnings and infractions issued to the  
28 registered owners of vehicles that are not registered with an address  
29 located in the city conducting the pilot program; and

30 (iii) The frequency with which warnings and infractions are  
31 issued on weekdays versus weekend days.

32 (b) If chapter 307, Laws of 2024 is enacted by June 30, 2024, the  
33 requirement in this subsection lapses.

34 (6) \$50,000 of the highway safety account—state appropriation is  
35 provided solely for the implementation of chapter 471, Laws of 2023  
36 (negligent driving). If chapter 471, Laws of 2023 is not enacted by  
37 June 30, 2023, the amount provided in this subsection lapses.

38 (7) The Washington traffic safety commission may oversee a pilot  
39 program in up to three cities implementing the use of automated

1 vehicle noise enforcement cameras in zones that have been designated  
2 by ordinance as "Stay Out of Areas of Racing."

3 (a) Any programs authorized by the commission must be authorized  
4 by December 31, 2024.

5 (b) If a city has established an authorized automated vehicle  
6 noise enforcement camera pilot program under this section, the  
7 compensation paid to the manufacturer or vendor of the equipment used  
8 must be based upon the value of the equipment and services provided  
9 or rendered in support of the system.

10 (c) Any city administering a pilot program overseen by the  
11 traffic safety commission shall use the following guidelines to  
12 administer the program:

13 (i) Automated vehicle noise enforcement camera may record  
14 photographs or audio of the vehicle and vehicle license plate only  
15 while a violation is occurring. The picture must not reveal the face  
16 of the driver or of passengers in the vehicle;

17 (ii) The law enforcement agency of the city or county government  
18 shall install two signs facing opposite directions within 200 feet,  
19 or otherwise consistent with the uniform manual on traffic control  
20 devices, where the automated vehicle noise enforcement camera is used  
21 that state "Street Racing Noise Pilot Program in Progress";

22 (iii) Cities testing the use of automated vehicle noise  
23 enforcement cameras must post information on the city website and  
24 notify local media outlets indicating the zones in which the  
25 automated vehicle noise enforcement cameras will be used;

26 (iv) A city may only issue a warning notice with no penalty for a  
27 violation detected by automated vehicle noise enforcement cameras in  
28 a Stay Out of Areas of Racing zone. Warning notices must be mailed to  
29 the registered owner of a vehicle within 14 days of the detected  
30 violation;

31 (v) A violation detected through the use of automated vehicle  
32 noise enforcement cameras is not part of the registered owner's  
33 driving record under RCW 46.52.101 and 46.52.120;

34 (vi) Notwithstanding any other provision of law, all photographs,  
35 videos, microphotographs, audio recordings, or electronic images  
36 prepared under this subsection (7) are for the exclusive use of law  
37 enforcement in the discharge of duties under this section and are not  
38 open to the public and may not be used in a court in a pending action  
39 or proceeding. No photograph, microphotograph, audio recording, or  
40 electronic image may be used for any purpose other than the issuance



1 of warnings for violations under this section or retained longer than  
2 necessary to issue a warning notice as required under this subsection  
3 (7); and

4 (vii) By June 30, 2025, the participating cities shall provide a  
5 report to the commission and appropriate committees of the  
6 legislature regarding the use, public acceptance, outcomes, warnings  
7 issued, data retention and use, and other relevant issues regarding  
8 automated vehicle noise enforcement cameras demonstrated by the pilot  
9 projects.

10 (8) \$200,000 of the Cooper Jones active transportation safety  
11 account—state appropriation is provided solely for the commission, in  
12 consultation with the Cooper Jones active transportation safety  
13 council, to research and develop a pilot program for the use of light  
14 meters by law enforcement to measure lighting levels at locations  
15 where a serious injury or fatality involving a vehicle has occurred.  
16 However, the funds must be held in unallotted status until the  
17 commission submits a spending plan for the pilot program to the  
18 transportation committees of the legislature and the office of the  
19 governor.

20 (9) \$300,000 of the highway safety account—state appropriation is  
21 provided solely for the commission to purchase telematics data from a  
22 qualified vendor that provides anonymized information on vehicle  
23 speeds and driver behaviors, such as hard braking, on a statewide  
24 basis and in selected geographical areas based upon demographic  
25 characteristics and crash history. The commission must provide an  
26 annual report summarizing findings from the telematics data to the  
27 transportation committees of the legislature beginning by June 30,  
28 2025, and until June 30, 2027.

29 (10) \$750,000 of the highway safety account—state appropriation  
30 is provided solely for a pilot program for dedicated probation or  
31 compliance officers at the local level to improve compliance with  
32 ignition interlock device installation requirements associated with  
33 impaired driving offenses. The commission must select locations based  
34 on an assessment of ignition interlock device compliance rates, and  
35 the willingness and ability to have staff dedicated to this activity.  
36 By June 30, 2025, the commission must provide to the transportation  
37 committees of the legislature a status report on the specific  
38 locations selected and any outcome information.

1 (11) \$1,000,000 of the highway safety account—state appropriation  
2 is provided solely to implement a multifaceted approach to supplement  
3 existing funding targeted at impaired driving and other enforcement.  
4 The areas of emphasis expected to be funded include additional high  
5 visibility enforcement and indigenous knowledge-informed tribal  
6 traffic safety support. Funding is also provided for the commission  
7 to administer and provide oversight of these activities. The  
8 commission must provide a preliminary report to the transportation  
9 committees of the legislature on these funded activities and any  
10 outcome information by December 1, 2025, with a final report due by  
11 December 1, 2026.

12 **Sec. 902.** 2024 c 310 s 202 (uncodified) is amended to read as  
13 follows:

14 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

15 Rural Arterial Trust Account—State Appropriation. . . . .	\$1,615,000
16 Motor Vehicle Account—State Appropriation. . . . .	<del>(\$3,524,000)</del>
17	<u>\$3,553,000</u>
18 County Arterial Preservation Account—State	
19 Appropriation. . . . .	\$1,839,000
20 TOTAL APPROPRIATION. . . . .	<del>(\$6,978,000)</del>
21	<u>\$7,007,000</u>

22 The appropriations in this section are subject to the following  
23 conditions and limitations: Within appropriated funds, the county  
24 road administration board may opt in as provided under RCW 70A.02.030  
25 to assume all of the substantive and procedural requirements of  
26 covered agencies under chapter 70A.02 RCW. The board shall include in  
27 its 2023 and 2024 annual reports to the legislature a progress report  
28 on opting into the healthy environment for all act and a status  
29 report on diversity, equity, and inclusion within the board's  
30 jurisdiction.

31 **Sec. 903.** 2024 c 310 s 204 (uncodified) is amended to read as  
32 follows:

33 **FOR THE JOINT TRANSPORTATION COMMITTEE**

34 Carbon Emissions Reduction Account—State	
35 Appropriation. . . . .	<del>(\$3,477,000)</del>
36	<u>\$1,207,000</u>
37 Multimodal Transportation Account—State	

1	Appropriation. . . . .	(( <del>\$552,000</del> ))
2		<u>\$480,000</u>
3	Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$5,100,000</del> ))
4		<u>\$4,703,000</u>
5	<del>((Puget Sound Ferry Operations Account—State</del>	
6	<del>Appropriation. . . . .</del>	<del>\$100,000))</del>
7	TOTAL APPROPRIATION. . . . .	(( <del>\$9,229,000</del> ))
8		<u>\$6,390,000</u>

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

11 (1) (a) \$300,000 of the motor vehicle account—state appropriation  
12 is for the joint transportation committee, from amounts set aside out  
13 of statewide fuel taxes distributed to cities according to RCW  
14 46.68.110(2), to convene a study of a statewide retail delivery fee  
15 on orders of taxable retail items delivered by motor vehicles within  
16 the state. The study must:

17 (i) Determine the annual revenue generation potential of a range  
18 of fee amounts;

19 (ii) Examine options for revenue distributions to state and local  
20 governments based upon total deliveries, lane miles, or other  
21 factors;

22 (iii) Estimate total implementation costs, including start-up and  
23 ongoing administrative costs; and

24 (iv) Evaluate the potential impacts to consumers, including  
25 consideration of low-income households and vulnerable populations and  
26 potential impacts to businesses.

27 (b) The study should document and evaluate similar programs  
28 adopted in other states. The joint transportation committee must  
29 submit a report on the study to the transportation committees of the  
30 legislature by June 30, 2024.

31 (2) (a) \$400,000 of the motor vehicle account—state appropriation  
32 is for the joint transportation committee, in collaboration with the  
33 department of transportation, to convene a work group to study and  
34 recommend a new statutory framework for the department's public-  
35 private partnership program. The committee may contract with a third-  
36 party consultant for work group support and drafting the new  
37 statutory framework.

38 (b) (i) The work group must consist of, but is not limited to, the  
39 following members:

- 1 (A) The secretary of transportation or their designee;
- 2 (B) Joint transportation committee executive committee members or  
3 their designees;
- 4 (C) The state treasurer or the state treasurer's designee;
- 5 (D) A representative of a national nonprofit organization  
6 specializing in public-private partnership program development;
- 7 (E) A representative of the construction trades; and
- 8 (F) A representative from an organization representing general  
9 contractors.

10 (ii) The work group must also consult with the Washington state  
11 transportation commission and the department of commerce.

12 (c) (i) The work group must review the 2012 joint transportation  
13 committee's "Evaluation of Public-Private Partnerships" study,  
14 consisting of an evaluation of the recommendations for replacing  
15 chapter 47.29 RCW and development of a process for implementing  
16 public-private partnerships that serve the defined public interest,  
17 including, but not limited to:

18 (A) Protecting the state's ability to retain public ownership of  
19 assets constructed or managed under a public-private partnership  
20 contract;

21 (B) Allowing for the most transparency during the negotiation of  
22 terms of a public-private partnership agreement; and

23 (C) Addressing the state's ability to oversee the private  
24 entity's management of the asset.

25 (ii) (A) The work group must identify any barriers to the  
26 implementation of funding models that best protect the public  
27 interest, including statutory and constitutional barriers.

28 (B) The work group may also evaluate public-private partnership  
29 opportunities for required fish passage and culvert work on state  
30 highways, for the construction of, replacement of, or commercial  
31 retail options within Washington state ferries' terminals, and for  
32 other projects as determined by the work group.

33 (iii) The work group must update the 2012 recommendations and  
34 devise an implementation plan for the state.

35 (d) The work group must submit a preliminary report, including  
36 any recommendations or draft legislation, to the office of the  
37 governor and the transportation committees of the legislature by  
38 December 15, 2023. The work group must submit a final report with  
39 draft legislation to the office of the governor and the  
40 transportation committees of the legislature by July 1, 2024.

1 (3) \$300,000 of the motor vehicle account—state appropriation is  
2 for the joint transportation committee, from amounts set aside out of  
3 statewide fuel taxes distributed to cities according to RCW  
4 46.68.110(2), to contract with the municipal research and services  
5 center to convene a department of transportation-local government  
6 partnership work group to create a procedure in which the department  
7 of transportation can partner with a local jurisdiction to perform  
8 preservation and maintenance and construct projects on state  
9 highways.

10 (a) The work group must consist of, but is not limited to, the  
11 following members:

12 (i) One representative from a city with a population of more than  
13 5,000 and fewer than 50,000;

14 (ii) One representative from a city with a population of more  
15 than 50,000;

16 (iii) One representative from a county with a population of more  
17 than 100,000 and fewer than 400,000;

18 (iv) One representative from a county with a population of more  
19 than 400,000;

20 (v) At least one representative of a public port;

21 (vi) A representative from the county road administration board;

22 (vii) A representative of the transportation improvement board;

23 (viii) At least one representative from the department of  
24 transportation's local programs division;

25 (ix) At least two representatives from the department of  
26 transportation with expertise in procurement and legal services; and

27 (x) At least one member from the house of representatives  
28 transportation committee and at least one member from the senate  
29 transportation committee.

30 (b) Of the members described in (a) of this subsection, at least  
31 one of the city representatives and one of the county representatives  
32 must have public works contracting experience, and at least one of  
33 the city representatives and one of the county representatives must  
34 have public works project management experience.

35 (c) The work group must make recommendations of how the  
36 department of transportation could better work in partnership with  
37 local jurisdictions to ensure that roadway construction projects can  
38 be performed when funds are made available in the omnibus  
39 transportation appropriations act even if the department of  
40 transportation does not have the capacity to be the project manager

1 on a project and a local jurisdiction is ready, willing, and able to  
2 implement the project within the time frames envisioned in the  
3 omnibus transportation appropriations act. In developing its  
4 recommendations, the work group must consider, at a minimum:

5 (i) Differing roadway and construction standards between state  
6 and local agencies;

7 (ii) Revenue, reimbursement, and financial agreements between  
8 state and local agencies;

9 (iii) Differing procurement processes between state and local  
10 agencies;

11 (iv) Liability; and

12 (v) Other issues as determined by the work group.

13 (d) The work group must submit a preliminary report, including  
14 any recommendations, to the office of the governor and the  
15 transportation committees of the legislature by December 15, 2023.  
16 The work group must submit a final report to the office of the  
17 governor and the transportation committees of the legislature by July  
18 1, 2024.

19 (4) (a) (~~(\$2,000,000)~~) \$404,000 of the carbon emissions reduction  
20 account—state appropriation is for the joint transportation committee  
21 to oversee:

22 (i) The design of an infrastructure and incentive strategy to  
23 drive the purchase and use of zero emission medium and heavy duty  
24 vehicles, as well as cargo handling and off-road equipment, in the  
25 state including, but not limited to, programs for tractor trucks, box  
26 trucks, drayage trucks, refuse trucks, step and panel vans, heavy and  
27 medium-duty buses, school buses, on and off-road terminal tractors,  
28 transport refrigeration units, forklifts, container handling  
29 equipment, airport cargo loaders, and railcar movers; and

30 (ii) A review of the passenger vehicle tax incentive in current  
31 law and evaluation of its utility, to include possible modification  
32 of the criteria for eligibility and tax incentive amount maximums, as  
33 applicable.

34 (b) Design development must include recommendations for  
35 encouraging vehicle conversions for smaller commercial vehicle fleets  
36 and owner-operators of commercial vehicles, as well as tools for  
37 facilitating carbon emission reductions to benefit vulnerable  
38 populations and overburdened communities. Infrastructure and  
39 incentive programs recommended may include, but are not limited to,  
40 grant, rebate, tax incentive, and financing assistance programs.

1 (c) Consultation with legislative members identified by the chair  
2 and ranking members of the transportation committees of the  
3 legislature throughout design of the infrastructure and incentive  
4 strategy is required. A report is due to the transportation  
5 committees of the legislature by January 2, 2024.

6 (5) (~~(\$125,000)~~) \$53,000 of the motor vehicle account—state  
7 appropriation and (~~(\$125,000)~~) \$53,000 of the multimodal  
8 transportation account—state appropriation are for the joint  
9 transportation committee to evaluate potential options and make  
10 recommendations for a statewide household travel survey and  
11 additional analytical capacity regarding transportation research.

12 (a) The recommendation on the statewide household travel survey  
13 must be based on how well a statewide survey investment would:  
14 Address policy questions related to household travel; address gaps  
15 between separate regional and local transportation models; and create  
16 a dataset to allow both for analysis and response to policymakers'  
17 questions relating to household travel and for transportation  
18 modeling and development. In evaluating potential survey options, the  
19 committee shall consider opportunities for the state to partner and  
20 expand on developed established household travel surveys, including  
21 surveys conducted at both the Puget Sound regional council and the  
22 federal highway administration. In its recommendation, the committee  
23 shall outline the process required for a statewide survey, including  
24 the costs and timing of each option.

25 (b) The committee shall recommend an agency or agencies to  
26 perform ongoing analysis of a statewide household travel survey and  
27 other transportation research. The committee shall consider the  
28 ability of an agency or agencies to meet shorter timeline policy  
29 needs, as well as longer timeline research projects. The  
30 recommendation must include the timing and costs associated with the  
31 development of such analytical capacity.

32 (6) (~~(\$1,000,000)~~) \$600,000 of the carbon emissions reduction  
33 account—state appropriation is for the joint transportation committee  
34 to oversee the development of tools and methodologies to assist in  
35 program delivery evaluation for programs that receive appropriations  
36 from the carbon emissions reduction account. Program delivery  
37 evaluation must include carbon emissions reduction estimates by  
38 program and by unit of time, program cost per unit of emission  
39 reduction, quantified benefits to vulnerable populations and

1 overburdened communities by program cost, any additional appropriate  
2 qualitative and quantitative metrics, and actionable recommendations  
3 for improvements in program delivery. A report is due to the  
4 transportation committees of the legislature by October 1, 2024.

5 (7) (~~(\$500,000)~~) \$175,000 of the motor vehicle account—state  
6 appropriation is for the joint transportation committee to engage an  
7 independent review team to work in coordination with the Washington  
8 state department of transportation's analysis, funded in section  
9 217(10), chapter 472, Laws of 2023, of highway, road, and freight  
10 rail transportation needs, options, and impacts from shifting the  
11 movement of freight and goods that currently move by barge through  
12 the lower Snake river dams to highways, other roads, and rail.

13 (a) The department shall include the independent review team in  
14 all phases of the analysis to enable the team to develop an  
15 independent assessment of the analysis, assumptions, stakeholder  
16 engagement, and cost and impact estimates. Summary findings from the  
17 independent assessment must be provided to the department, the  
18 governor's office, and the transportation committees of the  
19 legislature on a quarterly basis, with an end of biennium report due  
20 to the governor and the transportation committees of the legislature  
21 by June 30, 2025.

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

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

36 (8) The joint transportation committee shall also convene a work  
37 group that includes, but is not limited to, the executive committee  
38 of the joint transportation committee, the office of financial  
39 management, the Washington state department of transportation, and  
40 the Washington state treasurer's office to develop recommendations,



1 by October 15, 2023, to meet the challenge of identifying an  
2 achievable delivery schedule for completing transportation projects  
3 across the state.

4 (9) (a) \$450,000 of the motor vehicle account—state appropriation  
5 is for the joint transportation committee to conduct a study and make  
6 recommendations on alternative project delivery methods that may be  
7 used by the Washington state department of transportation in public  
8 works contracting. The study must review use of design-build, design-  
9 bid-build, progressive design build, general contractor/construction  
10 manager, public-private partnerships, and other contracting methods,  
11 and how choice of project delivery method impacts cost, contract  
12 competition, and project delivery schedule.

13 (b) The study must also evaluate other innovative project  
14 delivery practices utilized around the country and Washington state-  
15 specific possibilities such as: (i) Increased use of the advanced  
16 environmental mitigation revolving account and advance right-of-way  
17 revolving fund as cost containment strategies; and (ii) benefits and  
18 costs associated with the bundling of bridge, culvert, or other  
19 groups of projects into single procurement packages.

20 (c) The study must specifically examine contracting methods,  
21 alternative bundling concepts, and other options to manage costs as  
22 the Washington state department of transportation continues to make  
23 progress on meeting the requirements of the federal *U.S. v.*  
24 *Washington* court injunction.

25 (d) The study must include recommendations on any changes to  
26 current practices and statutory requirements.

27 (e) In developing project delivery method recommendations, the  
28 joint transportation committee must engage with industry stakeholders  
29 including, but not limited to, engineering, contracting,  
30 environmental, and women and minority-owned business communities.

31 (f) A preliminary report is due to the office of the governor and  
32 the transportation committees of the legislature by December 15,  
33 2024. A final report is due to the office of the governor and the  
34 transportation committees of the legislature by June 30, 2025.

35 (10) (a) \$375,000 of the motor vehicle account—state appropriation  
36 is for the joint transportation committee to contract with the  
37 municipal research and services center to convene a project delivery  
38 streamlining work group to review streamlining options and recommend  
39 practices that support expedited project delivery.

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

3 (i) One representative from a city with a population of more than  
4 5,000 and fewer than 50,000;

5 (ii) One representative from a city with a population of more  
6 than 50,000;

7 (iii) One representative from a county with a population of more  
8 than 100,000 and fewer than 400,000;

9 (iv) One representative from a county with a population of more  
10 than 400,000;

11 (v) At least one representative of a transit agency serving a  
12 rural county;

13 (vi) At least one representative of a transit agency serving an  
14 urban county;

15 (vii) At least one representative of a regional transit  
16 authority;

17 (viii) At least one representative of a public port;

18 (ix) A representative from the county road administration board;

19 (x) A representative of the transportation improvement board;

20 (xi) A representative of the freight mobility strategic  
21 investment board;

22 (xii) At least one representative from the department of  
23 transportation's local programs division with experience in federal  
24 funding oversight; and

25 (xiii) At least two representatives from the department of  
26 transportation with expertise in procurement and the multiagency  
27 permit program.

28 (c) Of the members described in (b) of this subsection, at least  
29 one of the city representatives and one of the county representatives  
30 must have public works contracting experience, and at least one of  
31 the city representatives and one of the county representatives must  
32 have public works project management experience.

33 (d) The work group must review options for project streamlining  
34 to expedite project delivery that include, but are not limited to:  
35 Preapplication communication; partnership agreements; contracting  
36 processes; fund sources; mitigation; land use; rights-of-way;  
37 permitting; and shared technology; and must identify opportunities  
38 for pilot projects to test some of these recommendations.

39 (e) The work group must submit a preliminary report to the office  
40 of the governor and the transportation committees of the legislature

1 by December 15, 2024. The work group must submit a final report to  
2 the office of the governor and the transportation committees of the  
3 legislature by June 30, 2025.

4 ~~(11) ((\$100,000 of the Puget Sound ferry operations account—state~~  
5 ~~appropriation is for the joint transportation committee to convene a~~  
6 ~~work group in advance of the 75th anniversary of the Washington state~~  
7 ~~ferries on June 1, 2026, to review Washington state ferry funding~~  
8 ~~requirements and options to increase dedicated funding sources for~~  
9 ~~the ferry system. The executive committee of the joint transportation~~  
10 ~~committee may appoint relevant stakeholders as part of the work~~  
11 ~~group. A preliminary report must be submitted to the governor and~~  
12 ~~transportation committees of the legislature by December 15, 2024,~~  
13 ~~and the legislature intends that a final report will be submitted to~~  
14 ~~the governor and transportation committees of the legislature by June~~  
15 ~~1, 2026.~~

16 ~~(12))~~ Beginning January 1, 2025, ~~(((\$477,000))~~ \$203,000 of the  
17 carbon emissions reduction account—state appropriation is for the  
18 joint transportation committee to conduct a study of the impacts of  
19 implementing California's emissions standards for ocean-going vessels  
20 at berth in Titles 13 and 17 of the California Code of Regulations in  
21 Washington. The study must include estimates of greenhouse gas  
22 emissions reductions, criteria air pollutant reductions, potential  
23 labor impacts, potential impacts on shipping costs and port  
24 competitiveness, and shore power infrastructure needs and costs. The  
25 joint transportation committee must, at a minimum, coordinate with  
26 the department of ecology, department of transportation,  
27 representatives from Washington ports, shippers, utilities, and the  
28 trucking industry, impacted labor unions, and environmental  
29 organizations. The joint transportation committee must report to the  
30 transportation committees of the legislature by June 30, 2025.

31 ~~((13))~~ (12)(a) \$250,000 of the multimodal transportation  
32 account—state appropriation is for the joint transportation committee  
33 to contract with a national expert on developing inclusive, mixed-  
34 income, mixed-use transit-oriented housing to complete a review of  
35 transit-oriented development conditions in cities in King, Pierce,  
36 Spokane, Clark, and Snohomish counties that (i) have populations of  
37 more than 12,500; and (ii) have at least one major transit stop, as  
38 defined in RCW 36.70A.030. The contracted party must have  
39 demonstrated expertise in understanding the impact of housing

1 development on racially diverse communities, as well as expertise in,  
2 and existing peer-reviewed research on, developing housing near  
3 transit that is inclusive of low-income, workforce, and market rate  
4 housing.

5 (b) The review must look at any comprehensive plans, housing-  
6 focused local tax and fee programs, and development regulations  
7 required to be adopted on or before December 31, 2024. The review  
8 must include examples of local and national best practices for  
9 developing affordable housing and workforce housing near transit, and  
10 allow for comparison on a city-by-city basis. The review must also  
11 include a report with recommendations for state-level policy to  
12 expand housing and mixed-use transit-oriented development in  
13 Washington state, in a manner that minimizes displacement of existing  
14 communities and ensures housing near transit remains affordable to  
15 low-income Washingtonians. The contracted party shall provide its  
16 review to the appropriate committees of the legislature by June 30,  
17 2025.

18 **Sec. 904.** 2024 c 310 s 205 (uncodified) is amended to read as  
19 follows:

20 **FOR THE TRANSPORTATION COMMISSION**

21 Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$3,289,000</del> ))
	<u>\$3,275,000</u>
23 Interstate 405 and State Route Number 167 Express	
24 Toll Lanes Account—State Appropriation. . . . .	\$150,000
25 Multimodal Transportation Account—State	
26 Appropriation. . . . .	(( <del>\$200,000</del> ))
	<u>\$185,000</u>
28 State Route Number 520 Corridor Account—State	
29 Appropriation. . . . .	\$288,000
30 Tacoma Narrows Toll Bridge Account—State	
31 Appropriation. . . . .	\$179,000
32 Alaskan Way Viaduct Replacement Project Account—	
33 State Appropriation. . . . .	\$167,000
34 TOTAL APPROPRIATION. . . . .	(( <del>\$4,273,000</del> ))
	<u>\$4,244,000</u>

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

1 (1) \$125,000 of the multimodal transportation account—state  
2 appropriation and \$125,000 of the motor vehicle account—state  
3 appropriation are provided solely for the commission to update the  
4 statewide transportation plan required under RCW 47.01.071(4). The  
5 update process must be informed by guidance from a steering committee  
6 comprised of the commission, the joint transportation committee's  
7 executive committee, the governor's office, the secretary of the  
8 department of transportation, and representatives of metropolitan and  
9 regional transportation planning organizations. As part of the update  
10 process, the commission shall undertake specific actions in the  
11 following order:

12 (a) Conduct stakeholder outreach, gathering input, and framing  
13 the outreach around the current plan's policy construct and high  
14 level priorities, the 2022 transportation revenue package, and  
15 recently enacted significant policy legislation;

16 (b) Report outreach findings and results to the joint  
17 transportation committee for review and input;

18 (c) Restructure the plan to (i) primarily focus on high level  
19 policy priorities within the six transportation policy goals under  
20 RCW 47.04.280 and (ii) align policies, strategies, and objectives  
21 with the interests of stakeholders and legislators;

22 (d) Gather further input from stakeholders and the joint  
23 transportation committee on the restructured plan's format and  
24 content; and

25 (e) Finalize the updated plan, based upon input from stakeholders  
26 and the joint transportation committee.

27 (2) The legislature finds that the current balance of and  
28 projected revenues into the Alaskan Way viaduct replacement project  
29 account are sufficient to meet financial obligations during fiscal  
30 years 2024 and 2025.

31 (3) Within the parameters established under RCW 47.56.880, the  
32 commission shall review toll revenue performance on the Interstate  
33 405 and state route number 167 corridor and adjust Interstate 405  
34 tolls as appropriate to increase toll revenue to provide sufficient  
35 funds for payments of future debt pursuant to RCW 47.10.896 and to  
36 support improvements to the corridor. The commission shall consider  
37 adjusting maximum toll rates, minimum toll rates, and time-of-day  
38 rates, and restricting direct access ramps to transit and HOV  
39 vehicles only, or any combination thereof, in setting tolls to  
40 increase toll revenue. The commission is encouraged to make any

1 adjustments to toll rates in coordination with the planned expansion  
2 of express toll lanes between the cities of Renton and Bellevue.

3 (4) \$500,000 of the motor vehicle account—state appropriation is  
4 provided solely for the commission to conduct a route jurisdiction  
5 study aimed at assessing the current state highway inventory and  
6 local roadway designations to determine if changes are needed in  
7 jurisdictional assignment between the state, county, and city road  
8 systems. The study must also review current criteria used to define  
9 the state highway system to determine if such criteria continue to be  
10 applicable. The commission shall submit a report of study findings  
11 and recommendations to the transportation committees of the  
12 legislature by July 1, 2025.

13 (5) The commission may coordinate with the department of  
14 transportation to jointly seek federal funds available through the  
15 federal strategic innovations in revenue collection grant program,  
16 applying toll credits for meeting match requirements. The commission  
17 must provide draft applications for federal grant opportunities to  
18 the chairs and ranking members of the transportation committees of  
19 the legislature for review and comment prior to submission.

20 (6) The transportation commission shall conduct an assessment  
21 aimed at identifying approaches to streamlining the current rule-  
22 making process for setting toll rates and policies for eligible toll  
23 facilities, while maintaining public access and providing  
24 opportunities to provide input on proposals. The intent of the  
25 assessment is to identify rule-making approaches that support the  
26 state's ability to set toll rates and policies in a timely and  
27 efficient manner, so that the state can meet anticipated funding  
28 obligations. This assessment should include a review of rate-setting  
29 processes used by toll authorities in other states. The  
30 transportation commission shall provide recommendations to the  
31 transportation committees of the legislature by July 31, 2024.

32 (7) The commission shall provide regular updates on the status of  
33 ongoing coordination with the state of Oregon on any bistate  
34 agreements regarding the mutual or joint setting, adjustment, and  
35 review of toll rates and exemptions. Prior to finalizing any such  
36 agreement, the commission shall provide a draft of the agreement to  
37 the transportation committees of the legislature for review and  
38 input. Additionally, the commission shall advise on the status of any  
39 bistate agreements to the joint transportation committee beginning in

1 September 2023 and quarterly thereafter until any agreements are  
2 finalized.

3 (8) \$200,000 of the motor vehicle account—state appropriation is  
4 provided solely for the commission to carry out a study assessing  
5 approaches to increasing safety and compliance of high occupancy  
6 vehicle lanes, express toll lanes, tolled facilities, and  
7 construction zones, facilitated by advanced technologies.

8 (a) The approaches assessed must, at a minimum, focus on advanced  
9 roadside technologies that: Are able to operate independently without  
10 connection to the department of transportation's existing  
11 communication systems and utilities; have a limited physical  
12 footprint that does not use over-roadway infrastructure; and have a  
13 95 percent or greater license plate reading accuracy.

14 (b) The study must review current laws, including assessing  
15 underlying policies related to prohibitions on program cost coverage  
16 coming from infraction or other revenues generated by advanced  
17 technology systems, and identify provisions needed to enable a future  
18 technology-based safety and compliance program.

19 (c) The commission shall submit an interim report to the  
20 transportation committees of the legislature by January 10, 2024,  
21 that, at a minimum, provides an initial assessment of the viability  
22 of deploying a system into operation. A final report of findings and  
23 recommendations must be submitted to the transportation committees of  
24 the legislature by June 30, 2024.

25 (9) \$75,000 of the multimodal transportation account—state  
26 appropriation is provided solely for the commission to carry out an  
27 initial assessment and scoping effort to determine the feasibility of  
28 creating a future west coast transportation network plan. This plan  
29 would serve to proactively identify and coordinate improvements and  
30 investments across the west coast states to freight rail, passenger  
31 rail, highways, and air transportation. The intent for the plan is to  
32 leverage and align west coast efforts to reduce our collective carbon  
33 footprint, improve freight and passenger mobility, and strengthen  
34 west coast resiliency. This effort must be carried out in partnership  
35 with the Oregon and California transportation commissions and the  
36 state department of transportations from each state, and must  
37 consider, but not be limited to:

38 (a) Current state activities, investments, and plans that support  
39 the establishment of clean transportation in the air, on the  
40 highways, and on rail lines moving freight and passengers;

1 (b) Currently identified resiliency risks along the west coast  
2 and existing strategic plans and investments that could inform a  
3 future west coast unified plan; and

4 (c) Incorporation of work from the statewide transportation  
5 policy plan.

6 (10) \$250,000 of the motor vehicle account—state appropriation is  
7 provided solely for the commission to carry out engagement with  
8 Washington stakeholders on the results of the recently completed  
9 Forward Drive research program to inform next steps on road usage  
10 charging. The commission must submit a report of findings and  
11 recommendations to the transportation committees of the legislature  
12 by December 1, 2024.

13 **Sec. 905.** 2024 c 310 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. . . . . \$43,000

18 State Patrol Highway Account—State Appropriation. . . . . (~~(\$629,476,000)~~)

19 \$621,677,000

20 State Patrol Highway Account—Federal Appropriation. . . . . (~~(\$19,360,000)~~)

21 \$23,360,000

22 State Patrol Highway Account—Private/Local

23 Appropriation. . . . . \$4,594,000

24 Highway Safety Account—State Appropriation. . . . . \$1,736,000

25 Ignition Interlock Device Revolving Account—State

26 Appropriation. . . . . \$2,208,000

27 Multimodal Transportation Account—State

28 Appropriation. . . . . \$316,000

29 State Route Number 520 Corridor Account—State

30 Appropriation. . . . . \$89,000

31 Tacoma Narrows Toll Bridge Account—State

32 Appropriation. . . . . \$275,000

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

34 Appropriation. . . . . \$2,895,000

35 TOTAL APPROPRIATION. . . . . (~~(\$660,992,000)~~)

36 \$657,193,000

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



1 (1) \$580,000 of the state patrol highway account—state  
2 appropriation is provided solely for the operation of and  
3 administrative support to the license investigation unit to enforce  
4 vehicle registration laws in southwestern Washington. The Washington  
5 state patrol, in consultation with the department of revenue, shall  
6 maintain a running estimate of the additional vehicle registration  
7 fees, sales and use taxes, and local vehicle fees remitted to the  
8 state pursuant to activity conducted by the license investigation  
9 unit. Beginning October 1, 2023, and semiannually thereafter, the  
10 Washington state patrol shall submit a report detailing the  
11 additional revenue amounts generated since July 1, 2023, to the  
12 director of the office of financial management and the transportation  
13 committees of the legislature. At the end of the fiscal quarter in  
14 which it is estimated that more than \$625,000 in state sales and use  
15 taxes have been remitted to the state since July 1, 2023, the  
16 Washington state patrol shall notify the state treasurer and the  
17 state treasurer shall transfer funds pursuant to section 406, chapter  
18 472, Laws of 2023.

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

28 (3) (a) By December 1st of each year during the 2023-2025 fiscal  
29 biennium, the Washington state patrol must report to the  
30 transportation committees of the legislature on the status of  
31 recruitment and retention activities as follows:

- 32 (i) A summary of recruitment and retention strategies;
- 33 (ii) The number of transportation funded staff vacancies by major  
34 category;
- 35 (iii) The number of applicants for each of the positions by these  
36 categories;
- 37 (iv) The composition of workforce;
- 38 (v) Other relevant outcome measures with comparative information  
39 with recent comparable months in prior years; and

1 (vi) Activities related to the implementation of the agency's  
2 workforce diversity plan, including short-term and long-term,  
3 specific comprehensive outreach, and recruitment strategies to  
4 increase populations underrepresented within both commissioned and  
5 noncommissioned employee groups.

6 (b) During the 2023-2025 fiscal biennium, the office of financial  
7 management, with assistance of the Washington state patrol, must  
8 conduct two surveys regarding the competitiveness with law  
9 enforcement agencies within the boundaries of the state of Washington  
10 pursuant to RCW 43.43.380, with the first survey being informational  
11 regarding the change since the last survey was conducted and the  
12 second survey used as part of the collective bargaining process.  
13 Prior to the 2024 legislative session, the office of financial  
14 management, with assistance of the Washington state patrol, must also  
15 provide comparison information regarding recruitment bonus amounts  
16 currently being offered by local law enforcement agencies in the  
17 state.

18 (4) (a) \$6,575,000 of the state patrol highway account—state  
19 appropriation is provided solely for the land mobile radio system  
20 replacement, upgrade, and other related activities.

21 (b) Beginning January 1, 2024, the Washington state patrol must  
22 report semiannually to the office of the chief information officer on  
23 the progress related to the projects and activities associated with  
24 the land mobile radio system, including the governance structure,  
25 outcomes achieved in the prior six-month time period, and how the  
26 activities are being managed holistically as recommended by the  
27 office of the chief information officer. At the time of submittal to  
28 the office of the chief information officer, the report must be  
29 transmitted to the office of financial management and the  
30 transportation committees of the legislature.

31 (5) \$2,688,000 of the state patrol highway account—state  
32 appropriation is provided solely for enhancing the state patrol's  
33 diversity, equity, and inclusion program, a community engagement  
34 program to improve relationships with historically underrepresented  
35 communities and to recruit and retain a diverse workforce, and  
36 contracting with an external psychologist to perform exams. The state  
37 patrol will work with the governor's office of equity and meet all  
38 reporting requirements and responsibilities pursuant to RCW  
39 43.06D.060. Funds provided for the community engagement program must  
40 ensure engagement with communities throughout the state.

1 (6) (a) \$10,000 of the state patrol highway account—state  
2 appropriation is provided solely for the Washington state patrol to  
3 administer a pilot program that implements a yellow alert system  
4 notifying the public when a hit-and-run accident resulting in a  
5 fatality or substantial bodily harm has occurred and been reported to  
6 the state patrol or other local law enforcement entity. The  
7 Washington state patrol must post on traffic message boards or share  
8 on public communication systems any identifying information acquired  
9 including, but not limited to, a complete or partial license plate  
10 number or a description of the vehicle. Each alert must be posted or  
11 shared as such for at least 24 hours.

12 (b) The Washington state patrol must report the following to the  
13 transportation committees of the legislature annually until June 30,  
14 2025:

15 (i) The number of yellow alerts received;

16 (ii) The number of arrests made from accidents reported on the  
17 yellow alert system;

18 (iii) The number of hit-and-run accidents resulting in a fatality  
19 or substantial bodily harm statewide;

20 (iv) The number of arrests made from accidents described under  
21 (b) (iii) of this subsection; and

22 (v) The number of hit-and-run accidents reported statewide.

23 (c) The Washington state patrol must also report on the efficacy  
24 of the program and recommend in its final report if the pilot program  
25 should continue or be enacted on a permanent basis and implemented  
26 statewide, based on the results of the report.

27 (7) (a) (~~(\$2,243,000)~~) \$2,918,000 of the state patrol highway  
28 account—state appropriation is provided solely for administrative  
29 costs, advertising, outreach, and bonus payments associated with  
30 developing and implementing a state trooper expedited recruitment  
31 incentive program for the purpose of recruiting and filling vacant  
32 trooper positions in the 2023-2025 fiscal biennium. The legislature  
33 is committed to continuing the state trooper expedited recruitment  
34 incentive program until the vacancy levels are significantly reduced  
35 from current levels. The recruitment, advertising, and outreach  
36 associated with this program must continue efforts to create a more  
37 diverse workforce and must also provide an accelerated pathway for  
38 joining the state patrol for high quality individuals who have  
39 previously been employed as a general authority peace officer.

1 (b) The state trooper expedited recruitment incentive program  
2 established by the Washington state patrol must include:

3 (i) Thorough hiring procedures to ensure that only the highest  
4 quality candidates are selected as cadets and as lateral hires,  
5 including extensive review of past law enforcement employment history  
6 through extensive reference checks, Brady list identification, and  
7 any other issues that may impact the performance, credibility, and  
8 integrity of the individual.

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

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

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

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

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

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

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

24 (c) The expenditure on the state trooper expedited recruitment  
25 incentive program is contingent upon execution of an appropriate  
26 memorandum of understanding between the governor or the governor's  
27 designee and the exclusive bargaining representative, consistent with  
28 the terms of this section. Expenditures and eligibility for the state  
29 trooper expedited recruitment incentive program established in this  
30 section are subject to the availability of amounts appropriated for  
31 this specific purpose.

32 (d) For the purposes of this subsection:

33 (i) "Cadet" means a person employed for the express purpose of  
34 receiving the on-the-job training required for attendance at the  
35 Washington state patrol academy and for becoming a commissioned  
36 trooper.

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

39 (8) (~~(\$3,896,000)~~) \$3,033,000 of the state patrol highway account  
40 —state appropriation is provided solely for implementation of chapter

1 17, Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023  
2 is not enacted by June 30, 2023, the amount provided in this  
3 subsection lapses.

4 (9) \$500,000 of the state patrol highway account—state  
5 appropriation is provided solely for bonuses and other recruitment  
6 and retention-related compensation adjustments for communication  
7 officers and other noncommissioned staff of the Washington state  
8 patrol who are covered by a collective bargaining agreement. Funding  
9 in this subsection must first be used for targeted adjustments for  
10 communication officers. Remaining amounts may be used for  
11 compensation adjustments for other noncommissioned staff. Funding  
12 provided in this subsection is contingent upon the governor or the  
13 governor's designee reaching an appropriate memorandum of  
14 understanding with the exclusive bargaining representative.  
15 Agreements reached for compensation adjustments under this section  
16 may not exceed the amounts provided. If any agreement or combination  
17 of agreements exceed the amount provided in this subsection, all the  
18 agreements are subject to the requirements of RCW 41.80.010(3).

19 (10) (~~(\$3,226,000)~~) \$1,690,000 of the state patrol highway  
20 account—state appropriation is provided solely for two accelerated  
21 training programs for lateral hires. It is the intent of the  
22 legislature that the second accelerated training program for lateral  
23 hires offered in fiscal year 2025 achieves at least 40 qualified  
24 graduates based on the Washington state patrol aggressively  
25 recruiting, advertising bonus policies, and taking other steps to  
26 achieve this outcome.

27 (11) \$98,000 of the state patrol highway account—state  
28 appropriation is provided solely for the implementation of chapter  
29 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is  
30 not enacted by June 30, 2023, the amount provided in this subsection  
31 lapses.

32 (12) \$76,000 of the state patrol highway account—state  
33 appropriation is provided solely for the implementation of chapter  
34 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023  
35 is not enacted by June 30, 2023, the amount provided in this  
36 subsection lapses.

37 (13) \$107,000 of the state patrol highway account—state  
38 appropriation is provided solely for the implementation of chapter  
39 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023

1 is not enacted by June 30, 2023, the amount provided in this  
2 subsection lapses.

3 (14) By December 1, 2024, the Washington state patrol must  
4 provide a report to the governor and appropriate committees of the  
5 legislature on the status of *McClain v. Washington State Patrol* and  
6 an update on legal expenses associated with the case.

7 (15) \$32,000 of the state patrol highway account—state  
8 appropriation is provided solely for the implementation of chapter  
9 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is  
10 not enacted by June 30, 2023, the amount provided in this subsection  
11 lapses.

12 (16) \$5,905,000 of the state patrol highway account—state  
13 appropriation is provided solely for a third arming and third trooper  
14 basic training class. The cadet class is expected to graduate in June  
15 2025.

16 (17) (~~(\$2,381,000)~~) \$1,758,000 of the state patrol highway  
17 account—state appropriation is provided solely for the Washington  
18 state patrol to implement the provisions of the settlement agreement  
19 under *Washington State Patrol Troopers Association v. Washington*  
20 *State Patrol*, Public Employment Relations Commission Case No. 134557-  
21 U-21.

22 (18) \$2,307,000 of the state patrol highway account—state  
23 appropriation is provided solely for the migration of the agency's  
24 active directory into the state enterprise active directory.

25 (19) \$250,000 of the state patrol highway account—state  
26 appropriation is provided solely to expand the activities of the  
27 license investigation unit to King county on a pilot basis beyond the  
28 unit's current activities in southwestern Washington. By February 15,  
29 2025, the Washington state patrol must provide a status report on the  
30 pilot implementation.

31 (20) (~~(\$2,222,000)~~) \$2,640,000 of the state patrol highway  
32 account—state appropriation is provided solely for the first planned  
33 replacement of an aging Cessna aircraft and \$100,000 of the state  
34 patrol highway account—state appropriation is provided solely for the  
35 downpayment and related costs of the second planned replacement of  
36 another aging Cessna aircraft. It is the intent of the legislature to  
37 fund the second planned Cessna replacement without financing the  
38 acquisition as soon as the aircraft can be received in the 2025-2027  
39 fiscal biennium, and therefore, the Washington state patrol may take

1 the necessary steps to ensure delivery of the aircraft as soon as  
2 possible in the 2025-2027 fiscal biennium.

3 (21) \$300,000 of the state patrol highway account—state  
4 appropriation is provided solely for individual gun safes for  
5 troopers and other staff to allow the safe storage of firearms used  
6 in the performance of their duties.

7 (22) \$35,000 of the state patrol highway account—state  
8 appropriation is provided solely for implementation of chapter 207,  
9 Laws of 2024 (tribal warrants). If chapter 207, Laws of 2024 is not  
10 enacted by June 30, 2024, the amount provided in this subsection  
11 lapses.

12 (23) \$250,000 of the ignition interlock device revolving account—  
13 state appropriation is provided solely to improve compliance with  
14 ignition interlock device requirements associated with impaired  
15 driving offenses. By June 30, 2025, the Washington state patrol must  
16 provide a report detailing the staff hired, the activities  
17 undertaken, and outcome information associated with improving  
18 ignition interlock device compliance rates.

19 (24) \$691,000 of the state patrol highway account—state  
20 appropriation is provided solely for the implementation of chapter  
21 237, Laws of 2024 (state patrol longevity bonus). If chapter 237,  
22 Laws of 2024 is not enacted by June 30, 2024, the amount provided in  
23 this subsection lapses.

24 (25) \$46,000 of the state patrol highway account—state  
25 appropriation is provided solely for the implementation of chapter  
26 301, Laws of 2024 (catalytic converters). If chapter 301, Laws of  
27 2024 is not enacted by June 30, 2024, the amount provided in this  
28 subsection lapses.

29 **Sec. 906.** 2024 c 310 s 208 (uncodified) is amended to read as  
30 follows:

31 **FOR THE DEPARTMENT OF LICENSING**

32 Driver Licensing Technology Support Account—State	
33 Appropriation. . . . .	(( <del>\$1,743,000</del> ))
34	<u>\$1,740,000</u>
35 Marine Fuel Tax Refund Account—State Appropriation. . . . .	\$34,000
36 Motorcycle Safety Education Account—State	
37 Appropriation. . . . .	(( <del>\$5,319,000</del> ))
38	<u>\$5,292,000</u>

1	Limited Fish and Wildlife Account—State	
2	Appropriation. . . . .	(( <del>\$768,000</del> ))
3		<u>\$632,000</u>
4	Highway Safety Account—State Appropriation. . . . .	(( <del>\$283,109,000</del> ))
5		<u>\$285,793,000</u>
6	Highway Safety Account—Federal Appropriation. . . . .	\$2,371,000
7	Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$101,823,000</del> ))
8		<u>\$100,523,000</u>
9	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$1,336,000
10	Ignition Interlock Device Revolving Account—State	
11	Appropriation. . . . .	(( <del>\$6,415,000</del> ))
12		<u>\$6,509,000</u>
13	Department of Licensing Services Account—State	
14	Appropriation. . . . .	(( <del>\$9,150,000</del> ))
15		<u>\$8,741,000</u>
16	License Plate Technology Account—State Appropriation. . . . .	(( <del>\$4,398,000</del> ))
17		<u>\$4,369,000</u>
18	Abandoned Recreational Vehicle Account—State	
19	Appropriation. . . . .	(( <del>\$3,091,000</del> ))
20		<u>\$4,591,000</u>
21	Limousine Carriers Account—State Appropriation. . . . .	(( <del>\$126,000</del> ))
22		<u>\$134,000</u>
23	Electric Vehicle Account—State Appropriation. . . . .	\$443,000
24	DOL Technology Improvement & Data Management	
25	Account—State Appropriation. . . . .	\$943,000
26	Agency Financial Transaction Account—State	
27	Appropriation. . . . .	(( <del>\$16,998,000</del> ))
28		<u>\$16,430,000</u>
29	Move Ahead WA Flexible Account—State Appropriation. . . . .	(( <del>\$2,096,000</del> ))
30		<u>\$1,779,000</u>
31	TOTAL APPROPRIATION. . . . .	(( <del>\$440,163,000</del> ))
32		<u>\$441,660,000</u>

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

35 (1) \$1,100,000 of the highway safety account—state appropriation  
36 and \$1,100,000 of the move ahead WA flexible account—state  
37 appropriation are provided solely for the department to provide an  
38 interagency transfer to the department of children, youth, and  
39 families for the purpose of providing driver's license support. In



1 addition to support services required under RCW 74.13.338(2), support  
2 services may include reimbursement of:

3 (a) The cost for a youth in foster care of any eligible age to  
4 complete a driver training education course, as outlined in chapter  
5 46.82 or 28A.220 RCW;

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

8 (c) The costs of roadside assistance, motor vehicle insurance  
9 deductibles, motor vehicle registration fees, towing services, car  
10 maintenance, comprehensive car insurance, and gas cards; and

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

13 (2) \$150,000 of the highway safety account—state appropriation is  
14 provided solely for the department to conduct a study on the  
15 feasibility of implementing a mobile application for driver  
16 licensing. The department must submit a report of the study findings  
17 and any recommendations to the governor and the transportation  
18 committees of the legislature by December 1, 2024. The study must:

19 (a) Review the adoption actions in other states, including  
20 successes and lessons learned;

21 (b) Examine existing technical infrastructure and potential  
22 changes needed to maximize interoperability, utility, and privacy  
23 protection;

24 (c) Identify the technical investments and other costs associated  
25 with issuing digital drivers' licenses through a mobile application;

26 (d) Identify how the technology may impact and can be used by  
27 external stakeholders, such as law enforcement;

28 (e) Recommend any process changes required to implement the  
29 program successfully and ensure customer satisfaction; and

30 (f) Recommend any statutory changes required to allow for the  
31 usage of digital drivers' licenses, including recognition of  
32 interstate travelers.

33 (3) (a) \$350,000 of the highway safety account—state appropriation  
34 is provided solely for the department, in consultation with the  
35 Washington traffic safety commission, the department of health, the  
36 elder law section of the Washington state bar association,  
37 organizations representing older drivers, and driver rehabilitation  
38 specialists, to develop a comprehensive plan aimed at improving older  
39 driver safety. The department must submit a report on the  
40 comprehensive plan to the governor and the transportation committees

1 of the legislature by December 1, 2024. The plan must include, but is  
2 not limited to:

3 (i) A comprehensive review of department policies surrounding  
4 older drivers and medically at-risk drivers, including:

5 (A) The medical assessment review process; and

6 (B) The counter assessment process in licensing service offices;

7 (ii) A feasibility analysis of the department establishing a  
8 medical advisory board to advise on general policy for at-risk  
9 drivers, driving privileges for individual medically at-risk drivers,  
10 and an appeals process for drivers whose privileges are revoked or  
11 restricted due to medical conditions;

12 (iii) A recommended assessment tool to determine a driver's  
13 potential risk to themselves or others when operating a motor vehicle  
14 so the department may make informed decisions on appropriate courses  
15 of action within the older driver program; and

16 (iv) Detailed information on how each component of the plan  
17 improves the safety associated with older drivers, while preserving  
18 the maximum level of older driver independence and privacy;

19 (b) The department may also use funds provided in this subsection  
20 to implement improvements to older driver traffic safety within  
21 existing authority.

22 (4) \$5,499,000 of the motor vehicle account—state appropriation  
23 is provided solely for the department to upgrade and improve its  
24 prorated and fuel tax system, and is subject to the conditions,  
25 limitations, and review requirements of section 701, chapter 472,  
26 Laws of 2023. In each phase of the project, the department must  
27 ensure and document the increase in business capabilities and  
28 customer service outcomes, the improvements in fuel tax collection  
29 related information designed to resolve historical discrepancies in  
30 reporting information, and how the implementation plan mitigates  
31 risks associated with the proposed timeline and results in the  
32 sustainability of systems and platforms for the future. Before  
33 initiating the implementation phase of the project, the department  
34 must report to the office of the chief information officer on how the  
35 project meets its FAST act modernization roadmap, and vendor  
36 management and resource plans.

37 (5) \$16,000 of the motorcycle safety education account—state  
38 appropriation, \$2,000 of the limited fish and wildlife account—state  
39 appropriation, \$947,000 of the highway safety account—state

1 appropriation, \$308,000 of the motor vehicle account—state  
2 appropriation, \$14,000 of the ignition interlock device revolving  
3 account—state appropriation, and \$14,000 of the department of  
4 licensing services account—state appropriation are provided solely  
5 for the department to redesign and improve its online services and  
6 website, and are subject to the conditions, limitations, and review  
7 requirements in section 701, chapter 472, Laws of 2023.

8 (6) The department shall report on a quarterly basis on licensing  
9 service office operations, associated workload, and information with  
10 comparative information with recent comparable months in prior years.  
11 The report must include detailed statewide and by licensing service  
12 office information on staffing levels, average monthly wait times,  
13 the number of enhanced drivers' licenses and enhanced identicards  
14 issued and renewed, and the number of primary drivers' licenses and  
15 identicards issued and renewed. By November 1, 2024, the department  
16 must prepare a report with recommendations on the future of licensing  
17 service office operations based on the recent implementation of  
18 efficiency measures designed to reduce the time for licensing  
19 transactions and wait times, and the implementation of statutory and  
20 policy changes made during the pandemic.

21 (7) For the 2023-2025 fiscal biennium, the department shall  
22 charge \$1,336,000 for the administration and collection of a motor  
23 vehicle excise tax on behalf of a regional transit authority, as  
24 authorized under RCW 82.44.135. The amount in this subsection must be  
25 deducted before distributing any revenues to a regional transit  
26 authority.

27 (8) \$742,000 of the motor vehicle account—state appropriation is  
28 provided solely for the increased costs associated with improvements  
29 desired to resolve delays in the production of license plates,  
30 including converting all subagents to the standard ordering process  
31 as recommended in the December 2022 plate inventory report, and to  
32 provide updated annual reports detailing changes in license plate  
33 production, inventory, and other practices taken to guard against  
34 plate production delays. The reports must be submitted to the  
35 governor and the transportation committees of the legislature by  
36 December 1, 2023, and December 1, 2024.

37 (9) \$243,000 of the highway safety account—state appropriation is  
38 provided solely for the department to continue to provide written  
39 materials on, place signage in licensing service offices regarding,

1 and include into new driver training curricula, the requirements of  
2 RCW 46.61.212, the slow down and move over law.

3 (10) (~~(\$3,082,000)~~) \$4,591,000 of the abandoned recreational  
4 vehicle disposal account—state appropriation is provided solely for  
5 providing reimbursements in accordance with the department's  
6 abandoned recreational vehicle disposal reimbursement program. It is  
7 the intent of the legislature that the department prioritize this  
8 funding for allowable and approved reimbursements and not to build a  
9 reserve of funds within the account. During the 2023-2025 fiscal  
10 biennium, the department must report any amounts recovered to the  
11 office of financial management and appropriate committees of the  
12 legislature on a quarterly basis.

13 (11) \$1,077,000 of the highway safety account—federal  
14 appropriation is provided solely for implementation of chapter 35,  
15 Laws of 2023 (CDL drug and alcohol clearinghouse). If chapter 35,  
16 Laws of 2023 is not enacted by June 30, 2023, the amount provided in  
17 this subsection lapses.

18 (12) \$116,000 of the highway safety account—state appropriation  
19 is provided solely for implementation of chapter 57, Laws of 2023  
20 (streamlining CDL issuance). If chapter 57, Laws of 2023 is not  
21 enacted by June 30, 2023, the amount provided in this subsection  
22 lapses.

23 (13) \$845,000 of the highway safety account—state appropriation  
24 is provided solely for the implementation of chapter 445, Laws of  
25 2023 (improving young driver safety). If chapter 445, Laws of 2023 is  
26 not enacted by June 30, 2023, the amount provided in this subsection  
27 lapses.

28 (14) \$180,000 of the motor vehicle account—state appropriation is  
29 provided solely for the implementation of chapter 440, Laws of 2023  
30 (open motor vehicle safety recalls). If chapter 440, Laws of 2023 is  
31 not enacted by June 30, 2023, the amount provided in this subsection  
32 lapses.

33 (15) \$497,000 of the highway safety account—state appropriation  
34 is provided solely for the implementation of chapter 466, Laws of  
35 2023 (updating processes related to voter registration). If chapter  
36 466, Laws of 2023 is not enacted by June 30, 2023, the amount  
37 provided in this subsection lapses.

38 (16) \$29,000 of the highway safety account—state appropriation is  
39 provided solely for the implementation of chapter 118, Laws of 2023

1 (driver's abstract changes). If chapter 118, Laws of 2023 is not  
2 enacted by June 30, 2023, the amount provided in this subsection  
3 lapses.

4 (17) \$47,000 of the highway safety account—state appropriation is  
5 provided solely for the implementation of chapter 453, Laws of 2023  
6 (competency evaluations). If chapter 453, Laws of 2023 is not enacted  
7 by June 30, 2023, the amount provided in this subsection lapses.

8 (18) \$23,000 of the highway safety account—state appropriation is  
9 provided solely for the implementation of chapter 283, Laws of 2023  
10 (illegal racing). If chapter 283, Laws of 2023 is not enacted by June  
11 30, 2023, the amount provided in this subsection lapses.

12 (19) \$155,000 of the highway safety account—state appropriation  
13 is provided solely for the implementation of chapter 316, Laws of  
14 2023 (jury diversity). If chapter 316, Laws of 2023 is not enacted by  
15 June 30, 2023, the amount provided in this subsection lapses.

16 (20)(a) \$36,000 of the motor vehicle account—state appropriation  
17 is provided solely for the issuance of nonemergency medical  
18 transportation vehicle decals to implement the high occupancy vehicle  
19 lane access pilot program established in section 217(2), chapter 472,  
20 Laws of 2023. A for hire nonemergency medical transportation vehicle  
21 is a vehicle that is a "for hire vehicle" under RCW 46.04.190 that  
22 provides nonemergency medical transportation, including for life-  
23 sustaining transportation purposes, to meet the medical  
24 transportation needs of individuals traveling to medical practices  
25 and clinics, cancer centers, dialysis facilities, hospitals, and  
26 other care providers.

27 (b) As part of this pilot program, the owner of a for hire  
28 nonemergency medical transportation vehicle may apply to the  
29 department, county auditor or other agent, or subagent appointed by  
30 the director, for a high occupancy vehicle exempt decal for a for  
31 hire nonemergency medical transportation vehicle. The high occupancy  
32 vehicle exempt decal allows the for hire nonemergency medical  
33 transportation vehicle to use a high occupancy vehicle lane as  
34 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal  
35 biennium.

36 (c) For the exemption in this subsection to apply to a for hire  
37 nonemergency medical transportation vehicle, the decal:

38 (i) Must be displayed on the vehicle so that it is clearly  
39 visible from outside the vehicle;

1 (ii) Must identify that the vehicle is exempt from the high  
2 occupancy vehicle requirements; and

3 (iii) Must be visible from the rear of the vehicle.

4 (d) The owner of a for hire nonemergency medical transportation  
5 vehicle or the owner's representative must apply for a high occupancy  
6 vehicle exempt decal on a form provided or approved by the  
7 department. The application must include:

8 (i) The name and address of the person who is the owner of the  
9 vehicle;

10 (ii) A full description of the vehicle, including its make,  
11 model, year, and the vehicle identification number;

12 (iii) The purpose for which the vehicle is principally used;

13 (iv) An attestation signed by the vehicle's owner or the owner's  
14 representative that the vehicle's owner has a minimum of one contract  
15 or service agreement to provide for hire transportation services for  
16 medical purposes with one or more of the following entities: A health  
17 insurance company; a hospital, clinic, dialysis center, or other  
18 medical institution; a day care center, retirement home, or group  
19 home; a federal, state, or local agency or jurisdiction; or a broker  
20 who negotiates these services on behalf of one or more of these  
21 entities; and

22 (v) Other information as required by the department upon  
23 application.

24 (e) The department, county auditor or other agent, or subagent  
25 appointed by the director shall collect the fee required under (f) of  
26 this subsection when issuing or renewing a high occupancy vehicle  
27 exempt decal.

28 (f) The department, county auditor or other agent, or subagent  
29 must collect a \$5 fee when issuing or renewing a decal under this  
30 subsection, in addition to any other fees and taxes required by law.

31 (g) A high occupancy vehicle exempt decal expires June 30, 2025,  
32 and must be marked to indicate its expiration date. The decal may be  
33 renewed if the pilot program is continued past the date of a decal's  
34 expiration. The status as an exempt vehicle continues until the high  
35 occupancy vehicle exempt decal is suspended or revoked for misuse,  
36 the vehicle is no longer used as a for hire nonemergency medical  
37 transportation vehicle, or the pilot program established in section  
38 217(2), chapter 472, Laws of 2023 is terminated.

39 (h) The department may adopt rules to implement this subsection.

1 (21) (a) \$265,000 of the highway safety account—state  
2 appropriation is provided solely for the department to provide an  
3 interagency transfer to the Washington center for deaf and hard of  
4 hearing youth, in consultation with the department and the office of  
5 the superintendent of public instruction, to fund the cost of  
6 interpreters for driver training education for deaf and hard of  
7 hearing youth to enable them to access driver training education at  
8 the same cost as their peers, and to pilot a sustainable driver  
9 training education program to determine how best to meet the driver  
10 training education needs of deaf and hard of hearing youth in the  
11 state in the future. The pilot must include:

12 (i) Determination of an appropriate number of instructors and an  
13 appropriate method of certification for instructors who are fluent in  
14 American Sign Language (ASL);

15 (ii) Determination of how best to provide driver training  
16 education statewide to deaf and hard of hearing novice drivers;

17 (iii) Development of a program to offer the required curriculum  
18 under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

19 (iv) Capped course instruction costs for deaf and hard of hearing  
20 students at the average rate of their hearing peers.

21 (b) The department shall submit a report to the transportation  
22 committees of the legislature developed by the Washington center for  
23 deaf and hard of hearing youth by March 1, 2024, that provides  
24 recommendations for a permanent program to make driver education  
25 equitably accessible for deaf and hard of hearing students.

26 (22) \$350,000 of the highway safety account—state appropriation  
27 is provided solely for the department to improve the process for  
28 commercial driver's license (CDL) holders to submit medical  
29 certification documents and update self-certification status to the  
30 department. The department shall:

31 (a) Update license express to improve the process and make it  
32 more user friendly;

33 (b) Add options for the driver to renew or replace the driver's  
34 CDL credentials as part of the medical or self-certification process;

35 (c) Add a customer verification step confirming the requested  
36 changes and clearly stating how this change will impact the driver's  
37 CDL; and

38 (d) Add improved messaging throughout the process.

39 In addition, the department shall make available on the driving  
40 record abstract a complete medical certificate downgrade history, and

1 provide a one-time mailing to all current CDL holders explaining the  
2 process to update their medical certificate documents and self-  
3 certification.

4 (23) \$1,962,000 of the highway safety account—state appropriation  
5 is provided solely for the establishment of a pilot mobile licensing  
6 unit to provide licensing and identicard services. By December 1,  
7 2024, the department must submit a report to the governor and the  
8 transportation committees of the legislature detailing the locations  
9 served, the number and type of documents issued, and other outcome  
10 measures associated with the mobile licensing unit. The report must  
11 include consideration of the facility needs of licensing service  
12 offices in the context of flexible mobile licensing services.

13 (24) \$2,750,000 of the highway safety account—state appropriation  
14 is provided solely for organizations providing driver's license  
15 assistance and support services. Of this amount:

16 (a) \$2,000,000 of the highway safety account—state appropriation  
17 is provided solely for driver's license assistance and support  
18 services in King county with an existing provider that is already  
19 providing these services to low-income immigrant and refugee women;  
20 and

21 (b) \$750,000 of the highway safety account—state appropriation is  
22 provided solely (~~for additional contracts in fiscal year 2025~~) to  
23 contract with organizations providing driver's license assistance and  
24 other related support services in other parts of the state.

25 (c) By December 1st of each year, the department must submit  
26 information on the contracted providers, including: The annual budget  
27 of the contracted providers in the preceding year; information  
28 regarding private and other governmental support for the activities  
29 of the providers; and a description of the number of people served,  
30 services delivered, and outcome measures. In developing its 2025-2027  
31 biennial budget submittal, the department, after consulting with the  
32 existing organization in King county and organizations receiving  
33 funds with the fiscal year 2025 expansion, must develop a statewide  
34 delivery plan that maximizes the number of people served, promotes  
35 efficiency in service delivery, and recognizes different models based  
36 on needs in particular areas of the state.

37 (25) \$8,000 of the motorcycle safety education account—state  
38 appropriation is provided solely for the implementation of chapter  
39 137, Laws of 2023 (motorcycle safety board). If chapter 137, Laws of



1 2023 is not enacted by June 30, 2023, the amount provided in this  
2 subsection lapses.

3 (26) \$29,000 of the motor vehicle account—state appropriation is  
4 provided solely for the implementation of chapter 431, Laws of 2023  
5 (transportation resources). If chapter 431, Laws of 2023 is not  
6 enacted by June 30, 2023, the amount provided in this subsection  
7 lapses.

8 (27) \$282,000 of the highway safety account—state appropriation  
9 is provided solely for the implementation of chapter 471, Laws of  
10 2023 (negligent driving). If chapter 471, Laws of 2023 is not enacted  
11 by June 30, 2023, the amount provided in this subsection lapses.

12 (28) \$4,464,000 of the highway safety account—state appropriation  
13 is provided solely for costs associated with relocating licensing  
14 service offices during the 2023-2025 fiscal biennium. This includes  
15 \$2,790,000 provided for relocations in the 2023-2025 omnibus  
16 transportation appropriations act. By June 30th of each year, the  
17 department must submit a status report on licensing service offices  
18 planned for relocation during the 2023-2025 fiscal biennium.

19 (29) \$1,395,000 of the motor vehicle account—state appropriation  
20 is provided solely for implementation of chapter 1, Laws of 2024  
21 (enhancing prorated and fuel tax collections). If chapter 1, Laws of  
22 2024 is not enacted by June 30, 2024, the amount provided in this  
23 subsection lapses.

24 (30) \$100,000 of the highway safety account—state appropriation  
25 is provided solely for implementation of chapter 162, Laws of 2024  
26 (improving access to department of licensing issued documents). If  
27 chapter 162, Laws of 2024 is not enacted by June 30, 2024, the amount  
28 provided in this subsection lapses.

29 (31) \$150,000 of the motor vehicle account—state appropriation is  
30 provided solely for the department to conduct a study on the  
31 feasibility of implementing a process for the electronic submittal of  
32 title and registration documents for motor vehicles, within the  
33 current vehicle licensing model. The department must submit a report  
34 of the study findings and any recommendations to the governor and the  
35 transportation committees of the legislature by September 1, 2025.  
36 The study must: (a) Review the current processes in Washington and  
37 other states, including how such processes addressed fraud prevention  
38 and document security; (b) examine existing technical infrastructure  
39 and potential changes needed to allow for completion and submittal of

1 lien and titling documents by financial institutions and vehicle  
2 dealers to subagents, county auditors, and the department of  
3 licensing, while maximizing interoperability, utility, data security,  
4 and customer privacy; (c) identify the technical investments and  
5 other costs associated with the submission of electronic documents by  
6 financial institutions and vehicle dealers to subagents, county  
7 auditors, and the department of licensing; (d) recommend any  
8 statutory changes required to allow for the submission of electronic  
9 documentation to subagents, county auditors, and the department of  
10 licensing; and (e) examine the impact of these technology changes on  
11 external stakeholders including, but not limited to, subagents,  
12 county auditors, financial institutions, vehicle dealers, and  
13 insurance companies.

14 (32) \$6,000 of the motorcycle safety education account—state  
15 appropriation, \$1,000 of the limited fish and wildlife account—state  
16 appropriation, \$406,000 of the highway safety account—state  
17 appropriation, \$137,000 of the motor vehicle account—state  
18 appropriation, \$5,000 of the ignition interlock device revolving  
19 account—state appropriation, and \$6,000 of the department of  
20 licensing services account—state appropriation are provided solely  
21 for the department of licensing for additional finance and budget  
22 staff. By December 1, 2024, the department shall submit a report to  
23 the governor and appropriate committees of the legislature on the  
24 specific steps the department has taken to address the findings of  
25 the State Auditor's Office FY2022 Accountability Audit Report No.  
26 1032793.

27 (33) \$225,000 of the highway safety account—state appropriation  
28 is provided solely for the department, for incorporation into its  
29 comprehensive implementation plan required under chapter 445, Laws of  
30 2023 (improving young driver safety), to expand driver training  
31 education requirements for driver's license purposes to persons age  
32 18 through 24 to include: (a) An assessment of opportunities to close  
33 availability and accessibility gaps in rural and underserved areas,  
34 as specified in section 612 (~~(of this act)~~), chapter 310, Laws of  
35 2024; and (b) an analysis of the potential inclusion of a mandatory  
36 driver's education refresher course requirement consisting of in-  
37 person or virtual classroom-based instruction on risk management and  
38 hazard protections one year after licensure, as specified in section  
39 612 (~~(of this act)~~), chapter 310, Laws of 2024.

1 (34) \$38,000 of the motor vehicle account—state appropriation is  
2 provided solely for implementation of chapter 308, Laws of 2024  
3 (speed safety cameras). If chapter 308, Laws of 2024 is not enacted  
4 by June 30, 2024, the amount provided in this subsection lapses.

5 (35) \$34,000 of the motor vehicle account—state appropriation is  
6 provided solely for the implementation of chapter 146, Laws of 2024  
7 (definition of veteran). If chapter 146, Laws of 2024 is not enacted  
8 by June 30, 2024, the amount provided in this subsection lapses.

9 (36) \$159,000 of the highway safety account—state appropriation  
10 is provided solely for the implementation of chapter 306, Laws of  
11 2024 (impaired driving). If chapter 306, Laws of 2024 is not enacted  
12 by June 30, 2024, the amount provided in this subsection lapses.

13 (37) \$300,000 of the highway safety account—state appropriation  
14 is provided solely for the implementation of chapter 315, Laws of  
15 2024 (state custody/ID cards). If chapter 315, Laws of 2024 is not  
16 enacted by June 30, 2024, the amount provided in this subsection  
17 lapses.

18 (38) \$50,000 of the motor vehicle account—state appropriation is  
19 provided solely for the department to conduct a study on the  
20 feasibility of implementing and administering a per mile fee program.  
21 The study must identify the staffing and resources needed to  
22 implement and administer the program, including possible technical  
23 investments, leveraging existing technology platforms. A preliminary  
24 report of the study findings relating to internal costs to administer  
25 the program is due to the governor and transportation committees of  
26 the legislature by December 31, 2024. The legislature intends to  
27 require a final report that includes potential third-party costs and  
28 options to the governor and the transportation committees of the  
29 legislature by December 31, 2025.

30 (39) \$2,100,000 of the highway safety account—state appropriation  
31 is provided solely for the department to increase public awareness of  
32 REAL ID. Of the amounts appropriated in this subsection, \$1,000,000  
33 is for the department to directly contract with a communications  
34 group with experience spreading awareness about REAL ID to community-  
35 based organizations and ethnic media outlets.

36 **Sec. 907.** 2024 c 310 s 209 (uncodified) is amended to read as  
37 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**  
2 **—PROGRAM B**

3	State Route Number 520 Corridor Account—State	
4	Appropriation. . . . .	(( <del>\$67,199,000</del> ))
5		<u>\$55,639,000</u>
6	State Route Number 520 Civil Penalties Account—State	
7	Appropriation. . . . .	(( <del>\$4,178,000</del> ))
8		<u>\$2,378,000</u>
9	Tacoma Narrows Toll Bridge Account—State	
10	Appropriation. . . . .	(( <del>\$34,398,000</del> ))
11		<u>\$36,510,000</u>
12	Alaskan Way Viaduct Replacement Project Account—	
13	State Appropriation. . . . .	(( <del>\$22,541,000</del> ))
14		<u>\$24,614,000</u>
15	Interstate 405 and State Route Number 167 Express	
16	Toll Lanes Account—State Appropriation. . . . .	(( <del>\$25,523,000</del> ))
17		<u>\$25,764,000</u>
18	TOTAL APPROPRIATION. . . . .	(( <del>\$153,839,000</del> ))
19		<u>\$144,905,000</u>

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

22 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state  
23 appropriation and \$12,820,000 of the state route number 520 corridor  
24 account—state appropriation are provided solely for the purposes of  
25 addressing unforeseen operations and maintenance costs on the Tacoma  
26 Narrows bridge and the state route number 520 bridge, respectively.  
27 The office of financial management shall place the amounts provided  
28 in this subsection, which represent a portion of the required minimum  
29 fund balance under the policy of the state treasurer, in unallotted  
30 status. The office may release the funds only when it determines that  
31 all other funds designated for operations and maintenance purposes  
32 have been exhausted.

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

38 (a) Information on the travel times and travel time reliability  
39 (at a minimum, average and 90th percentile travel times) maintained

1 during peak and nonpeak periods in the express toll lanes and general  
2 purpose lanes for both the entire corridor and commonly made trips in  
3 the corridor including, but not limited to, northbound from Bellevue  
4 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at  
5 state route number 522, Bellevue to Bothell (both NE 8th to state  
6 route number 522 and NE 8th to state route number 527), and a trip  
7 internal to the corridor (such as NE 85th to NE 160th) and similar  
8 southbound trips; and

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

12 (3) \$535,000 of the Interstate 405 and state route number 167  
13 express toll lanes account—state appropriation, \$1,245,000 of the  
14 state route number 520 corridor account—state appropriation, \$535,000  
15 of the Tacoma Narrows toll bridge account—state appropriation, and  
16 \$702,000 of the Alaskan Way viaduct replacement project account—state  
17 appropriation are provided solely for the reappropriation of unspent  
18 funds on the new tolling back office system from the 2021-2023 fiscal  
19 biennium.

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

24 (5) As part of the department's 2025-2027 biennial budget  
25 request, the department shall update the cost allocation  
26 recommendations that assign appropriate costs to each of the toll  
27 funds for services provided by relevant Washington state department  
28 of transportation programs, the Washington state patrol, and the  
29 transportation commission. The recommendations shall be based on  
30 updated traffic and toll transaction patterns and other relevant  
31 factors.

32 (6) Up to \$16,648,000 of the amounts provided for operations and  
33 maintenance expenses on the state route number 520 facility from the  
34 state route number 520 corridor account during the 2023-2025 fiscal  
35 biennium in this act are derived from the receipt of federal American  
36 rescue plan act of 2021 funds and not toll revenues.

37 (7) \$500,000 of the state route number 520 corridor account—state  
38 appropriation is provided solely for the department to begin a  
39 traffic and revenue study of tolling on the state route number 520

1 corridor. The department, in consultation with the transportation  
2 commission, shall initiate planning work regarding updated tolling on  
3 the state route number 520 corridor.

4 (8) (~~(\$19,248,000)~~) \$10,188,000 of the state route number 520  
5 corridor account—state appropriation is provided solely for the costs  
6 of insurance for the state route number 520 floating bridge.

7 (9) \$75,000 of the state route number 520 corridor account—state  
8 appropriation is provided solely for the department to (a) conduct an  
9 actuarial analysis of the short and long-term costs and benefits,  
10 including risk mitigation of self-insurance as compared to the  
11 commercial insurance option for the state route number 520 floating  
12 bridge, as allowed under the terms of the state route number 520  
13 master bond resolution, and (b) develop a plan to implement a self-  
14 insurance program for the state route number 520 floating bridge. By  
15 December 15, 2024, the department shall report to the governor and  
16 the transportation committees of the legislature on the results of  
17 the actuarial analysis and the self-insurance program. It is the  
18 intent of the legislature to implement a self-insurance program for  
19 the state route number 520 floating bridge by July 1, 2025.

20 **Sec. 908.** 2024 c 310 s 210 (uncodified) is amended to read as  
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**  
23 **C**

24	Transportation Partnership Account—State	
25	Appropriation. . . . .	\$1,494,000
26	Motor Vehicle Account—State Appropriation. . . . .	( <del>(\$122,732,000)</del> )
27		<u>\$122,717,000</u>
28	Puget Sound Ferry Operations Account—State	
29	Appropriation. . . . .	\$307,000
30	Multimodal Transportation Account—State	
31	Appropriation. . . . .	\$2,988,000
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation. . . . .	\$1,488,000
34	TOTAL APPROPRIATION. . . . .	( <del>(\$129,009,000)</del> )
35		<u>\$128,994,000</u>

36 The appropriations in this section are subject to the following  
37 conditions and limitations: \$2,006,000 of the motor vehicle account—  
38 state appropriation is provided solely for hardware cost increases.

1 Before any hardware replacement, the department, in consultation with  
2 WaTech, must further review leasing options.

3 **Sec. 909.** 2024 c 310 s 211 (uncodified) is amended to read as  
4 follows:

5 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**  
6 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

7 Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$40,362,000</del> ))
	<u>\$40,310,000</u>
9 Move Ahead WA Account—State Appropriation. . . . .	\$2,532,000
10 State Route Number 520 Corridor Account—State	
11 Appropriation. . . . .	\$34,000
12 TOTAL APPROPRIATION. . . . .	(( <del>\$42,928,000</del> ))
	<u>\$42,876,000</u>

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

16 (1) \$500,000 of the move ahead WA account—state appropriation is  
17 provided solely for the department to conduct a detailed space study  
18 and develop an implementation plan that builds off the findings and  
19 recommendations of the department's "Telework Impact Study" completed  
20 in September 2022. Such efforts must also incorporate office space  
21 use reduction requirements for the department in this act as well as  
22 current and planned telework levels. The detailed space study and  
23 development of the implementation plan must be conducted in  
24 consultation with the office of financial management and the  
25 department of enterprise services, and must focus on office and  
26 administrative space efficiency, providing specific recommendations,  
27 cost estimates, and cost savings. While focused on office and  
28 administrative space, the department is encouraged to review other  
29 types of facilities where efficiencies can be achieved. The final  
30 study report must include:

31 (a) The development of low, medium, and high scenarios based on  
32 reducing space use, with the high space reduction scenario being  
33 based on a minimum of a 30 percent reduction by 2030;

34 (b) Detailed information on any increased capital and other  
35 implementation costs under each scenario;

36 (c) Detailed information on reduced costs, such as leases,  
37 facility maintenance, and utilities, under each scenario;

1 (d) An analysis of opportunities to collocate with other state,  
2 local, and other public agencies to reduce costs and improve cost-  
3 efficiency while meeting utilization standards; and

4 (e) An assessment of the commercial value and return to the state  
5 transportation funds associated with the sale of the property from  
6 consolidation and other space efficiency measures.

7 (2)(a) The department must submit the implementation plan and  
8 final report from the detailed space study to the office of financial  
9 management and the transportation committees of the legislature by  
10 October 1, 2024.

11 (b) Conducting the detailed space study under subsection (1) of  
12 this section must not prevent or delay the department from meeting  
13 other space use and related requirements, or where warranted by  
14 current information or opportunities.

15 (c) In addition to the reporting requirement under subsection (1)  
16 of this section, the department must provide information to the  
17 office of financial management in its comparative analysis of office  
18 space, leases, and relocation costs required by the omnibus operating  
19 appropriations act.

20 **Sec. 910.** 2024 c 310 s 213 (uncodified) is amended to read as  
21 follows:

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

23 Aeronautics Account—State Appropriation. . . . .	(( <del>\$17,448,000</del> ))
	<u>\$17,134,000</u>
25 Aeronautics Account—Federal Appropriation. . . . .	(( <del>\$5,579,000</del> ))
	<u>\$5,129,000</u>
27 Aeronautics Account—Private/Local Appropriation. . . . .	\$60,000
28 TOTAL APPROPRIATION. . . . .	(( <del>\$23,087,000</del> ))
	<u>\$22,323,000</u>

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

32 (1) ((~~\$2,000,000~~)) \$1,900,000 of the aeronautics account—state  
33 appropriation is provided solely for the move ahead WA aviation  
34 grants. The department shall prioritize projects eligible for federal  
35 funding.

36 (2) ((~~\$1,476,000~~)) \$1,376,000 of the aeronautics account—state  
37 appropriation is provided solely for sustainable aviation grants  
38 recommended by the department under the sustainable aviation grants



1 program. The department shall submit a report to the transportation  
2 committees of the legislature by October 1, 2024, identifying a  
3 selection of sustainable aviation projects for funding by the  
4 legislature. In considering projects to recommend to fund, the  
5 department shall only consider projects that advance the state of  
6 sustainable aviation technology and lead to future innovation.  
7 Innovative sustainable aviation projects may include, but are not  
8 limited to, pilot projects demonstrating the use of:

- 9 (a) Mobile battery charging technology;
- 10 (b) Hydrogen electrolyzers and storage;
- 11 (c) Electric ground equipment; and
- 12 (d) Hanger charging technology.

13 (3) \$300,000 of the aeronautics account—state appropriation is  
14 provided solely for the department to develop a statewide advanced  
15 air mobility aircraft plan to develop and integrate advanced air  
16 mobility aircraft into current modal systems. The department shall  
17 submit a report by June 1, 2025, to the office of financial  
18 management and the transportation committees of the legislature  
19 including, but not limited to:

20 (a) Near, medium, and long-term recommendations for land use  
21 planning for advanced and urban air mobility vertiports and  
22 vertistops;

23 (b) An inventory of infrastructure needs to support a statewide  
24 vertiport network and a recommended program to deploy funds to local  
25 governments to share costs;

26 (c) Proposed state governance structures and regulatory  
27 mechanisms to adequately complement federal aviation administration  
28 oversight;

29 (d) Recommended policies to foster vertiport and vertistop  
30 infrastructure development that ensure open public access, efficiency  
31 in land use siting, and equitable distribution across the state; and

32 (e) In consultation with local jurisdictions, planning  
33 organizations, and other modal managers, recommendations on advanced  
34 air mobility aircraft integration into statewide transportation  
35 plans.

36 (4) \$1,931,000 of the aeronautics account—state appropriation is  
37 provided solely for the implementation of chapter 463, Laws of 2023  
38 (commercial aviation services). Funding is provided for the  
39 activities of the work group and for support of the work group by the  
40 department. The activities of the work group include the issuance of

1 the initial progress report, required in section 4, chapter 463, Laws  
2 of 2023, which requires the listing of areas that will not have  
3 further review as the areas are in conflict with the operations of a  
4 military installation. The report must also identify unsuitable  
5 geographies due to either environmental impacts or impacts to  
6 overburdened communities. Additionally, within the funding provided,  
7 the work group must:

8 (a) Work to understand what studies currently exist on state  
9 transportation needs and capacities and identify any gaps of  
10 information; and

11 (b) Conduct meaningful community engagement with overburdened and  
12 vulnerable populations with a focus on the environmental justice  
13 impact of aviation on communities.

14 (5) \$300,000 of the aeronautics account—state appropriation is  
15 provided solely for the Port of Bremerton to conduct a study on the  
16 feasibility of offering commercial service at the Port of Bremerton  
17 airport. Pursuant to RCW 47.68.090(2)(c), the department may not  
18 require a match for this project.

19 (6) \$2,575,000 of the aeronautics account—state appropriation is  
20 provided solely for the Pullman-Moscow regional airport. Pursuant to  
21 RCW 47.68.090(2)(c), the department may not require a match for this  
22 project.

23 **Sec. 911.** 2024 c 310 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. . . . .	(( <del>\$65,161,000</del> ))
28		<u>\$65,139,000</u>
29	Motor Vehicle Account—Federal Appropriation. . . . .	\$500,000
30	Multimodal Transportation Account—State	
31	Appropriation. . . . .	(( <del>\$1,351,000</del> ))
32		<u>\$1,001,000</u>
33	Move Ahead WA Flexible Account—State Appropriation. . . . .	\$572,000
34	TOTAL APPROPRIATION. . . . .	(( <del>\$67,584,000</del> ))
35		<u>\$67,212,000</u>

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

1 (1) During the 2023-2025 fiscal biennium, if the department takes  
2 possession of the property situated in the city of Edmonds for which  
3 a purchase agreement was executed between Unocal and the department  
4 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department  
5 confirms that the property is still no longer needed for  
6 transportation purposes, the department shall provide the city of  
7 Edmonds with the first right of purchase at fair market value in  
8 accordance with RCW 47.12.063(3) for the city's intended use of the  
9 property to rehabilitate near-shore habitat for salmon and related  
10 species.

11 (2) \$469,000 of the motor vehicle account—state appropriation is  
12 reappropriated and provided solely for the implementation of chapter  
13 217, Laws of 2021 (noxious weeds).

14 (3) The department shall determine the fair market value of the  
15 northern parcel of site 14 on the Puget Sound Gateway Program SR 509  
16 Completion Project Surplus Property list, located immediately south  
17 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in  
18 Des Moines, to be submitted to the transportation committees of the  
19 legislature by December 15, 2023, for an evaluation of possible next  
20 steps for use of the property that is in the public interest.

21 (4) (a) \$572,000 of the move ahead WA flexible account—state  
22 appropriation is provided solely to track and maximize clean fuels  
23 credits and revenue generated by state agencies pursuant to chapter  
24 70A.535 RCW.

25 (b) The LEAP Transportation Document ((~~2024-2~~) 2025-2 ALL  
26 PROJECTS as developed March ((~~6, 2024~~) 23, 2025, anticipates  
27 fulfillment of the requirements under chapter 70A.535 RCW of  
28 generating credits and revenue for transportation investments funded  
29 in an omnibus transportation appropriations act, including the move  
30 ahead WA transportation package. The omnibus transportation  
31 appropriations act anticipates credits for ferry electrification for  
32 new hybrid electric vessels, active transportation, transit programs  
33 and projects, alternative fuel infrastructure, connecting  
34 communities, and multimodal investments.

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

1 (5) \$93,000 of the multimodal transportation account—state  
2 appropriation is provided solely for the implementation of chapter  
3 169, Laws of 2023 (climate resilience strategy).

4 (~~(7)~~) (6)(a) (~~(\$500,000)~~) \$150,000 of the multimodal  
5 transportation account—state appropriation is provided solely for the  
6 department to explore alternative uses of the state's highway rights-  
7 of-way to address pressing public needs relating to climate change,  
8 equitable communications, renewable energy generation, electrical  
9 transmission and distribution projects, broadband projects,  
10 vegetation management, inductive charging in travel lanes,  
11 alternative fueling facilities, and other appropriate uses. In  
12 exploring alternative uses of the state's highway rights-of-way, the  
13 department shall:

14 (i) Review the utility accommodation policy and make  
15 recommendations to update the policy to include clean energy and  
16 connectivity projects under 23 C.F.R. Part 645. At a minimum, the  
17 recommendations for updated clean energy and connectivity projects  
18 must include renewable energy and electrical transmission and  
19 distribution;

20 (ii) Review and update the department's integrated roadside  
21 vegetation management plans to maximize carbon sequestration and  
22 develop habitat and forage for native pollinators, Monarch  
23 butterflies, and honeybees through plantings of native noninvasive  
24 flowering plants and grasses on the state highways rights-of-way and  
25 at safety rest areas;

26 (iii) Assess the state highways rights-of-way land areas most  
27 suitable for solar development by considering slope, elevation,  
28 vegetative cover, and solar radiation; and

29 (iv) Identify existing highway rights-of-way suitable as  
30 designated energy corridors for electric transmission and  
31 distribution and other energy infrastructure.

32 (b) In carrying out the requirements in (a) of this subsection,  
33 the department may consult with an organization that uses an advanced  
34 rights-of-way solar mapping tool that uses ArcGIS Pro software for  
35 faster and more precise analysis of rights-of-way solar using the  
36 state's full spatial rights-of-way data sets.

37 (c) The department must report its findings, recommendations, and  
38 status of its updates to the transportation committees of the  
39 legislature by January 15, 2025.

1        ~~((8))~~ (7) To assist the department as it continues to make  
2 progress on meeting the requirements of the federal *U.S. v.*  
3 *Washington* court injunction and to address estimated programmatic  
4 cost increases, within the funding provided in this section, the  
5 department shall analyze contracting methods, alternative bundling  
6 concepts, and other options to manage costs. The department shall  
7 provide a report outlining recommendations to the governor and  
8 transportation committees of the legislature by December 15, 2024.

9        **Sec. 912.** 2024 c 310 s 215 (uncodified) is amended to read as  
10 follows:

11 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**  
12 **PROGRAM K**

13	Motor Vehicle Account—State Appropriation. . . . .	\$703,000
14	Electric Vehicle Account—State Appropriation. . . . .	\$4,746,000
15	Multimodal Transportation Account—State	
16	Appropriation. . . . .	\$4,400,000
17	Multimodal Transportation Account—Federal	
18	Appropriation. . . . .	<del>((25,000,000))</del>
19		<u>\$26,770,000</u>
20	Carbon Emissions Reduction Account—State	
21	Appropriation. . . . .	<del>((195,025,000))</del>
22		<u>\$43,223,000</u>
23	TOTAL APPROPRIATION. . . . .	<del>((229,874,000))</del>
24		<u>\$79,842,000</u>

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

27        (1) \$3,746,000 of the electric vehicle account—state  
28 appropriation(~~(7)~~) and \$30,000,000 of the carbon emissions reduction  
29 account—state appropriation(~~(7 and beginning January 1, 2025,~~  
30 ~~\$15,000,000 of the carbon emissions reduction account—state~~  
31 ~~appropriation)~~) are provided solely for the clean alternative fuel  
32 vehicle charging and refueling infrastructure program in chapter 287,  
33 Laws of 2019 (advancing green transportation adoption).

34        (2) \$1,000,000 of the electric vehicle account—state  
35 appropriation and \$500,000 of the multimodal transportation account—  
36 state appropriation are provided solely for a colocated DC fast  
37 charging and hydrogen fueling station near the Wenatchee or East  
38 Wenatchee area near a state route or near or on a publicly owned

1 facility to service passenger, light-duty and heavy-duty vehicles.  
2 The hydrogen fueling station must include a DC fast charging station  
3 colocated at the hydrogen fueling station site. Funds may be used for  
4 one or more fuel cell electric vehicles that would utilize the  
5 fueling stations. The department must contract with a public utility  
6 district that produces hydrogen in the area to own and/or manage and  
7 provide technical assistance for the design, planning, permitting,  
8 construction, maintenance and operation of the hydrogen fueling  
9 station. The department and public utility district are encouraged to  
10 collaborate with and seek contributions from additional public and  
11 private partners for the fueling station.

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

15 (4) \$1,200,000 of the multimodal transportation account—state  
16 appropriation(~~(,)~~) and \$2,000,000 of the carbon emissions reduction  
17 account—state appropriation(~~(, and beginning January 1, 2025,~~  
18 ~~\$3,400,000 of the carbon emissions reduction account state~~  
19 ~~appropriation,)~~) are provided solely for the pilot program  
20 established under chapter 287, Laws of 2019 (advancing green  
21 transportation adoption) to provide clean alternative fuel vehicle  
22 use opportunities to underserved communities and low to moderate  
23 income members of the workforce not readily served by transit or  
24 located in transportation corridors with emissions that exceed  
25 federal or state emissions standards. Consistent with the  
26 geographical diversity element described in RCW 47.04.355(4), the  
27 legislature strongly encourages the department to consider  
28 implementing the pilot in both urban and rural communities if  
29 possible, to obtain valuable information on the needs of underserved  
30 communities located in different geographical locations in  
31 Washington.

32 (5) (~~(\$120,000,000)~~) \$7,849,000 of the carbon emissions reduction  
33 account—state appropriation(~~(, and beginning January 1, 2025,~~  
34 ~~\$10,000,000 of the carbon emissions reduction account state~~  
35 ~~appropriation, are)~~) is provided solely for implementation of zero-  
36 emission medium and heavy-duty vehicle and equipment infrastructure  
37 and incentive programs and for the replacement of school buses  
38 powered by fossil fuels with zero-emission school buses, including

1 the purchase and installation of zero-emission school bus refueling  
2 infrastructure.

3 (a) Of this amount, (~~(\$20,000,000)~~) \$3,700,000 is for the  
4 department to administer an early action grant program to provide  
5 expedited funding for the replacement of school buses powered by  
6 fossil fuels with zero-emission school buses, including the purchase  
7 and installation of zero-emission school bus refueling  
8 infrastructure. The department must contract with the department of  
9 ecology to implement the early action grant program.

10 (b) (i) The remaining (~~(\$110,000,000)~~) \$4,149,000, inclusive of  
11 costs for program administration and staffing, is for a point-of-sale  
12 voucher incentive program to encourage the faster adoption of zero-  
13 emission medium and heavy-duty vehicles to further state climate  
14 goals under RCW 70A.45.020 and state equity goals under chapter  
15 70A.02 RCW. The voucher incentive program must be administered by a  
16 third-party administrator that has experience administering voucher  
17 incentive programs, with oversight conducted by the department.

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

22 (A) Simplified zero-emission vehicle eligibility requirements;

23 (B) Vehicle and infrastructure incentives aligned with programs  
24 in other jurisdictions, where appropriate, to streamline user  
25 planning;

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

30 (D) A centralized user and manufacturer portal for information,  
31 application, and assistance;

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

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

1 (iii) The following battery electric and hydrogen fuel cell  
2 electric vehicle categories and associated charging, as well as  
3 refueling infrastructure for these categories, are eligible for the  
4 voucher program, subject to additional qualification criteria to be  
5 determined by the department and the voucher program third-party  
6 administrator:

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

9 (B) Cargo handling and off-road equipment.

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

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

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

31 (6) \$2,100,000 of the carbon emissions reduction account—state  
32 appropriation is provided solely to fund electric vehicle charging  
33 infrastructure for the electric charging megasite project at Mount  
34 Vernon library commons.

35 (7) \$2,500,000 of the multimodal transportation account—state  
36 appropriation is provided solely for the department to coordinate  
37 with cities, counties, ports, and private entities to develop  
38 actionable recommendations for state assistance in the development of  
39 specific candidate truck parking sites to be developed with  
40 amenities, identified by location. The department shall identify



1 private land parcels for potential development of sites, which may  
2 include, but should not be limited to, a feasibility analysis of  
3 sites adjacent to Interstate 90 near North Bend for a 400 to 600  
4 space truck parking site. The public benefit of each potential truck  
5 parking site must be included in this assessment. The department  
6 shall consider opportunities for the state to provide assistance in  
7 the development of truck parking sites, including possible  
8 opportunities to provide assistance in land acquisition and  
9 evaluating land use requirements. The department must update the  
10 transportation committees of the legislature on agency activities and  
11 their status by December 1, 2023, and to provide a final report to  
12 the transportation committees of the legislature by December 1, 2024.

13 ~~(8) ((Beginning January 1, 2025, \$10,000,000 of the carbon~~  
14 ~~emissions reduction account state appropriation is provided solely~~  
15 ~~for grants, and to serve as a state match for secured federal funds,~~  
16 ~~to finance hydrogen refueling infrastructure for medium and heavy-~~  
17 ~~duty vehicles with a focus on locations in disadvantaged and~~  
18 ~~overburdened communities, where possible. The department, in~~  
19 ~~consultation with the interagency electric vehicle coordinating~~  
20 ~~council, should pursue any federal funding available through the~~  
21 ~~charging and fueling infrastructure discretionary grant program and~~  
22 ~~any other sources under the federal infrastructure investment and~~  
23 ~~jobs act (P.L. 29 117-58).~~

24 ~~(9))~~ Beginning January 1, 2025, ~~(((\$800,000))~~ \$400,000 of the  
25 carbon emissions reduction account—state appropriation is provided  
26 solely for the cities of Bellevue and Redmond to each purchase an  
27 electric fire engine.

28 ~~((10))~~ (9) Beginning January 1, 2025, ~~(((\$1,725,000))~~ \$874,000  
29 of the carbon emissions reduction account—state appropriation is  
30 provided solely for a Tacoma Public Utilities medium-duty zero-  
31 emission utility service vehicle pilot project that includes charging  
32 infrastructure and mobile battery units.

33 **Sec. 913.** 2024 c 310 s 216 (uncodified) is amended to read as  
34 follows:

35 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

36 Motor Vehicle Account—State Appropriation. . . . .	<del>(((\$545,500,000))</del>
37	<u>\$556,639,000</u>
38 Motor Vehicle Account—Federal Appropriation. . . . .	\$7,000,000

1	Move Ahead WA Account—State Appropriation. . . . .	\$50,000,000
2	RV Account—State Appropriation. . . . .	\$1,100,000
3	State Route Number 520 Corridor Account—State	
4	Appropriation. . . . .	\$4,841,000
5	Tacoma Narrows Toll Bridge Account—State	
6	Appropriation. . . . .	\$1,585,000
7	Alaskan Way Viaduct Replacement Project Account—	
8	State Appropriation. . . . .	\$8,752,000
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation. . . . .	\$2,624,000
11	TOTAL APPROPRIATION. . . . .	<del>(\$621,402,000)</del>
12		<u>\$632,541,000</u>

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

15       (1) \$5,000,000 of the motor vehicle account—state appropriation  
16 is provided solely for a contingency pool for snow and ice removal.  
17 The department must notify the office of financial management and the  
18 transportation committees of the legislature when they have spent the  
19 base budget for snow and ice removal and will begin using the  
20 contingency pool funding.

21       (2) (a) \$115,000 of the state route number 520 corridor account—  
22 state appropriation is provided solely for the department to enter  
23 into a dispute resolution process with local jurisdictions to produce  
24 interagency agreements to address the ongoing facility and landscape  
25 maintenance of the three state route number 520 eastside lids and  
26 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and  
27 92nd Avenue NE.

28       (b) The agreements pursuant to (a) of this subsection must be  
29 executed by June 30, 2024.

30       (3) (a) \$9,000,000 of the motor vehicle account—state  
31 appropriation is provided solely for the department to address the  
32 risks to safety and public health associated with homeless  
33 encampments on department owned rights-of-way. The department must  
34 coordinate and work with local government officials and social  
35 service organizations who provide services and direct people to  
36 housing alternatives that are not in highway rights-of-way to help  
37 prevent future encampments from forming on highway rights-of-way and  
38 may reimburse the organizations doing this outreach assistance who  
39 transition people into treatment or housing or for debris clean up on

1 highway rights-of-way. A minimum of \$2,000,000 of this appropriation  
2 must be used to deliver more frequent removal of litter on the  
3 highway rights-of-way that is generated by unsheltered people and may  
4 be used to hire crews specializing in collecting and disposing of  
5 garbage, clearing debris or hazardous material, and implementing  
6 safety improvements where hazards exist to the traveling public and  
7 department employees. The department may use these funds to either  
8 reimburse local law enforcement costs or the Washington state patrol  
9 if they are providing enhanced safety to department staff during  
10 debris cleanup or during efforts to prevent future encampments from  
11 forming on highway rights-of-way.

12 (b) Beginning November 1, 2023, and semiannually thereafter, the  
13 Washington state patrol and the department of transportation must  
14 jointly submit a report to the governor and the transportation  
15 committees of the legislature on the status of these efforts,  
16 including:

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

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

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

26 (4) \$1,000,000 of the motor vehicle account—state appropriation  
27 is provided solely for a partnership program between the department  
28 and the city of Spokane, to be administered in conjunction with  
29 subsection (3) of this section. The program must address the safety  
30 and public health problems created by homeless encampments on the  
31 department's property along state highways within the city limits.  
32 \$555,000 of the motor vehicle account—state appropriation is for  
33 dedicated department maintenance staff and associated clean-up costs.  
34 The department and the city of Spokane shall enter into a  
35 reimbursable agreement to cover up to \$445,000 of the city's expenses  
36 for clean-up crews and landfill costs.

37 (5) \$1,025,000 of the motor vehicle account—state appropriation  
38 is provided solely for the department to implement safety  
39 improvements and debris clean up on department-owned rights-of-way in

1 the city of Seattle at levels above that being implemented as of  
2 January 1, 2019, to be administered in conjunction with subsection  
3 (3) of this section. The department must maintain a crew dedicated  
4 solely to collecting and disposing of garbage, clearing debris or  
5 hazardous material, and implementing safety improvements where  
6 hazards exist to the traveling public, department employees, or  
7 people encamped upon department-owned rights-of-way. The department  
8 may request assistance from the Washington state patrol as necessary  
9 in order for both agencies to provide enhanced safety-related  
10 activities regarding the emergency hazards along state highway  
11 rights-of-way in the Seattle area.

12 (6) \$1,015,000 of the motor vehicle account—state appropriation  
13 is provided solely for a partnership program between the department  
14 and the city of Tacoma, to be administered in conjunction with  
15 subsection (3) of this section. The program must address the safety  
16 and public health problems created by homeless encampments on the  
17 department's property along state highways within the city limits.  
18 \$570,000 of the motor vehicle account—state appropriation is for  
19 dedicated department maintenance staff and associated clean-up costs.  
20 The department and the city of Tacoma shall enter into a reimbursable  
21 agreement to cover up to \$445,000 of the city's expenses for clean-up  
22 crews and landfill costs.

23 (7) (~~(\$1,500,000)~~) \$1,300,000 of the motor vehicle account—state  
24 appropriation is provided solely for the department to contract with  
25 the city of Fife to address the risks to safety and public health  
26 associated with homeless encampments on department-owned rights-of-  
27 way along the SR 167/SR 509 Puget Sound Gateway project corridor in  
28 and adjacent to the city limits pursuant to section 216(10), chapter  
29 186, Laws of 2022. However, the amount provided in this subsection  
30 must be placed in unallotted status and may not be spent prior to  
31 November 1, 2023. If, after November 1, 2023, the department, in  
32 consultation with the office of financial management, determines that  
33 the department fully spent the \$2,000,000 appropriated in section  
34 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal  
35 biennium for this purpose, the amount provided in this subsection  
36 must remain in unallotted status and unspent. If the department did  
37 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,  
38 the department may only spend from the appropriation in this  
39 subsection an amount not in excess of the amount unspent from the

1 \$2,000,000 within the 2021-2023 fiscal biennium, with any remaining  
2 amount to remain in unallotted status and unspent. In no event may  
3 the department spend more than \$2,000,000 within the 2021-2023 and  
4 2023-2025 fiscal biennia for this purpose.

5 (8) To the greatest extent practicable, the department shall  
6 schedule mowing along state highways to occur after litter pickup has  
7 been performed in the area to be mowed. This subsection is not  
8 intended to prevent mowing or other similar maintenance activities  
9 from being undertaken in the event litter pickup has not been  
10 performed.

11 **Sec. 914.** 2024 c 310 s 217 (uncodified) is amended to read as  
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**  
14 **PROGRAM Q—OPERATING**

15	Highway Safety Fund—State Appropriation. . . . .	\$5,529,000
16	Motor Vehicle Account—State Appropriation. . . . .	<del>(\$88,566,000)</del>
17		<u>\$86,659,000</u>
18	Motor Vehicle Account—Federal Appropriation. . . . .	\$2,050,000
19	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$294,000
20	Move Ahead WA Account—State Appropriation. . . . .	\$3,090,000
21	Multimodal Transportation Account—State	
22	Appropriation. . . . .	\$5,000,000
23	State Route Number 520 Corridor Account—State	
24	Appropriation. . . . .	\$247,000
25	Tacoma Narrows Toll Bridge Account—State	
26	Appropriation. . . . .	\$44,000
27	Alaskan Way Viaduct Replacement Project Account—	
28	State Appropriation. . . . .	\$1,122,000
29	Interstate 405 and State Route Number 167 Express	
30	Toll Lanes Account—State Appropriation. . . . .	\$37,000
31	TOTAL APPROPRIATION. . . . .	<del>(\$105,979,000)</del>
32		<u>\$104,072,000</u>

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

35 (1) \$6,000,000 of the motor vehicle account—state appropriation  
36 is provided solely for low-cost enhancements. The department shall  
37 give priority to low-cost enhancement projects that improve safety or  
38 provide congestion relief. By December 15th of each odd-numbered

1 year, the department shall provide a report to the legislature  
2 listing all low-cost enhancement projects completed in the prior  
3 fiscal biennium.

4 (2)(a) During the 2023-2025 fiscal biennium, the department shall  
5 continue a pilot program that expands private transportation  
6 providers' access to high occupancy vehicle lanes. Under the pilot  
7 program, when the department reserves a portion of a highway based on  
8 the number of passengers in a vehicle, the following vehicles must be  
9 authorized to use the reserved portion of the highway if the vehicle  
10 has the capacity to carry eight or more passengers, regardless of the  
11 number of passengers in the vehicle: (i) Auto transportation company  
12 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter  
13 carrier vehicles regulated under chapter 81.70 RCW, except marked or  
14 unmarked stretch limousines and stretch sport utility vehicles as  
15 defined under department of licensing rules; (iii) private nonprofit  
16 transportation provider vehicles regulated under chapter 81.66 RCW;  
17 and (iv) private employer transportation service vehicles. For  
18 purposes of this subsection, "private employer transportation  
19 service" means regularly scheduled, fixed-route transportation  
20 service that is offered by an employer for the benefit of its  
21 employees. Nothing in this subsection is intended to authorize the  
22 conversion of public infrastructure to private, for-profit purposes  
23 or to otherwise create an entitlement or other claim by private users  
24 to public infrastructure.

25 (b) The department shall expand the high occupancy vehicle lane  
26 access pilot program to vehicles that deliver or collect blood,  
27 tissue, or blood components for a blood-collecting or distributing  
28 establishment regulated under chapter 70.335 RCW. Under the pilot  
29 program, when the department reserves a portion of a highway based on  
30 the number of passengers in a vehicle, blood-collecting or  
31 distributing establishment vehicles that are clearly and identifiably  
32 marked as such on all sides of the vehicle are considered emergency  
33 vehicles and must be authorized to use the reserved portion of the  
34 highway.

35 (c) The department shall expand the high occupancy vehicle lane  
36 access pilot program to for hire nonemergency medical transportation  
37 vehicles, when in use for medical purposes, as described in section  
38 208(20), chapter 472, Laws of 2023. Under the pilot program, when the  
39 department reserves a portion of a highway based on the number of  
40 passengers in a vehicle, nonemergency medical transportation vehicles

1 that meet the requirements identified in section 208(20), chapter  
2 472, Laws of 2023 must be authorized to use the reserved portion of  
3 the highway.

4 (d) Nothing in this subsection is intended to exempt these  
5 vehicles from paying tolls when they do not meet the occupancy  
6 requirements established by the department for express toll lanes.

7 (3) The appropriations in this section assume implementation of  
8 additional cost recovery mechanisms to recoup at least \$100,000 in  
9 credit card and other financial transaction costs related to the  
10 collection of fees imposed under RCW 46.17.400, 46.44.090, and  
11 46.44.0941 for driver and vehicle fee transactions beginning January  
12 1, 2023. The department may recover transaction fees incurred through  
13 credit card transactions.

14 (4) The department shall promote safety messages encouraging  
15 drivers to slow down and move over and pay attention when emergency  
16 lights are flashing on the side of the road and other suitable safety  
17 messages on electronic message boards the department operates across  
18 the state. The messages must be promoted through June 30, 2025. The  
19 department may coordinate such messaging with any statewide public  
20 awareness campaigns being developed by the department of licensing or  
21 the Washington state traffic safety commission, or both.

22 (5) \$5,000,000 of the multimodal transportation account—state  
23 appropriation is provided solely for the department to address  
24 emergent issues related to safety for pedestrians and bicyclists.  
25 Funds may only be spent after approval from the office of financial  
26 management. By December 15th of each odd-numbered year, the  
27 department shall provide a report to the legislature listing all  
28 emergent issues addressed in the prior fiscal biennium.

29 (6) \$3,529,000 of the highway safety account—state appropriation  
30 is provided solely for implementation of chapter 17, Laws of 2023  
31 (speed safety cameras).

32 (7) \$1,279,000 of the move ahead WA account—state appropriation  
33 is provided solely for maintenance and operations of the virtual  
34 coordination center. The department is encouraged to apply for  
35 federal grant funds for the virtual coordination center and may use  
36 state funds as a match. By December 1, 2023, the department shall  
37 report to the transportation committees of the legislature: (a)  
38 Recommendations to expand the center's operations, including specific  
39 additional jurisdictions and corridors across the state; and (b)

1 amounts received and dates of receipt of any new cash and in-kind  
2 matches from virtual coordination center partners including, but not  
3 limited to, the city of Seattle, King county, other state and local  
4 jurisdictions, and private sector partners.

5 (8) \$100,000 of the motor vehicle account—state appropriation is  
6 provided solely for the department to prepare and submit a report to  
7 the transportation committees of the legislature by December 1, 2024,  
8 with a prioritized list of recommendations for improving safety and  
9 mobility on Interstate 90 between North Bend and Cle Elum during  
10 winter weather events, including estimated costs. The recommendations  
11 must include, but are not limited to, options to improve compliance  
12 with traction tire and chain requirements and reduce snow-related  
13 closures.

14 (9) (a) (~~(\$5,000,000)~~) \$3,100,000 of the motor vehicle account—  
15 state appropriation is provided solely for the department, in  
16 coordination with the independent review team of the joint  
17 transportation committee, to conduct an analysis of highway, road,  
18 and freight rail transportation needs, options, and impacts from  
19 shifting the movement of freight and goods that currently move by  
20 barge through the lower Snake river dams to highways, other roads,  
21 and rail. The study should generate volume estimates and evaluate  
22 scenarios for changes in infrastructure and operations that would be  
23 necessary to address those additional volumes. The assessment must  
24 include quantitative analysis based on available data in terms of  
25 both financial and carbon emission costs; and qualitative input  
26 gathered from tribal governments, local governments, freight  
27 interests, and other key stakeholders, including impacts on  
28 disadvantaged/underserved communities. The analysis must include a  
29 robust public engagement process to solicit feedback from interested  
30 stakeholders including but not limited to: Residents and officials in  
31 affected cities and counties; stakeholders involved in railroad,  
32 agriculture, fishing, trucking, shipping and other related  
33 industries; appropriate Native American tribes; representatives of  
34 advocacy and community organizations; and transportation, public  
35 works, and economic development organizations in the affected areas,  
36 federal highway administration and army corps of engineers. The  
37 analysis must be informed by the work of the joint transportation  
38 committee's independent review team, and must include the following:

39 (i) Existing volumes and traffic patterns;



1 (ii) Potential changes in volumes and traffic patterns  
2 immediately following the loss of freight movement by barge and over  
3 the following 20 years, including the carbon emissions impact of this  
4 mode shift;

5 (iii) Identification of whether regional geography, land  
6 availability, and state and federal regulatory processes would allow  
7 for rail and road expansions and increased capacity;

8 (iv) Identification of potential infrastructure and operational  
9 improvements to existing highways, other roads, and rail, including  
10 additional access to facilities, needed to accommodate the higher  
11 freight volumes and impacts and potential opportunities to mitigate  
12 impacts on shipping rates;

13 (v) Identification of rail line development options, including  
14 impacts and potential opportunities to mitigate impacts on grain  
15 storage and handling facilities at regional unit train yards and port  
16 export facilities;

17 (vi) An assessment of costs associated with mitigating potential  
18 slope failure and stabilization necessitated by the drawdown of the  
19 river. An assessment of impacts and potential opportunities to  
20 mitigate impacts on adjacent roads, bridges, railroads, and utility  
21 corridors shall be included;

22 (vii) Both financial and carbon cost estimates for development  
23 and implementation of identified needs and options, including  
24 planning, design, and construction;

25 (viii) Analysis of the impacts and potential opportunities to  
26 mitigate impacts of these infrastructure changes on environmental  
27 justice and disadvantaged/underserved communities during  
28 construction, as well as from future operations;

29 (ix) Analysis of safety impacts and potential opportunities to  
30 mitigate impacts for a shift from barge transportation to rail or  
31 truck, including increases in rural community traffic and consistency  
32 with the Washington State Strategic Highway Safety Plan: Target Zero;

33 (x) Impacts and potential opportunities to mitigate impacts on  
34 highly affected commodities, including agriculture, petroleum,  
35 project cargo, and wind energy components;

36 (xi) Analysis of the impacts and potential opportunities to  
37 mitigate impacts that reduced competition resulting from removing  
38 barging of agricultural products on the Snake river would have on  
39 Washington's agricultural industry along with impacts modal shifts

1 would have on the entire supply chain, including export facilities  
2 and ports on the Lower Columbia River; and

3 (xii) Determination of the feasibility that additional east-west  
4 freight rail capacity can be achieved, particularly through Columbia  
5 River Gorge, and the alternative routes that exist in the event that  
6 adding more infrastructure on these routes is not feasible.

7 (b) The department shall provide status updates on a quarterly  
8 basis in coordination with the joint transportation committee. The  
9 legislature intends to require a final report to the governor and the  
10 transportation committees of the legislature by December 31, 2026.

11 (10) \$2,000,000 of the highway safety account—state appropriation  
12 is provided solely for the department, in consultation with the  
13 Washington traffic safety commission, to evaluate and identify  
14 geographical locations in both urban and rural highway settings to  
15 install and implement wrong-way driving prevention strategies. Such  
16 prevention strategies may include improved signage and pavement  
17 markings as recommended by the traffic safety commission's report on  
18 wrong-way driving, "Strategies and Technologies to Prevent and  
19 Respond to Wrong-Way Driving Crashes." The department must report to  
20 the legislature any crash data or wrong-way violations that occur at  
21 the selected locations by June 30, 2025.

22 (11) \$1,000,000 of the motor vehicle account—state appropriation  
23 is provided solely for the department to develop an automated highway  
24 speed safety camera pilot program to test two to three automated  
25 traffic safety cameras on state highways. The goals of the automated  
26 highway speed safety camera pilot program are to test speed camera  
27 technology, determine the impact on speeding behavior in areas of  
28 testing, and compile public response to the use of traffic safety  
29 cameras on highways.

30 (a) The department must work with the Washington state patrol and  
31 the traffic safety commission to develop the pilot program to  
32 include, but not be limited to, the following program elements:

33 (i) Selection of technology;

34 (ii) Placement of cameras in high speed, collision, or fatality  
35 locations;

36 (iii) Establishment of public notification and warning signs  
37 prior to entering into an area with a speed safety camera;

38 (iv) Outreach and public engagement about the program and site  
39 selection process; and

1 (v) Development and implementation of a process to collect and  
2 report relevant pilot program data, including rates of speed prior  
3 to, during, and after the use of pilot program cameras, and public  
4 response to pilot program cameras.

5 (b) Automated traffic safety cameras may only take pictures of  
6 the vehicle and the vehicle license plates.

7 (c) Ticketing of violators using vehicle speed information  
8 captured by automated traffic safety cameras authorized under the  
9 pilot program is prohibited during the pilot program.

10 (d) As part of the pilot program, the department may inform  
11 registered vehicle owners of a vehicle's rate of speed exceeding the  
12 posted speed limit and the amount of the fine the law would have  
13 allowed to be imposed by providing notification by mail.

14 (e) The department is required to provide a program progress  
15 report to the governor and transportation committees of the  
16 legislature by (~~September 30, 2024~~) June 30, 2025, to include a  
17 summary of public input on the use of safety cameras, including  
18 objections, evaluation of technologies used, and changes in speeding  
19 behavior.

20 (f) Photographs, microphotographs, electronic images, and other  
21 personally identifying data captured and collected for the purposes  
22 of the pilot program are for the exclusive use of the Washington  
23 state patrol and department of transportation in carrying out the  
24 pilot program, are not open to the public, and may not be used in  
25 court in a pending action or proceeding.

26 (12) \$1,000,000 of the motor vehicle account—state appropriation  
27 is provided solely for implementation of chapter 111, Laws of 2024  
28 (graffiti abatement and reduction pilot). If chapter 111, Laws of  
29 2024 is not enacted by June 30, 2024, the amount provided in this  
30 subsection lapses.

31 **Sec. 915.** 2024 c 310 s 218 (uncodified) is amended to read as  
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**  
34 **SUPPORT—PROGRAM S**

35 Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$63,497,000</del> ))
	<u>\$63,501,000</u>
36 Motor Vehicle Account—Federal Appropriation. . . . .	\$780,000
37 Motor Vehicle Account—Private/Local Appropriation. . . . .	\$500,000
38	

1 Move Ahead WA Flexible Account—State Appropriation. . . . \$5,400,000  
2 Puget Sound Ferry Operations Account—State  
3 Appropriation. . . . . \$509,000  
4 Multimodal Transportation Account—State  
5 Appropriation. . . . . ((~~\$22,723,000~~))  
6 \$15,932,000  
7 State Route Number 520 Corridor Account—State  
8 Appropriation. . . . . \$220,000  
9 Tacoma Narrows Toll Bridge Account—State  
10 Appropriation. . . . . \$136,000  
11 Alaskan Way Viaduct Replacement Project Account—  
12 State Appropriation. . . . . \$127,000  
13 Interstate 405 and State Route Number 167 Express  
14 Toll Lanes Account—State Appropriation. . . . . \$114,000  
15 TOTAL APPROPRIATION. . . . . ((~~\$94,006,000~~))  
16 \$87,219,000

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

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

23 (i) The preapprenticeship support services (PASS) and career  
24 opportunity maritime preapprenticeship support services (COMPASS)  
25 programs, which aim to increase diversity in the highway construction  
26 and maritime workforces and prepare individuals interested in  
27 entering the highway construction and maritime workforces. In  
28 addition to the services allowed under RCW 47.01.435, the PASS and  
29 COMPASS programs may provide housing assistance for youth aging out  
30 of the foster care and juvenile rehabilitation systems to support  
31 their participation in a transportation-related preapprenticeship  
32 program and support services to obtain necessary maritime documents  
33 and coast guard certification; and

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

36 (b) The department shall report annually to the transportation  
37 committees of the legislature on efforts to increase diversity in the  
38 transportation construction workforce.

1 (2) \$1,512,000 of the motor vehicle account—state appropriation  
2 and \$488,000 of the Puget Sound ferry operations account—state  
3 appropriation are provided solely for the department to develop,  
4 track, and monitor the progress of community workforce agreements,  
5 and to assist with the development and implementation of internal  
6 diversity, equity, and inclusion efforts and serve as subject matter  
7 experts on federal and state civil rights provisions. The department  
8 shall engage with relevant stakeholders, and provide a progress  
9 report on the implementation of efforts under this subsection to the  
10 transportation committees of the legislature and the governor by  
11 December 1, 2024.

12 (3) For Washington state department of transportation small works  
13 roster projects under RCW 39.04.155, the department may only allow  
14 firms certified as small business enterprises, under 49 C.F.R. 26.39,  
15 to bid on the contract, unless the department determines there would  
16 be insufficient bidders for a particular project. The department  
17 shall report on the effectiveness of this policy to the  
18 transportation committees of the legislature by December 1, 2024.

19 (4) \$21,195,000 of the motor vehicle account—state appropriation  
20 and (~~(\$21,194,000)~~) \$14,403,000 of the multimodal transportation  
21 account—state appropriation are provided solely for the department to  
22 upgrade the transportation reporting and accounting information  
23 system to the current cloud version of the software, and is subject  
24 to the conditions, limitations, and review requirements of section  
25 701, chapter 472, Laws of 2023.

26 (5) \$56,000 of the motor vehicle account—state appropriation is  
27 provided solely for the implementation of chapter 230, Laws of 2023  
28 (clean energy siting).

29 **Sec. 916.** 2024 c 310 s 219 (uncodified) is amended to read as  
30 follows:

31 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**  
32 **AND RESEARCH—PROGRAM T**

33 Carbon Emissions Reduction Account—State	
34 Appropriation. . . . .	\$4,000,000
35 Motor Vehicle Account—State Appropriation. . . . .	( <del>(\$32,044,000)</del> )
36	<u>\$30,471,000</u>
37 Motor Vehicle Account—Federal Appropriation. . . . .	\$31,527,000
38 Motor Vehicle Account—Private/Local Appropriation. . . . .	\$400,000

1	Move Ahead WA Flexible Account—State Appropriation. . . .	\$11,922,000
2	Multimodal Transportation Account—State	
3	Appropriation. . . . .	<del>(\$2,714,000)</del>
4		<u>\$2,574,000</u>
5	Multimodal Transportation Account—Federal	
6	Appropriation. . . . .	\$2,809,000
7	Multimodal Transportation Account—Private/Local	
8	Appropriation. . . . .	\$100,000
9	TOTAL APPROPRIATION. . . . .	<del>(\$85,516,000)</del>
10		<u>\$83,803,000</u>

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

13       (1) \$750,000 of the multimodal transportation account—state  
14 appropriation is provided solely for the department to partner with  
15 the department of commerce and regional transportation planning  
16 organizations in implementing vehicle miles traveled targets and  
17 supporting actions. As part of target setting, important factors that  
18 must be considered include land use patterns, safety, and vulnerable  
19 populations. The department shall provide an interim report by June  
20 30, 2024, and a final report by June 30, 2025.

21       (2) \$150,000 of the motor vehicle account—state appropriation is  
22 provided solely for the department to continue implementation of a  
23 performance-based project evaluation model. The department must issue  
24 a report by September 1, 2024.

25       (3) (a) \$180,000 of the multimodal transportation account—state  
26 appropriation is provided solely for Thurston regional planning  
27 council (TRPC) to conduct a study examining options for multimodal  
28 high capacity transportation (HCT) to serve travelers on the  
29 Interstate 5 corridor between central Thurston county (Olympia area)  
30 and Pierce county.

31       (b) The study will include an assessment of travelsheds and  
32 ridership potential and identify and provide an evaluation of options  
33 to enhance connectivity and accessibility for the greater south Puget  
34 Sound region with an emphasis on linking to planned or existing  
35 commuter or regional light rail. The study must account for previous  
36 and ongoing efforts by transit agencies and the department. The study  
37 will emphasize collaboration with a diverse community of interests,  
38 including but not limited to transit, business, public agencies,

1 tribes, and providers and users of transportation who because of age,  
2 income, or ability may face barriers and challenges.

3 (c) The study is due to the governor and transportation  
4 committees of the legislature by September 1, 2024.

5 (4) (~~(\$700,000)~~) \$560,000 of the multimodal transportation  
6 account—state appropriation is provided solely for the city of  
7 Seattle's office of planning and community development to support an  
8 equitable development initiative to reconnect the South Park  
9 neighborhood, currently divided by state route number 99.

10 (a) The support work must include:

11 (i) A public engagement and visioning process led by a  
12 neighborhood-based, community organization; and

13 (ii) A feasibility study of decommissioning state route number 99  
14 in the South Park neighborhood to include, but not be limited to,  
15 traffic studies, environmental impact analysis, and development of  
16 alternatives, including the transfer of the land to a neighborhood-  
17 led community land trust.

18 (b) The support work must be conducted in coordination and  
19 partnership with neighborhood residents, neighborhood industrial and  
20 commercial representatives, the state department of transportation,  
21 and other entities and neighborhoods potentially impacted by changes  
22 to the operation of state route number 99.

23 (c) The city must provide (~~a report on the plan that includes~~  
24 ~~recommendations~~) an interim report on progress to date to the  
25 Seattle city council, state department of transportation, and the  
26 transportation committees of the legislature by June 30, 2025.

27 (5) (~~(\$2,557,000)~~) \$1,000,000 of the motor vehicle account—state  
28 appropriation is provided solely for the department to upgrade the  
29 department's linear referencing system (LRS) and highway performance  
30 monitoring system (HPMS) (~~(, and is subject to the conditions,~~  
31 ~~limitations, and review requirements in section 701, chapter 472,~~  
32 ~~Laws of 2023)~~).

33 (6) \$306,000 of the multimodal transportation account—state  
34 appropriation is provided solely for the department to appoint or  
35 designate a liaison to serve as a point of contact and resource for  
36 the department, local governments, and project proponents regarding  
37 land use decisions and processing development permit applications.  
38 The liaison must, as a priority, facilitate and expedite any  
39 department decisions required for project approval.

1 (7) \$742,000 of the motor vehicle account—federal appropriation  
2 is provided solely for remaining work on the "Forward Drive" road  
3 usage charge research project overseen by the transportation  
4 commission using the remaining amounts of the federal grant award.  
5 The remaining work of this project includes:

6 (a) Analysis of road usage charge simulation and participant  
7 surveys;

8 (b) Follow up on road usage charge experiences related to payment  
9 installments, mileage exemptions, and vehicle-based mileage  
10 reporting;

11 (c) Completion of technology research; and

12 (d) Development of the final "Forward Drive" research program  
13 report.

14 (8)(a) \$11,922,000 of the move ahead WA flexible account—state  
15 appropriation is provided solely for an Interstate 5 planning and  
16 environmental linkage study and a statewide Interstate 5 master plan,  
17 building upon existing work under way in the corridor. It is the  
18 intent of the legislature to provide a total of \$40,000,000 for this  
19 work by 2029.

20 (b) The work under (a) of this subsection must include, but is  
21 not limited to, the following:

22 (i) Seismic resiliency planning to refine the level of effort and  
23 develop informed cost estimates for the seismic vulnerability  
24 analysis;

25 (ii) HOV lane system-wide performance planning and initial steps  
26 to launch a pilot project that progresses innovative and emerging  
27 technologies;

28 (iii) Interstate 5 corridor planning work, including development  
29 of a framework, coordination of corridor needs, development of core  
30 evaluation criteria and a prioritization process, and identification  
31 of early action priority projects that address safety or resiliency,  
32 or both, along the corridor; and

33 (iv) A report to the transportation committees of the legislature  
34 by December 1, 2024, with recommendations for future phases and a  
35 detailed funding request for work planned through 2029.

36 (c) Of the amounts provided in this subsection, \$300,000 is  
37 provided solely for the department to conduct a Seattle Interstate 5  
38 ramp reconfiguration study. The study must be conducted in  
39 coordination and partnership with the city of Seattle's department of  
40 transportation, informed by the input of Interstate 5 lid



1 stakeholders, and coordinated with work under (a) and (b) of this  
2 subsection. The department must provide a study report, including  
3 recommendations, to the city of Seattle's department of  
4 transportation and the transportation committees of the legislature  
5 by December 1, 2024. The study must include an analysis of:

6 (i) Options and opportunities to reconfigure, relocate, or remove  
7 Interstate 5 ramps within and between Chinatown-International  
8 District and the University District for the purpose of improving  
9 through-traffic operations, enhancing multimodal transportation  
10 safety, and enabling more efficient air rights development;

11 (ii) Potential mitigation needs and cost estimates of ramp  
12 changes and demolitions;

13 (iii) Benefits of ramp changes and demolitions to pedestrian and  
14 bicycle travel, transit operations, and future lid design;

15 (iv) Ramps for the mainline, collector-distributor lanes and  
16 express lanes including, at a minimum, ramps connecting to and from  
17 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca  
18 Street, Spring Street, University Street, Union Street, Olive Way,  
19 Yale Avenue, NE 45th Street, and NE 50th Street;

20 (v) Removal of the existing ramps at Seneca Street, Spring  
21 Street, and University Street; and

22 (vi) Removal and consolidation options of the existing NE 45th  
23 Street and NE 50th Street ramps.

24 (d) The department shall work with the emergency management  
25 division of the military department to identify strategic  
26 transportation corridors, opportunities to improve resilience and  
27 reinforce the corridors against natural disasters, and opportunities  
28 to secure federal funding for investments in the resilience of the  
29 transportation network. The department shall provide a report to the  
30 transportation committees of the legislature by December 1, 2023, on:

31 (i) Strategic transportation corridors and opportunities to  
32 improve their resilience;

33 (ii) Federal funding opportunities the state should pursue; and

34 (iii) Recommendations for actions to maximize federal funding for  
35 the state of Washington.

36 (9) The department shall continue to coordinate planning work  
37 focused on the transportation system in western Washington across  
38 modes with the goal of maximizing system performance toward the  
39 policy goals in RCW 47.04.280 in the most cost-effective manner. This  
40 coordination must include, but is not limited to: The Interstate 5

1 highway corridor, existing rail infrastructure and future high-speed  
2 rail alignment, and commercial aviation capacity. The department must  
3 report to the joint transportation committee through existing  
4 reporting mechanisms on the status of these planning efforts  
5 including, but not limited to, a long-term strategy for addressing  
6 resilience of the transportation system in western Washington through  
7 consideration of changing demand, modal integration, and preservation  
8 needs. The coordinated work must include an analysis of different  
9 alternatives to promote system resilience, including performance and  
10 cost of each scenario.

11 (10) \$3,000,000 of the carbon emissions reduction account—state  
12 appropriation is provided solely for the department, in coordination  
13 with the department's HEAL act team and environmental services  
14 office, to develop and implement a community outreach, education, and  
15 technical assistance program for overburdened communities and their  
16 community partners in order to develop community-centered carbon  
17 reduction strategies to make meaningful impacts in a community, and  
18 to provide assistance in gaining access to available funding to  
19 implement these strategies, where applicable. The department may  
20 provide appropriate compensation to members of overburdened  
21 communities who provide solicited community participation and input  
22 needed by the department to implement and administer the program  
23 established in this subsection. By June 1, 2024, and by June 1, 2025,  
24 the department must submit a report to the transportation committees  
25 of the legislature and to the governor that provides an update on the  
26 department's community outreach, education, and technical assistance  
27 program development and implementation efforts.

28 (11) \$200,000 of the motor vehicle account—state appropriation is  
29 provided solely for planning and intersection improvements along  
30 state route number 904 and improvements to the local network that  
31 would feed intersections with state route number 904. This work must  
32 include, but is not limited to, the Medical Lake/Four Lakes Road/West  
33 3rd Ave intersection and feeding local network. The department must  
34 collaborate with Spokane county and the city of Cheney on this work  
35 and other improvement ideas along the corridor.

36 (12) Beginning January 1, 2025, \$1,000,000 of the carbon  
37 emissions reduction account—state appropriation is provided solely  
38 for the department to contract with a world cup organizing committee  
39 based in Seattle to undertake low carbon transportation planning

1 efforts that will help prepare for the increase in visitors due to  
 2 the 2026 FIFA world cup soccer matches in Seattle and other venues in  
 3 the state. The planning, to be developed in coordination with the  
 4 department and local mobility agencies, must identify critical  
 5 infrastructure and operational improvements that will support active  
 6 transportation and reliability of transit, making it easier for the  
 7 public to choose options other than single-occupancy vehicles. A  
 8 progress report including best practices for future events must be  
 9 delivered to the department, office of the governor, and  
 10 transportation committees of the legislature by June 30, 2025.

11 **Sec. 917.** 2024 c 310 s 220 (uncodified) is amended to read as  
 12 follows:

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

15	Aeronautics Account—State Appropriation. . . . .	\$1,000
16	Transportation Partnership Account—State	
17	Appropriation. . . . .	\$56,000
18	Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$112,419,000</del> ))
19		<u>\$122,169,000</u>
20	Puget Sound Ferry Operations Account—State	
21	Appropriation. . . . .	\$244,000
22	State Route Number 520 Corridor Account—State	
23	Appropriation. . . . .	\$69,000
24	Connecting Washington Account—State Appropriation. . . . .	\$452,000
25	Multimodal Transportation Account—State	
26	Appropriation. . . . .	\$6,335,000
27	Tacoma Narrows Toll Bridge Account—State	
28	Appropriation. . . . .	\$43,000
29	Alaskan Way Viaduct Replacement Project Account—	
30	State Appropriation. . . . .	\$38,000
31	Interstate 405 and State Route Number 167 Express	
32	Toll Lanes Account—State Appropriation. . . . .	\$43,000
33	TOTAL APPROPRIATION. . . . .	(( <del>\$119,700,000</del> ))
34		<u>\$129,450,000</u>

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

- 37 (1) Consistent with existing protocol and practices, for any  
 38 negotiated settlement of a claim against the state for the department

1 that exceeds \$5,000,000, the department, in conjunction with the  
2 attorney general and the department of enterprise services, shall  
3 notify the director of the office of financial management and the  
4 transportation committees of the legislature.

5 (2) On August 1, 2023, and semiannually thereafter, the  
6 department, in conjunction with the attorney general and the  
7 department of enterprise services, shall provide a report with  
8 judgments and settlements dealing with the Washington state ferry  
9 system to the director of the office of financial management and the  
10 transportation committees of the legislature. The report must include  
11 information on: (a) The number of claims and settlements by type; (b)  
12 the average claim and settlement by type; (c) defense costs  
13 associated with those claims and settlements; and (d) information on  
14 the impacts of moving legal costs associated with the Washington  
15 state ferry system into the statewide self-insurance pool.

16 (3) On August 1, 2023, and semiannually thereafter, the  
17 department, in conjunction with the attorney general and the  
18 department of enterprise services, shall provide a report with  
19 judgments and settlements dealing with the nonferry operations of the  
20 department to the director of the office of financial management and  
21 the transportation committees of the legislature. The report must  
22 include information on: (a) The number of claims and settlements by  
23 type; (b) the average claim and settlement by type; and (c) defense  
24 costs associated with those claims and settlements.

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

30 **Sec. 918.** 2024 c 310 s 221 (uncodified) is amended to read as  
31 follows:

32	<b>FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V</b>	
33	Carbon Emissions Reduction Account—State	
34	Appropriation. . . . .	(( <del>\$30,400,000</del> ))
35		<u>\$2,557,000</u>
36	Climate Transit Programs Account—State Appropriation	(( <del>\$410,645,000</del> ))
37		<u>\$378,895,000</u>
38	State Vehicle Parking Account—State Appropriation. . . . .	\$784,000

1	Regional Mobility Grant Program Account—State	
2	Appropriation. . . . .	(( <del>\$120,177,000</del> ))
3		<u>\$61,730,000</u>
4	Rural Mobility Grant Program Account—State	
5	Appropriation. . . . .	\$33,077,000
6	Multimodal Transportation Account—State	
7	Appropriation. . . . .	(( <del>\$126,238,000</del> ))
8		<u>\$119,100,000</u>
9	Multimodal Transportation Account—Federal	
10	Appropriation. . . . .	\$4,374,000
11	Multimodal Transportation Account—Private/Local	
12	Appropriation. . . . .	\$100,000
13	TOTAL APPROPRIATION. . . . .	(( <del>\$725,795,000</del> ))
14		<u>\$600,617,000</u>

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

17       (1) \$64,906,000 of the multimodal transportation account—state  
18 appropriation and ((~~\$78,325,000~~)) \$77,900,000 of the climate transit  
19 programs account—state appropriation are provided solely for a grant  
20 program for special needs transportation provided by transit agencies  
21 and nonprofit providers of transportation. Of this amount:

22       (a) \$14,420,000 of the multimodal transportation account—state  
23 appropriation and ((~~\$17,963,000~~)) \$17,713,000 of the climate transit  
24 programs account—state appropriation are provided solely for grants  
25 to nonprofit providers of special needs transportation. Grants for  
26 nonprofit providers must be based on need, including the availability  
27 of other providers of service in the area, efforts to coordinate  
28 trips among providers and riders, and the cost effectiveness of trips  
29 provided.

30       (b) \$48,278,000 of the multimodal transportation account—state  
31 appropriation and ((~~\$60,137,000~~)) \$59,962,000 of the climate transit  
32 programs account—state appropriation are provided solely for grants  
33 to transit agencies to transport persons with special transportation  
34 needs. To receive a grant, the transit agency must, to the greatest  
35 extent practicable, have a maintenance of effort for special needs  
36 transportation that is no less than the previous year's maintenance  
37 of effort for special needs transportation. Grants for transit  
38 agencies must be prorated based on the amount expended for demand  
39 response service and route deviated service in calendar year 2021 as

1 reported in the "2021 Summary of Public Transportation" published by  
2 the department of transportation. No transit agency may receive more  
3 than 30 percent of these distributions. Fuel type may not be a factor  
4 in the grant selection process.

5 (c) \$2,208,000 of the multimodal transportation account—state  
6 appropriation and \$225,000 of the climate transit programs account—  
7 state appropriation are provided solely for the reappropriation of  
8 amounts provided for this purpose in the 2021-2023 fiscal biennium.

9 (2) \$33,077,000 of the rural mobility grant program account—state  
10 appropriation is provided solely for grants to aid small cities in  
11 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a  
12 factor in the grant selection process.

13 (3) (~~(\$11,598,000)~~) \$9,925,000 of the multimodal transportation  
14 account—state appropriation is provided solely for a public transit  
15 rideshare grant program for: (a) Public transit agencies to add or  
16 replace rideshare vehicles; and (b) incentives and outreach to  
17 increase rideshare use. The grant program for public transit agencies  
18 may cover capital costs only, and costs for operating vanpools at  
19 public transit agencies are not eligible for funding under this grant  
20 program. Awards from the grant program must not be used to supplant  
21 transit funds currently funding ride share programs, or to hire  
22 additional employees. Fuel type may not be a factor in the grant  
23 selection process. Of the amounts provided in this subsection,  
24 \$1,308,000 is for the reappropriation of amounts provided for this  
25 purpose in the 2021-2023 fiscal biennium.

26 (4) \$48,597,000 of the regional mobility grant program account—  
27 state appropriation is reappropriated and provided solely for the  
28 regional mobility grant projects identified in LEAP Transportation  
29 Document (~~(2024-2 ALL PROJECTS as developed March 6, 2024, Program—~~  
30 ~~Public Transportation Program (V-))~~ 2025-2 ALL PROJECTS as developed  
31 March 23, 2025, Program - Public Transportation Program (V).

32 (5) (a) (~~(\$71,581,000)~~) \$13,133,000 of the regional mobility grant  
33 program account—state appropriation is provided solely for the  
34 regional mobility grant projects identified in LEAP Transportation  
35 Document (~~(2024-2 ALL PROJECTS as developed March 6, 2024, Program—~~  
36 ~~Public Transportation Program (V-))~~ 2025-2 ALL PROJECTS as developed  
37 March 23, 2025, Program - Public Transportation Program (V). The  
38 department shall review all projects receiving grant awards under  
39 this program at least semiannually to determine whether the projects

1 are making satisfactory progress. Any project that has been awarded  
2 funds, but does not report activity on the project within one year of  
3 the grant award, must be reviewed by the department to determine  
4 whether the grant should be terminated. The department shall promptly  
5 close out grants when projects have been completed, and any remaining  
6 funds must be used only to fund projects identified in the LEAP  
7 transportation document referenced in this subsection. The department  
8 shall provide annual status reports on December 15, 2023, and  
9 December 15, 2024, to the office of financial management and the  
10 transportation committees of the legislature regarding the projects  
11 receiving the grants. It is the intent of the legislature to  
12 appropriate funds through the regional mobility grant program only  
13 for projects that will be completed on schedule. A grantee may not  
14 receive more than 25 percent of the amount appropriated in this  
15 subsection unless all other funding is awarded. Additionally, when  
16 allocating funding for the 2023-2025 fiscal biennium, no more than 30  
17 percent of the total grant program may directly benefit or support  
18 one grantee unless all other funding is awarded. Fuel type may not be  
19 a factor in the grant selection process.

20 (b) In order to be eligible to receive a grant under (a) of this  
21 subsection during the 2023-2025 fiscal biennium, a transit agency  
22 must establish a process for private transportation providers to  
23 apply for the use of park and ride facilities. For purposes of this  
24 subsection, (i) "private transportation provider" means: An auto  
25 transportation company regulated under chapter 81.68 RCW; a passenger  
26 charter carrier regulated under chapter 81.70 RCW, except marked or  
27 unmarked stretch limousines and stretch sport utility vehicles as  
28 defined under department of licensing rules; a private nonprofit  
29 transportation provider regulated under chapter 81.66 RCW; or a  
30 private employer transportation service provider; and (ii) "private  
31 employer transportation service" means regularly scheduled, fixed-  
32 route transportation service that is offered by an employer for the  
33 benefit of its employees.

34 (c) \$1,500,000 of the amount appropriated in this subsection is  
35 provided solely for a contingency fund to assist current regional  
36 mobility grantees with cost escalations and overages. The department  
37 shall create a system for grantees to request funds, and set a cap of  
38 contingency funds per grantee to ensure an equitable distribution  
39 among requesters.

1 (d) During the 2023-2025 fiscal biennium, the department shall  
2 consider applications submitted by regional transportation planning  
3 organizations and metropolitan planning organizations for the  
4 regional mobility grant program funding in the 2025-2027 fiscal  
5 biennium.

6 (6) \$6,195,000 of the multimodal transportation account—state  
7 appropriation, \$3,300,000 of the climate transit programs account—  
8 state appropriation, and \$784,000 of the state vehicle parking  
9 account—state appropriation are provided solely for CTR grants and  
10 activities. Fuel type may not be a factor in the grant selection  
11 process. Of this amount, \$495,000 of the multimodal transportation  
12 account—state appropriation is reappropriated and provided solely for  
13 continuation of previously approved projects under the first mile/  
14 last mile connections grant program.

15 (7) (~~(\$16,319,000)~~) \$12,911,000 of the multimodal transportation  
16 account—state appropriation is provided solely for connecting  
17 Washington transit projects identified in LEAP Transportation  
18 Document (~~(2024-2 ALL PROJECTS as developed March 6, 2024)~~) 2025-2  
19 ALL PROJECTS as developed March 23, 2025, Program - Public  
20 Transportation Program (V). It is the intent of the legislature that  
21 entities identified to receive funding in the LEAP transportation  
22 document referenced in this subsection receive the amounts specified  
23 in the time frame specified in that LEAP document. If an entity has  
24 already completed a project in the LEAP transportation document  
25 referenced in this subsection before the time frame identified, the  
26 entity may substitute another transit project or projects that cost a  
27 similar or lesser amount.

28 (8) The department shall not require more than a 10 percent match  
29 from nonprofit transportation providers for state grants.

30 (9) (~~(\$12,000,000)~~) \$9,942,000 of the multimodal transportation  
31 account—state appropriation and (~~(\$39,400,000)~~) \$28,306,000 of the  
32 climate transit programs account—state appropriation are provided  
33 solely for the green transportation capital projects identified in  
34 LEAP Transportation Document (~~(2024-2 ALL PROJECTS as developed March~~  
35 ~~6, 2024, Program - Public Transportation Program (V))~~) 2025-2 ALL  
36 PROJECTS as developed March 23, 2025, Program - Public Transportation  
37 Program (V). Of the amount of climate transit program account funds  
38 appropriated in this subsection, up to one percent may be used for  
39 program administration and staffing.



1 (10) \$5,950,000 of the multimodal transportation account—state  
2 appropriation and \$1,249,000 of the climate transit programs account—  
3 state appropriation are reappropriated and provided solely for the  
4 green transportation capital grant projects identified in LEAP  
5 Transportation Document (~~(2024-2 ALL PROJECTS as developed March 6,~~  
6 ~~2024, Program - Public Transportation Program (V))~~) 2025-2 ALL  
7 PROJECTS as developed March 23, 2025, Program - Public Transportation  
8 Program (V).

9 (11) (~~(Beginning January 1, 2025, \$7,442,000 of the carbon~~  
10 ~~emissions reduction account state appropriation is provided solely~~  
11 ~~for additional green transportation capital projects identified in~~  
12 ~~LEAP Transportation Document 2024-2 ALL PROJECTS as developed March~~  
13 ~~6, 2024. Of the amounts provided in this subsection, \$1,000,000 is~~  
14 ~~for the Jefferson Transit - Electric Bus Replacement project~~  
15 ~~(GT23250A), \$1,023,000 is for the Pacific Transit - Electrification~~  
16 ~~of the Paratransit Fleet project (GT23250C), \$3,795,000 is for the C-~~  
17 ~~TRAN - Hydrogen Fueling Station Infrastructure project (GT23250D),~~  
18 ~~and \$1,623,000 is for the Island Transit - Fleet Expansion project~~  
19 ~~(GT23250E).~~

20 ~~(12) \$10,267,000))~~ \$8,632,000 of the climate transit programs  
21 account—state appropriation is provided solely for tribal transit  
22 grants. Up to one percent of the amount provided in this subsection  
23 may be used for program administration and staffing.

24 (a) The department must establish a tribal transit competitive  
25 grant program. Grants to federally recognized tribes may be for any  
26 transit purpose, including planning, operating costs, maintenance,  
27 and capital costs. The department shall report to the transportation  
28 committees of the legislature and the office of financial management  
29 with a list of projects recommended for funding by September 1, 2024,  
30 along with recommendations on how to remove barriers for tribes to  
31 access grant funds, including removal of grant match requirements,  
32 and recommendations for how the department can provide technical  
33 assistance.

34 (b) Within the amount provided in this subsection,  
35 (~~(\$10,167,000))~~ \$8,532,000 is provided solely for move ahead  
36 Washington tribal transit grant projects as listed in LEAP  
37 Transportation Document (~~(2024-2 ALL PROJECTS as developed March 6,~~  
38 ~~2024))~~ 2025-2 ALL PROJECTS as developed March 23, 2025, Program -

1 Public Transportation Program (V). Of this amount, \$529,000 is for  
2 the Sauk-Suiattle Commuter project (L1000318).

3 ~~((13))~~ (12) \$188,930,000 of the climate transit programs  
4 account—state appropriation is provided solely for transit support  
5 grants for public transit agencies that have adopted a zero-fare  
6 policy for youth 18 years of age and under by October 1, 2022. The  
7 department must confirm zero-fare policies are in effect at transit  
8 agencies to be eligible for biennial distributions.

9 ~~((14) \$38,000,000))~~ (13) \$35,914,000 of the climate transit  
10 programs account—state appropriation is provided solely for the bus  
11 and bus facility grant program for replacement, rehabilitation, and  
12 purchase of transit rolling stock, or construction, modification, or  
13 rehabilitation of transit facilities.

14 ~~((15))~~ (14) Beginning January 1, 2025, ~~(( \$7,758,000))~~  
15 \$1,467,000 of the carbon emissions reduction account—state  
16 appropriation is provided solely for ~~((additional bus and bus~~  
17 ~~facility projects. Of the amounts provided in this subsection,~~  
18 ~~\$1,467,000 is for))~~ Kitsap Transit for inductive charging units for  
19 transit centers ~~((, \$1,891,000 is for Twin Transit for zero-emission~~  
20 ~~vehicle acquisition, \$4,400,000 is for C-TRAN for highway 99 BRT~~  
21 ~~hydrogen fuel cell buses))~~.

22 ~~((16))~~ (15) \$2,000,000 of the climate transit programs account—  
23 state appropriation is provided solely for newly selected transit  
24 coordination grants. The department shall prioritize grant proposals  
25 that promote the formation of joint partnerships between transit  
26 agencies or merge service delivery across entities.

27 ~~((17) \$46,587,000))~~ (16) \$31,735,000 of the climate transit  
28 programs account—state appropriation is provided solely for move  
29 ahead Washington transit projects as listed in LEAP Transportation  
30 Document ~~((2024-2 ALL PROJECTS as developed March 6, 2024, Move Ahead~~  
31 ~~WA — Transit Projects))~~ 2025-2 ALL PROJECTS as developed March 23,  
32 2025, Program - Public Transportation Program (V).

33 (a) For projects funded as part of this subsection, if the  
34 department expects to have substantial reappropriations for the  
35 2023-2025 fiscal biennium, the department may, on a pilot basis,  
36 apply funding from a project with an appropriation that is unable to  
37 be used within the 2023-2025 fiscal biennium to advance one or more  
38 of the projects listed, prioritizing projects first by tier then by  
39 project readiness.

1 (b) In instances when projects listed in the LEAP transportation  
2 document referenced in this subsection (15) are no longer viable or  
3 have been completed, the department may recommend in its next budget  
4 submittal alternative project proposals from the local jurisdictions  
5 if the project is similar in type and scope and consistent with  
6 limitations on certain funds provided. In the event that the listed  
7 project has been completed, the local jurisdictions may, rather than  
8 submitting an alternative project, be reimbursed in the year in which  
9 it was scheduled for documented costs incurred implementing the  
10 listed project, not in excess of the amount awarded from the funding  
11 program.

12 (c) At least 10 business days before advancing or swapping a  
13 project pursuant to this subsection, the department must notify the  
14 office of financial management and the transportation committees of  
15 the legislature. The advancement of a project may not hinder the  
16 delivery of the projects for which the reappropriations are necessary  
17 for the 2023-2025 fiscal biennium.

18 ~~((18))~~ (17) \$702,000 of the multimodal transportation account—  
19 state appropriation is provided solely for the department to provide  
20 a statewide vanpool benefit for all state employees. For department  
21 employees working in remote job sites, such as mountain passes, the  
22 department must ensure employees are able to access job sites via a  
23 subsidized vanpool or provide a modal alternative for the "last mile"  
24 to ensure employees can access the job site without additional  
25 charge.

26 ~~((19))~~ (18) \$200,000 of the multimodal transportation account—  
27 state appropriation is provided solely for the department to update  
28 the 2019 feasibility study to add a fifth travel Washington intercity  
29 bus line in the Yakima Valley. The department must provide a summary  
30 report of the updated feasibility and cost estimates to the  
31 transportation committees of the legislature by December 1, 2024.

32 ~~((20))~~ (19) \$555,000 of the multimodal transportation account—  
33 state appropriation and \$500,000 of the carbon emissions reduction  
34 account—state appropriation are provided solely for an interagency  
35 transfer to the Washington State University extension energy program  
36 to administer a technical assistance and education program for public  
37 agencies on the use of alternative fuel vehicles. The Washington  
38 State University extension energy program shall prepare a report  
39 regarding the utilization of the program and submit this report to

1 the transportation committees of the legislature by November 15,  
2 2023.

3 ~~((+21))~~ (20) (a) \$500,000 of the multimodal transportation  
4 account—state appropriation is provided solely for King county metro  
5 to develop a pilot program to place teams, including human services  
6 personnel, along routes that are enduring significant public safety  
7 issues and various disruptive behavior in south King county. The team  
8 would be available to deescalate disruptions, provide immediate  
9 access to transit resources, and refer customers to community  
10 resources to break cycles of inappropriate behavior. The teams must  
11 consist of individuals trained in deescalation and outreach. Team  
12 functions and duties should be cocreated with community stakeholders.

13 (b) King county metro must provide a report to the transportation  
14 committees of the legislature by June 30, 2024, regarding the  
15 effectiveness of the program, any suggestions for improving its  
16 efficacy, and any modifications that might be necessary for other  
17 transit providers to institute similar programs.

18 (c) King county metro must provide at least a 50 percent match to  
19 develop the pilot program funded under this subsection.

20 ~~((+22))~~ (21) \$500,000 of the multimodal transportation account—  
21 state appropriation is provided solely for planning to move Grays  
22 Harbor transit operation and administration facilities from the  
23 current location.

24 ~~((+23))~~ (22) As part of the department's 2025-2027 biennial  
25 budget request, the department must submit budget materials for the  
26 public transportation division separated into operating and capital  
27 budgeted programs.

28 ~~((+24))~~ (23) Beginning January 1, 2025, ~~(\$2,000,000)~~ \$290,000  
29 of the carbon emissions reduction account—state appropriation is  
30 provided solely for new transit coordination grants, prioritizing  
31 projects that coordinate transit service to and from Washington state  
32 ferry terminals. Program eligibility must be expanded to include  
33 proposals from transit agencies in counties with populations fewer  
34 than 700,000 that coordinate service to and from Washington state  
35 ferry terminals.

36 ~~((+25))~~ (24) Beginning January 1, 2025, ~~(\$900,000)~~ \$300,000 of  
37 the carbon emissions reduction account—state appropriation is  
38 provided solely for the department to implement certain  
39 recommendations from the 2023 frequent transit service study. The

1 department shall define levels and types of demand-response service  
2 and measure access to these services within Washington for the  
3 purpose of gaining a fuller picture of transit access. The department  
4 must collect ongoing transportation data and develop systems to allow  
5 for analysis of disparities in access to existing fixed route  
6 transit. The data collection should prioritize collecting information  
7 on accessibility and inclusion of people with disabilities,  
8 vulnerable populations in overburdened communities, and other  
9 underserved communities. The department shall submit a status report  
10 on data collection efforts to the transportation committees of the  
11 legislature and the office of financial management by June 30, 2025.

12 ~~((26) Beginning January 1, 2025, \$11,800,000 of the carbon~~  
13 ~~emissions reduction account state appropriation is provided solely~~  
14 ~~for the following projects identified in LEAP Transportation Document~~  
15 ~~2024-2 ALL PROJECTS as developed March 6, 2024:~~

16 ~~(a) Base Refurbish & Expansion for Growth/Columbia County Public~~  
17 ~~Transportation (L4000182);~~

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

19 ~~(c) Pierce Transit - Meridian (L2021197); and~~

20 ~~(d) King County Metro South Annex Base - Electrification Elements~~  
21 ~~(L4000174).~~

22 ~~(27))~~ (25) \$100,000 of the multimodal transportation account—  
23 state appropriation is provided solely for King county metro to  
24 implement a pilot program to provide funds to nonprofit organizations  
25 to offer rideshare vouchers to persons who are low-income and people  
26 with disabilities who rely on paratransit to get to and from work or  
27 medical appointments. King county metro must work with a group who  
28 provides dialysis services in King county and with a group who  
29 provides employment services and supports to adults with disabilities  
30 in the four most populous counties in Washington. The department must  
31 submit a report to the office of financial management and the  
32 transportation committees of the legislature by June 1, 2025. The  
33 report must incorporate feedback from participants to the extent  
34 possible and evaluate the effectiveness of the program as an  
35 alternative to current public transportation programs.

36 **Sec. 919.** 2024 c 310 s 222 (uncodified) is amended to read as  
37 follows:

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

1	Puget Sound Ferry Operations Account—State	
2	Appropriation. . . . .	(( <del>\$571,594,000</del> ))
3		<u>\$527,612,000</u>
4	Puget Sound Ferry Operations Account—Federal	
5	Appropriation. . . . .	(( <del>\$198,650,000</del> ))
6		<u>\$197,187,000</u>
7	Puget Sound Ferry Operations Account—Private/Local	
8	Appropriation. . . . .	\$121,000
9	TOTAL APPROPRIATION. . . . .	(( <del>\$770,365,000</del> ))
10		<u>\$724,920,000</u>

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

13       (1) The office of financial management budget instructions  
14 require agencies to recast enacted budgets into activities. The  
15 Washington state ferries shall include a greater level of detail in  
16 its 2023-2025 supplemental and 2025-2027 omnibus transportation  
17 appropriations act requests, as determined jointly by the office of  
18 financial management, the Washington state ferries, and the  
19 transportation committees of the legislature. This level of detail  
20 must include the administrative functions in the operating as well as  
21 capital programs. The data in the tables in the report must be  
22 supplied in a digital file format.

23       (2) ((~~\$97,060,000~~)) \$95,597,000 of the Puget Sound ferry  
24 operations account—federal appropriation and ((~~\$51,450,000~~))  
25 \$15,884,000 of the Puget Sound ferry operations account—state  
26 appropriation are provided solely for auto ferry vessel operating  
27 fuel in the 2023-2025 fiscal biennium, which reflect cost savings  
28 from a reduced biodiesel fuel requirement and, therefore, is  
29 contingent upon the enactment of section 703, chapter 472, Laws of  
30 2023. The amount provided in this subsection represents the fuel  
31 budget for the purposes of calculating any ferry fare fuel surcharge.  
32 The department shall review future use of alternative fuels and dual  
33 fuel configurations, including hydrogen.

34       (3) \$500,000 of the Puget Sound ferry operations account—state  
35 appropriation is provided solely for operating costs related to  
36 moving vessels for emergency capital repairs. Funds may only be spent  
37 after approval by the office of financial management.

38       (4) The department must work to increase its outreach and  
39 recruitment of populations underrepresented in maritime careers and

1 continue working to expand apprenticeship and internship programs,  
2 with an emphasis on programs that are shown to improve recruitment  
3 for positions with the state ferry system.

4 (5) \$175,000 of the Puget Sound ferry operations account—state  
5 appropriation is provided solely for the department to continue a  
6 study of passenger demographics. The study may be included as part of  
7 a larger origin and destination study. The department shall report  
8 study results to the transportation committees of the legislature by  
9 December 1, 2023. Following completion of the study, the department  
10 must compare study results to the composition of groups outlined in  
11 RCW 47.60.310, both by overall representation of ferry riders and by  
12 route. A summary is due to the office of the governor and  
13 transportation committees of the legislature by December 1, 2024.

14 (6) The department shall continue to oversee a consultant study  
15 to identify and recommend cost-effective strategies to maximize walk-  
16 on passenger ridership of the Anacortes - San Juan ferry routes. The  
17 study is due to the transportation committees of the legislature by  
18 December 1, 2023. By December 1, 2024, any feasible near to medium  
19 term solutions identified from the study must be reported to the  
20 office of the governor and transportation committees of the  
21 legislature and include cost estimates for implementation.

22 (7) (~~(\$16,973,000)~~) \$8,873,000 of the Puget Sound ferry  
23 operations account—state appropriation is provided solely for  
24 Washington state ferries to:

25 (a) Provide scholarships, coursework fees, and stipends for  
26 candidates to become licensed deck officers (mates);

27 (b) Improve the process for unlicensed candidates who have  
28 achieved able-bodied sailor (AB) status to earn their mate's license;

29 (c) Annually hire, orient, train, and develop entry level engine  
30 room staff at the wiper classification with the intention of  
31 successfully promoting to oiler classification;

32 (d) Create an operations project management office;

33 (e) Increase human resources capacity to expand recruitment  
34 efforts including to communities currently underrepresented within  
35 the Washington state ferries, and add a workforce ombuds; and

36 (f) Hire additional dispatch staff, or any other staff mandatory  
37 for system operations.

1 (8) \$169,000 of the Puget Sound ferry operations account—state  
2 appropriation is provided solely for hiring an additional service  
3 planner.

4 (9) (a) During negotiations of the 2025-2027 collective bargaining  
5 agreements, the department must conduct a review and analysis of the  
6 collective bargaining agreements governing state ferry employees, to  
7 identify provisions that create barriers for, or contribute to  
8 creating a disparate impact on, newly hired ferry employees,  
9 including those who are women, people of color, veterans, and other  
10 employees belonging to communities that have historically been  
11 underrepresented in the workforce. The review and analysis must  
12 incorporate, to the extent practicable, the findings and  
13 recommendations from the December 2022 joint transportation committee  
14 study on Washington state ferries' workforce, and must also include,  
15 but not be limited to, provisions regarding seniority, work  
16 assignments, and work shifts. The review and analysis must also  
17 include consultation with the governor's office of labor relations,  
18 the governor's office of equity, and the attorney general's office.

19 (b) For future negotiations or modifications of the collective  
20 bargaining agreements, it is the intent of the legislature that the  
21 collective bargaining representatives for the state and ferry  
22 employee organizations may consider the findings of the review and  
23 analysis required in (a) of this subsection and negotiate in a manner  
24 to remove identified barriers and address identified impacts so as  
25 not to perpetuate negative impacts.

26 (10) \$1,504,000 of the Puget Sound ferry operations account—state  
27 appropriation is provided solely for the implementation of chapter  
28 188, Laws of 2023 (state ferry workforce development issues). If  
29 chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount  
30 provided in this subsection lapses.

31 (11) \$5,000,000 of the Puget Sound ferry operations account—state  
32 appropriation is provided solely for support of the Kitsap transit  
33 passenger ferry to supplement service on the Seattle-Bremerton route.

34 (12) \$100,000 of the Puget Sound ferry operations account—state  
35 appropriation is provided solely to assess temporary service  
36 restoration options for the Sidney, British Columbia route until  
37 Washington state ferries can resume its service. Washington state  
38 ferries must provide service options and recommendations to the



1 office of financial management and the transportation committees of  
2 the legislature by December 15, 2023.

3 (13) \$2,549,000 of the Puget Sound ferry operations account—state  
4 appropriation is provided solely for security services at Colman  
5 Dock.

6 (14) \$13,856,000 of the Puget Sound ferry operations account—  
7 state appropriation is provided solely for overtime and  
8 familiarization expenses incurred by engine, deck, and terminal  
9 staff. The department must provide updated staffing cost estimates  
10 for fiscal years 2024 and 2025 with its annual budget submittal and  
11 updated estimates by January 1, 2024.

12 (15) \$1,064,000 of the Puget Sound ferry operations account—state  
13 appropriation is provided solely for traffic control at ferry  
14 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and  
15 Bainbridge Island, during peak ferry travel times, with a particular  
16 focus on Sundays and holiday weekends.

17 (16) \$93,000 of the Puget Sound ferry operations account—state  
18 appropriation is provided solely for the Washington state ferries to  
19 secure housing for workforce training sessions and to pay in advance  
20 for the costs of transportation worker identification credentials,  
21 merchant mariner credentials, and medical examinations for incoming  
22 ferry system employees and trainees.

23 (17) \$10,417,000 of the Puget Sound ferry operations account—  
24 state appropriation is provided solely for vessel maintenance  
25 initiatives to:

26 (a) Add a second shift at the Eagle Harbor maintenance facility;

27 (b) Establish maintenance management project controls to maximize  
28 vessel maintenance work at the Eagle Harbor facility;

29 (c) Expand the existing Washington state ferries Eagle Harbor  
30 apprenticeship program from two to eight apprentices; and

31 (d) Maintain assets in a state of good repair by investing in  
32 enterprise asset management operating capacity.

33 (18)(a) \$855,000 of the Puget Sound ferry operations account—  
34 state appropriation is provided solely for Washington state ferries  
35 to provide to Seattle Central Community College for a pilot with the  
36 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding  
37 may not be expended until Washington state ferries certifies to the  
38 office of financial management that a memorandum of agreement with  
39 Seattle Central Community College has been executed, and the office

1 of financial management determines that funds provided in this  
2 subsection are utilized for programs that are a benefit to the  
3 Washington state ferries or the prospective workforce pipeline of the  
4 Washington state ferries. The memorandum of agreement with Seattle  
5 Central Community College must address:

6 (i) Prioritized use of training and other facilities and  
7 implementation of joint training opportunities for Washington state  
8 ferries' employees and trainees;

9 (ii) Development of a joint recruitment plan with Seattle Central  
10 Community College aimed at increasing enrollment of women and people  
11 of color, with specific strategies to recruit existing community and  
12 technical college students, maritime skills center students, high  
13 school students from maritime programs, including maritime skills  
14 center students, foster care graduates, and former juvenile  
15 rehabilitation and adult incarcerated individuals; and

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

19 (b) The joint training and recruitment plan must be submitted to  
20 the appropriate policy and fiscal committees of the legislature by  
21 December 1, 2023. The Washington state ferries must submit findings  
22 of program effectiveness and recommendations for continuation of the  
23 pilot, to the appropriate committees of the legislature by December  
24 1, 2024.

25 (19) \$420,000 of the Puget Sound ferry operations account  
26 appropriation—state is provided solely for a contract with an  
27 organization with experience evaluating and developing  
28 recommendations for the Washington state ferries' workforce to  
29 provide expertise on short-term strategies including, but not limited  
30 to, addressing recruitment, retention, diversity, training needs,  
31 leadership development, and succession planning. The consultant shall  
32 provide additional assistance as deemed necessary by the Washington  
33 state ferries to implement recommendations from the joint  
34 transportation committee 2022 workforce study. Periodic updates must  
35 be given to the joint transportation committee and the governor.

36 (20) By December 31st of each year, as part of the annual ferries  
37 division performance report, the department must report on the status  
38 of efforts to increase the staff available for maintaining the  
39 customary level of ferry service, including staff for deck, engine,  
40 and terminals. The report must include data for a 12-month period up

1 to the most recent data available, by staff group, showing the number  
2 of employees at the beginning of the 12-month period, the number of  
3 new employees hired, the number of employees separating from service,  
4 and the number of employees at the end of the 12-month period. The  
5 department report on additional performance measures must include:

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

8 (b) Current level of service compared to the full-service  
9 schedules in effect in 2019; and

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

12 (21) (~~(\$10,000,000)~~) \$5,000,000 of the Puget Sound ferry  
13 operations account—state appropriation is provided solely for the  
14 department to increase deck and engine positions across the system,  
15 prioritizing positions that will mitigate crew related cancellations  
16 and reduce overtime expenditures. The department must include an  
17 update on the number of positions hired by job class as part of the  
18 annual performance report. The legislature intends to provide  
19 \$16,000,000 on an ongoing basis to support additional crew efforts.

20 (22) \$500,000 of the Puget Sound ferry operations account—state  
21 appropriation is provided solely for the department to evaluate  
22 options for the state to return to providing state passenger-only  
23 ferry service to support existing ferry service routes.

24 (a) The study must focus on the routes recommended for further  
25 study by the 2020 study of passenger-only ferry service by the Puget  
26 Sound regional council as well as San Juan county interisland  
27 passenger-only ferry service. The department must contract with a  
28 third-party entity with experience in passenger-only ferry service.

29 (b) The evaluation must study options for the state to return to  
30 providing state passenger-only ferry service to support existing  
31 ferry service routes. The study must include estimated ridership,  
32 operating costs including labor, vessel procurement options with  
33 prioritization given to clean fueled ferries such as electric  
34 ferries, funding options including state subsidies of passenger-only  
35 ferry districts, and schedule and timing to implement passenger-only  
36 ferry options in evaluated routes.

37 (c) A progress report is due to the governor and transportation  
38 committees of the legislature by October 30, 2024. A final report is  
39 due to the governor and transportation committees of the legislature  
40 by June 1, 2025.

1 (23) \$100,000 of the Puget Sound ferry operations account—state  
 2 appropriation is provided solely for the department to reimburse  
 3 walk-on customers for emergency expenses incurred as a result of a  
 4 cancellation of the last sailing of the day. In consideration for  
 5 receiving the reimbursement, an applicant must sign a release of  
 6 claims drafted by the department. The department shall create a  
 7 process for reimbursement and set a per diem limit for reimbursement  
 8 per individual.

9 (24) \$3,170,000 of the Puget Sound ferry operations account—state  
 10 appropriation is provided solely for temporary expanded weekday  
 11 midday King county water taxi service support to and from Vashon  
 12 Island.

13 **Sec. 920.** 2024 c 310 s 224 (uncodified) is amended to read as  
 14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**  
 16 **OPERATING**

17 Carbon Emissions Reduction Account—State

18	Appropriation. . . . .	\$275,000
19	Motor Vehicle Account—State Appropriation. . . . .	<del>(\$14,282,000)</del>
20		<u>\$14,266,000</u>
21	Motor Vehicle Account—Federal Appropriation. . . . .	\$2,567,000
22	Multiuse Roadway Safety Account—State Appropriation. . . . .	\$1,230,000
23	Multimodal Transportation Account—State	
24	Appropriation. . . . .	\$2,000,000
25	TOTAL APPROPRIATION. . . . .	<del>(\$20,354,000)</del>
26		<u>\$20,338,000</u>

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

29 (1) \$500,000 of the motor vehicle account—state appropriation is  
 30 provided solely for development, administration, program management,  
 31 and evaluation of the federal fund exchange pilot program.

32 (2) \$1,063,000 of the motor vehicle account—state appropriation  
 33 is provided solely for the department, from amounts set aside out of  
 34 statewide fuel taxes distributed to counties according to RCW  
 35 46.68.120(3), to contract with the Washington state association of  
 36 counties to:

1 (a) Contract with the department of fish and wildlife to  
2 identify, inventory, and prioritize county-owned fish passage  
3 barriers;

4 (b) Continue streamlining and updating the county road  
5 administration board's data dashboard, to provide a more detailed,  
6 more transparent, and user-friendly platform for data management,  
7 reporting, and research by the public and other interested parties;

8 (c) Commission a study to develop guidance for county public  
9 works departments conducting environmental justice assessments in  
10 their communities and recommend best practices for community  
11 engagement plans to address environmental health disparities for  
12 identified overburdened communities;

13 (d) Contract for a study to identify best practices within public  
14 works for the recruitment and retention of employees, including:  
15 Recommendations for improving outreach and recruitment to  
16 underrepresented populations, methods to partner with local community  
17 colleges and universities, methods to expand apprenticeship and  
18 internship programs, strategies to increase training and development  
19 opportunities, and recommendations for career advancement programs  
20 and better work-life balance outcomes;

21 (e) Update the 2020 county transportation revenue study; and

22 (f) By December 15, 2024, report to the office of financial  
23 management and the appropriate committees of the legislature the  
24 deliverables from and the amounts expended on the purposes enumerated  
25 in this subsection.

26 ~~((4))~~ (3) (a) \$200,000 of the multimodal transportation account—  
27 state appropriation is provided solely for the department to develop  
28 the preliminary phase of an action plan for the establishment of  
29 cycle highways in locations that connect population centers and  
30 support mode shift.

31 (b) The action plan may complement and incorporate existing  
32 resources, including the state trails database maintained by the  
33 recreation and conservation office, local and regional plans, and the  
34 state active transportation plan.

35 (c) The action plan may also include, but is not limited to:

36 (i) Recommended design; geometric and operational criteria and  
37 typologies appropriate to urban, suburban, and rural settings;  
38 settings that include shared use; and incremental approaches to  
39 achieve desired facility types;

1 (ii) A model or methodology to project potential demand and  
2 carrying capacity based on facility quality, level of traffic stress,  
3 location, directness, land use, and other key attributes;

4 (iii) Examination of the feasibility of developing high-capacity  
5 infrastructure for bicycle and micromobility device use within a  
6 variety of contexts and recommendations for pilot projects;

7 (iv) Identification of key gaps in regional networks, including  
8 planned and aspirational routes and locations within three miles of  
9 high-capacity transit or existing shared-use paths and trails  
10 suitable for transportation;

11 (v) Identification of legal, regulatory, financial,  
12 collaboration, and practical barriers to development and community  
13 acceptance and support of such facilities; and

14 (vi) Recommended strategies to consider and address issues to  
15 avoid unintended consequences such as displacement, and to ensure  
16 equity in long-term development of such facilities.

17 (d) The department must provide a report with its initial  
18 findings, and recommendations for next steps, to the transportation  
19 committees of the legislature by June 30, 2025.

20 ~~((+5))~~ (4) \$750,000 of the multimodal transportation account—  
21 state appropriation is provided solely for a grant program to support  
22 local initiatives that expand or establish civilian intervention  
23 programs for nonmoving violations, focusing on nonpunitive  
24 interventions such as helmet voucher programs, fee offset programs,  
25 fix-it tickets, and repair vouchers that provide solutions for  
26 vehicle equipment failures for low-income road users.

27 (a) Grants must be awarded to local jurisdictions based on  
28 locally developed proposals to establish or expand existing programs,  
29 including programs with community led organizations. Eligible  
30 jurisdictions under the grant program include cities, counties,  
31 tribal government entities, tribal organizations, law enforcement  
32 agencies, or nonprofit organizations.

33 (b) The department shall report on its website by December 1st of  
34 each year on the recipients, locations, and types of projects funded  
35 under this subsection.

36 ~~((+6))~~ (5) \$146,000 of the motor vehicle account—state  
37 appropriation is provided solely for the implementation of chapter  
38 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is  
39 not enacted by June 30, 2023, the amount provided in this subsection  
40 lapses.

1        ~~((7))~~ (6)(a) \$50,000 of the multimodal transportation account—  
2 state appropriation is provided solely for the department to examine  
3 the feasibility of creating a new budget program for the active  
4 transportation division, including, but not limited to, examining:

5        (i) Estimated cost, new staffing needs, and time frame to  
6 establish the program;

7        (ii) A proposed budget structure, and whether both operating and  
8 capital components should be established; and

9        (iii) Identification of staff, capital projects, and other  
10 resources that would need to be transferred from other existing  
11 programs.

12        (b) By December 1, 2024, the department shall report examination  
13 findings and recommendations to the office of financial management  
14 and the transportation committees of the legislature.

15        ~~((8))~~ (7) \$275,000 of the carbon emissions reduction account—  
16 state appropriation is provided solely to support Pierce, Skagit,  
17 Whatcom, and Wahkiakum county ferries with youth zero-fare policies.

18        ~~((9))~~ (8) \$500,000 of the multimodal transportation account—  
19 state appropriation is provided solely for the city of Seattle  
20 department of transportation to create a digital conflict area  
21 awareness management program to provide machine-readable information  
22 for transportation operators, such as autonomous vehicle fleet  
23 operators, to be aware of conflict areas, such as emergency response  
24 zones, work zones, schools, pick up and drop off locations, and other  
25 areas where vulnerable road users may be present.

26        (a) Program work must include:

27        (i) The city of Seattle engaging with first responders and  
28 transportation management officials and other relevant stakeholders,  
29 to determine program implementation needs and processes; and

30        (ii) A feasibility study of implementing the program's mobility  
31 and curb data specifications to include, but not be limited to,  
32 necessary partners, data platforms, ability to integrate real-time  
33 911 dispatch, emergency vehicles, work zones, and other areas to  
34 reduce conflicts for transportation operators of autonomous vehicle  
35 fleets on public roads and in the right-of-way.

36        (b) Program work must also be conducted in coordination and  
37 partnership with city of Seattle departments, the nonprofit steward  
38 of the program's mobility and curb data specifications, the

1 Washington state department of transportation, and other entities  
2 potentially impacted by the implementation of the program.

3 (c) As feasible, the city of Seattle shall prepare an  
4 implementation pilot of the program to make a standardized data feed  
5 available publicly for transportation operator use.

6 (d) The city of Seattle must provide a report on any findings and  
7 recommendations of the program and any implementation needs and  
8 process mapping for use by other jurisdictions to the Washington  
9 state department of transportation and the transportation committees  
10 of the legislature by June 30, 2025.

11 (~~(10)~~) (9) \$150,000 of the motor vehicle account—state  
12 appropriation is provided solely for the department to fund one full-  
13 time equivalent liaison position within the local program multiagency  
14 permit program. Within the amounts provided in this subsection, the  
15 department shall work to enhance its multiagency permit program  
16 capabilities, with an emphasis on multiagency agreements that  
17 streamline, prioritize, and expedite project-level and programmatic  
18 permits and approvals. The department shall review current  
19 multiagency permit program practices and provide a report with  
20 recommendations on the enhancement of the program to the  
21 transportation committees of the legislature by December 1, 2024.

(End of part)



1 **TRANSPORTATION AGENCIES—CAPITAL**

2 **Sec. 1001.** 2024 c 310 s 301 (uncodified) is amended to read as  
3 follows:

4 **FOR THE WASHINGTON STATE PATROL**

5 State Patrol Highway Account—State Appropriation. . . (~~(\$7,888,000)~~)  
6 \$6,531,000

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

9 (1) (~~(\$7,888,000)~~) \$6,531,000 of the state patrol highway account  
10 —state appropriation is provided solely for the following projects:

11 (a) (~~(\$250,000)~~) \$1,420,000 is for emergency repairs;

12 (b) (~~(\$2,000,000)~~) \$1,133,000 is for roof replacements;

13 (c) (~~(\$350,000)~~) \$251,000 is for fuel tank decommissioning;

14 (d) (~~(\$500,000 is for generator and electrical replacement;~~

15 ~~(e) \$500,000))~~ \$200,000 is for the exterior envelope of the  
16 Yakima office;

17 (~~((f) \$2,000,000))~~) (e) \$1,704,000 is for energy efficiency  
18 projects;

19 (~~((g) \$1,000,000))~~) (f) \$819,000 is for pavement surface  
20 improvements;

21 (~~((h) \$300,000))~~) (g) \$90,000 is for fire alarm panel replacement;

22 (~~((i) \$188,000))~~) (h) \$202,000 is for repairs at the Bellevue  
23 district office;

24 (~~((j) \$200,000))~~) (i) \$150,000 is for an academy master plan. As  
25 part of the academy master plan, the Washington state patrol must  
26 review and provide an analysis on the potential to colocate some  
27 training programs with other state agencies, including the department  
28 of corrections, the department fish and wildlife, the liquor and  
29 cannabis board, and the criminal justice training commission. The  
30 Washington state patrol must consult with the other state agencies to  
31 determine where cost efficiencies and mutually beneficial shared  
32 arrangements for training delivery could occur. The funding for this  
33 academy master plan is not a commitment to fund any components  
34 related to the expansion of the academy in the future;

35 (~~((k) \$500,000))~~) (j) \$477,000 reappropriation is for the Tacoma  
36 district office generator replacement project; and

37 (~~((l) \$100,000))~~) (k) \$85,000 reappropriation is for the energy  
38 improvement project at the SeaTac northbound facility.

1 (2) The Washington state patrol may transfer funds between  
2 projects specified in subsection (1) of this section to address cash  
3 flow requirements.

4 (3) If a project specified in subsection (1) of this section is  
5 completed for less than the amount provided, the remainder may be  
6 transferred to another project specified in subsection (1) of this  
7 section not to exceed the total appropriation provided in subsection  
8 (1) of this section after notifying the office of financial  
9 management and the transportation committees of the legislature 20  
10 days before any transfer.

11 (4) By December 1, 2023, the Washington state patrol shall  
12 provide a report to the transportation committees of the legislature  
13 detailing utility incentives that will reduce the cost of heating,  
14 ventilating, and air conditioning systems funded in this section.

15 (5) By December 1, 2023, the Washington state patrol shall  
16 provide its capital improvement and preservation plan for agency  
17 facilities to the appropriate committees of the legislature.

18 **Sec. 1002.** 2023 c 472 s 303 (uncodified) is amended to read as  
19 follows:

20 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

21 Small City Pavement and Sidewalk Account—State	
22 Appropriation. . . . .	\$3,975,000
23 Transportation Improvement Account—State	
24 Appropriation. . . . .	<del>(( \$240,000,000 ))</del>
25	<u>\$220,000,000</u>
26 Complete Streets Grant Program Account—State	
27 Appropriation. . . . .	<del>(( \$14,670,000 ))</del>
28	<u>\$4,670,000</u>
29 Move Ahead WA Account—State Appropriation. . . . .	\$9,333,000
30 Climate Active Transportation Account—State	
31 Appropriation. . . . .	<del>(( \$19,067,000 ))</del>
32	<u>\$16,567,000</u>
33 TOTAL APPROPRIATION. . . . .	<del>(( \$287,045,000 ))</del>
34	<u>\$254,545,000</u>

35 **Sec. 1003.** 2024 c 310 s 303 (uncodified) is amended to read as  
36 follows:

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

3 ((~~Connecting Washington Account—State~~  
4 ~~Appropriation. . . . . \$3,000)~~)  
5 Motor Vehicle Account—State Appropriation. . . . . ((~~\$29,810,000~~)  
6 \$15,352,000  
7 Move Ahead WA Account—State Appropriation. . . . . \$12,011,000  
8 Multimodal Transportation Account—State  
9 Appropriation. . . . . \$1,200,000  
10 TOTAL APPROPRIATION. . . . . ((~~\$43,024,000~~)  
11 \$28,563,000

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

14 (1) \$4,025,000 of the motor vehicle account—state appropriation  
15 is provided solely for payments of a financing contract issued  
16 pursuant to chapter 39.94 RCW for the department facility located at  
17 15700 Dayton Ave N in Shoreline. All payments from the department of  
18 ecology pursuant to the agreement with the department to pay a share  
19 of the financing contract for this facility must be deposited into  
20 the motor vehicle account.

21 (2) (a) \$10,011,000 of the move ahead WA account—state  
22 appropriation is provided solely for the department to improve its  
23 ability to keep facility assets in a state of good repair. In using  
24 the funds appropriated in this subsection, the department, with  
25 periodic reporting to the joint transportation committee, must  
26 develop and implement a prioritization of facility capital  
27 preservation needs and repair projects. The legislature intends these  
28 to be reasonable, forward-thinking investments that consider  
29 potential future space efficiency measures and consolidations,  
30 including those assessed as having high commercial value and  
31 potential returns to state transportation funds associated with the  
32 sale of the property. Prioritization must be based on, but not  
33 limited to, the following criteria: (i) Employee safety and facility  
34 security; (ii) state and federal regulatory and statutory  
35 requirements and compliance issues, including clean buildings  
36 requirements; (iii) quality of work issues; (iv) facility condition  
37 assessment evaluations and scoring; (v) asset preservation; and (vi)  
38 amount of operational support provided by the facility to the  
39 achievement of the department's performance measures and outcomes,

1 including facility utilization based on field operations work  
2 supported at the location. "Field operations" include maintenance,  
3 transportation operations, materials testing, and construction.

4 (b) By October 15, 2024, covering the first 15 months of the  
5 2023-2025 fiscal biennium, the department must provide a report based  
6 on the prioritization of facility preservation needs and repair  
7 projects developed pursuant to (a) of this subsection to the office  
8 of financial management and the transportation committees of the  
9 legislature. The report must include: (i) A by facility ranking based  
10 on the criteria implemented; (ii) detailed information on the actions  
11 taken in the previous period to address the identified issues and  
12 deficiencies; and (iii) the plan, by facility, to address issues and  
13 deficiencies for the remainder of the 2023-2025 fiscal biennium and  
14 the 2025-2027 fiscal biennium.

15 (c) The by facility ranking developed under (b) of this  
16 subsection must be the basis of an agency budget submittal for the  
17 2025-2027 fiscal biennium.

18 (3) (a) \$1,200,000 of the multimodal transportation account—state  
19 appropriation is provided solely for the department to evaluate  
20 safety rest areas along Interstate 5 and Interstate 90 for potential  
21 truck parking expansion opportunities. The department shall also  
22 evaluate commercial vehicle inspection locations, in coordination  
23 with the Washington state patrol, for potential truck parking  
24 expansion opportunities.

25 (b) These evaluations must include assessments of opportunities  
26 to provide additional truck parking through rest stop and inspection  
27 location reconfiguration, expansion, and conversion, as well as  
28 evaluation of potential improvements to restroom facilities at weigh  
29 stations with truck parking. The department shall consider  
30 opportunities to expand rest stop footprints onto additional  
31 department-owned property, as well as opportunities to acquire  
32 property for rest stop expansion. Opportunities to convert a rest  
33 stop to a commercial vehicle-only rest stop must be considered if  
34 property is available to develop a new light-duty vehicle rest stop  
35 within a reasonable distance. The department shall include an  
36 evaluation of a potential truck parking site at John Hill Rest Area  
37 along the Interstate 90 corridor identified in the joint  
38 transportation committee's "Truck Parking Action Plan." Evaluations  
39 must include cost estimates for reconfiguration, expansion, and

1 conversion, as well as other recommendations for the development of  
2 these sites.

3 (c) The department should consult with the federal highway  
4 administration, the Washington state patrol, the Washington trucking  
5 association, the freight mobility strategic investment board, and  
6 local communities.

7 (d) The department must update the transportation committees of  
8 the legislature on agency activities and their status by December 1,  
9 2023, and to provide a final report to the transportation committees  
10 of the legislature by December 1, 2024.

11 (4) \$15,457,000 of the motor vehicle account—state appropriation  
12 is provided solely for making improvements to the department facility  
13 located at 11018 NE 51st Cir in Vancouver to meet the Washington  
14 state clean buildings performance standard.

15 (5) (a) \$4,100,000 of the move ahead WA account—state  
16 appropriation is provided solely for preliminary engineering and  
17 design associated with the demolition and replacement of the  
18 department's vehicle repair and parts building at 6431 Corson Avenue  
19 South in Seattle. The department must include any requested  
20 construction costs of the facility as a separate project as part of  
21 its agency budget submittal for the 2025-2027 fiscal biennium  
22 utilizing form C-100 for capital projects. The design information  
23 must also include detailed information on square footage, components  
24 of the facility, and cost comparisons with similar maintenance  
25 facilities.

26 (b) By September 1, 2024, the office of financial management, in  
27 consultation with the department, must develop criteria for  
28 preservation and improvement minor works lists for the department's  
29 facilities program. The criteria must incorporate, adjusted where  
30 appropriate, provisions already in use in the omnibus capital budget  
31 act for minor works, including: (i) The dollar limitation for each  
32 project to be included in the list; (ii) the types of projects  
33 appropriate to be included in the list; (iii) the project length  
34 limitation appropriate to be included in the list; and (iv) a  
35 recommended initial allotment, revision request approval, and  
36 revision notification process associated with the list. The criteria  
37 must be the basis of the preservation and improvement minor works  
38 list included in the agency budget submittal beginning with the  
39 2025-2027 fiscal biennium.

1 (c) By September 1, 2024, the office of financial management, in  
 2 consultation with the department, must also develop criteria for  
 3 providing building related capital requests in a comparable format,  
 4 adjusted where appropriate, to provisions already in use in the  
 5 omnibus capital appropriations act for building projects, including  
 6 the C-100 capital request form and other detail requirements for  
 7 omnibus capital appropriations act building submissions.

8 **Sec. 1004.** 2024 c 310 s 304 (uncodified) is amended to read as  
 9 follows:

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

11	Alaskan Way Viaduct Replacement Project Account—	
12	State Appropriation. . . . .	(( <del>\$23,794,000</del> ))
13		<u>\$16,388,000</u>
14	<u>Carbon Emissions Reduction Account—State</u>	
15	<u>Appropriation. . . . .</u>	<u>\$250,000</u>
16	Climate Active Transportation Account—State	
17	Appropriation. . . . .	(( <del>\$2,000,000</del> ))
18		<u>\$1,100,000</u>
19	Move Ahead WA Account—Private/Local Appropriation. . . .	\$137,500,000
20	State Route Number 520 Civil Penalties Account—State	
21	Appropriation. . . . .	\$10,000,000
22	Transportation 2003 Account (Nickel Account)—State	
23	Appropriation. . . . .	(( <del>\$634,000</del> ))
24		<u>\$629,000</u>
25	Transportation Partnership Account—State	
26	Appropriation. . . . .	(( <del>\$46,899,000</del> ))
27		<u>\$93,540,000</u>
28	Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$100,366,000</del> ))
29		<u>\$90,241,000</u>
30	Motor Vehicle Account—Federal Appropriation. . . . .	(( <del>\$480,282,000</del> ))
31		<u>\$342,560,000</u>
32	Coronavirus State Fiscal Recovery Fund—Federal	
33	Appropriation. . . . .	(( <del>\$337,144,000</del> ))
34		<u>\$282,810,000</u>
35	Motor Vehicle Account—Private/Local Appropriation. . . . .	(( <del>\$74,115,000</del> ))
36		<u>\$74,996,000</u>
37	Connecting Washington Account—State Appropriation. (( <del>\$1,960,374,000</del> ))	
38		<u>\$2,100,759,000</u>

1	Special Category C Account—State Appropriation. . . . .	(( <del>\$143,917,000</del> ))
2		<u>\$119,192,000</u>
3	Multimodal Transportation Account—State	
4	Appropriation. . . . .	(( <del>\$14,311,000</del> ))
5		<u>\$8,719,000</u>
6	Multimodal Transportation Account—Federal	
7	Appropriation. . . . .	(( <del>\$12,287,000</del> ))
8		<u>\$480,000</u>
9	<del>((State Route Number 520 Corridor Account—</del>	
10	<del>State Appropriation. . . . .</del>	<del>\$500,000))</del>
11	Interstate 405 and State Route Number 167 Express	
12	Toll Lanes Account—State Appropriation. . . . .	(( <del>\$319,464,000</del> ))
13		<u>\$295,220,000</u>
14	Move Ahead WA Account—State Appropriation. . . . .	(( <del>\$737,961,000</del> ))
15		<u>\$735,440,000</u>
16	Move Ahead WA Account—Federal Appropriation. . . . .	(( <del>\$373,155,000</del> ))
17		<u>\$272,554,000</u>
18	JUDY Transportation Future Funding Program Account—	
19	State Appropriation. . . . .	\$52,000,000
20	Model Toxics Control Stormwater Account—State. . . . .	\$15,000,000
21	TOTAL APPROPRIATION. . . . .	(( <del>\$4,841,703,000</del> ))
22		<u>\$4,649,378,000</u>

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

25 (1) Except as provided otherwise in this section, the entire  
26 connecting Washington account—state appropriation, the entire move  
27 ahead WA account—federal appropriation, the entire move ahead WA  
28 account—state appropriation, and the entire transportation  
29 partnership account—state appropriation are provided solely for the  
30 projects and activities as listed by fund, project, and amount in  
31 LEAP Transportation Document ((~~2024-1~~)) 2025-1 as developed March  
32 ((~~6, 2024~~)) 23, 2025, Program - Highway Improvements Program (I).  
33 However, limited transfers of specific line-item project  
34 appropriations may occur between projects for those amounts listed  
35 subject to the conditions and limitations in section 601, chapter  
36 472, Laws of 2023.

37 (2) Except as provided otherwise in this section, the entire  
38 motor vehicle account—state appropriation and motor vehicle account—  
39 federal appropriation are provided solely for the projects and

1 activities listed in LEAP Transportation Document ((2024-2)) 2025-2  
2 ALL PROJECTS as developed March ((6, 2024)) 23, 2025, Program -  
3 Highway Improvements Program (I). Any federal funds gained through  
4 efficiencies, adjustments to the federal funds forecast, or the  
5 federal funds redistribution process must then be applied to highway  
6 and bridge preservation activities.

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

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

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

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

22 (4) The connecting Washington account—state appropriation  
23 includes up to \$1,332,926,000 in proceeds from the sale of bonds  
24 authorized in RCW 47.10.889.

25 (5) The special category C account—state appropriation includes  
26 up to \$111,106,000 in proceeds from the sale of bonds authorized in  
27 RCW 47.10.812.

28 (6) The transportation partnership account—state appropriation  
29 includes up to ((~~\$46,899,000~~)) \$27,418,000 in proceeds from the sale  
30 of bonds authorized in RCW 47.10.873.

31 (7) The appropriations in this section include savings due to  
32 anticipated project underruns; however, it is unknown which projects  
33 will provide savings. The legislature intends to provide sufficient  
34 flexibility for the department to manage to this savings target. To  
35 provide this flexibility, the office of financial management may  
36 authorize, through an appropriation modification, reductions in the  
37 amounts that are provided solely for a particular purpose within this  
38 section subject to the following conditions and limitations:



1 (a) The department must confirm that any modification requested  
2 under this subsection of amounts provided solely for a specific  
3 purpose are not expected to be used for that purpose in this fiscal  
4 biennium;

5 (b) Appropriation modifications authorized under this subsection  
6 may not result in increased funding for any project beyond the amount  
7 provided for that project in the 2023-2025 fiscal biennium in LEAP  
8 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed  
9 March ((~~6, 2024~~)) 23, 2025;

10 (c) Appropriation modifications authorized under this subsection  
11 apply only to amounts appropriated in this section from the following  
12 accounts: Connecting Washington account—state, and move ahead WA  
13 account—state; and

14 (d) The office of financial management must provide notice of  
15 appropriation modifications authorized under this subsection within  
16 10 working days to the transportation committees of the legislature.  
17 By December 1, 2023, and December 1, 2024, the department must submit  
18 a report to the transportation committees of the legislature  
19 regarding the actions taken to date under this subsection.

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

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

36 (10) By June 30, 2025, to the extent practicable, the department  
37 shall decommission the facilities for the Lacey project engineering  
38 office and the Tumwater project engineering office at the end of  
39 their lease terms and consolidate the Lacey project engineering

1 office and the Tumwater project engineering office into the  
2 department's Olympic regional headquarters.

3 (11) The legislature intends that any savings realized on the  
4 following projects will not be attributable to the application of  
5 practical design, retired risk, or unused contingency funding for the  
6 purposes of RCW 47.01.480:

7 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

8 (b) I-82/EB WB On and Off Ramps (L2000123).

9 (12) (a) (~~(\$337,114,000)~~) \$282,810,000 of the coronavirus state  
10 fiscal recovery fund—federal appropriation, (~~(\$110,439,000)~~)  
11 \$31,405,000 of the motor vehicle account—federal appropriation,  
12 (~~(\$576,827,000)~~) \$191,807,000 of the connecting Washington account—  
13 state appropriation, \$525,187,000 of the move ahead WA account—state  
14 appropriation, \$5,832,000 of the motor vehicle account—private/local  
15 appropriation, and (~~(\$8,329,000)~~) \$266,000 of the motor vehicle  
16 account—state appropriation are provided solely for the Fish Passage  
17 Barrier Removal project (OBI4001) with the intent of fully complying  
18 with the federal *U.S. v. Washington* court injunction by 2030.

19 (b) The fish passage barrier removal program, in consultation  
20 with the office of innovative partnerships, shall explore  
21 opportunities to employ innovative delivery methods to ensure  
22 compliance with the court injunction including, but not limited to,  
23 public-private partnerships and batched contracts. It is the intent  
24 of the legislature that appropriations for this purpose may be used  
25 to jointly leverage state and local funds for match requirements in  
26 applying for competitive federal aid grants provided in the  
27 infrastructure investment and jobs act for removals of fish passage  
28 barriers under the national culvert removal, replacement, and  
29 restoration program. State funds used for the purpose described in  
30 this subsection must not compromise full compliance with the court  
31 injunction by 2030.

32 (c) The department shall coordinate with the Brian Abbott fish  
33 passage barrier removal board to use a watershed approach by  
34 replacing both state and local culverts guided by the principle of  
35 providing the greatest fish habitat gain at the earliest time. The  
36 department shall deliver high habitat value fish passage barrier  
37 corrections that it has identified, guided by the following factors:  
38 Opportunity to bundle projects, tribal priorities, ability to  
39 leverage investments by others, presence of other barriers, project

1 readiness, culvert conditions, other transportation projects in the  
2 area, and transportation impacts. The department and Brian Abbott  
3 fish barrier removal board must provide updates on the implementation  
4 of the statewide culvert remediation plan to the legislature by  
5 November 1, 2023, and June 1, 2024.

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

9 (e) During the 2023-2025 fiscal biennium, the department shall  
10 provide reports of the amounts of federal funding received for this  
11 project to the governor and transportation committees of the  
12 legislature by November 1, 2023, and semiannually thereafter.

13 (13)(a) \$15,000,000 of the model toxics control stormwater  
14 account—state appropriation is provided solely for the Stormwater  
15 Retrofits and Improvements project (L4000040). It is the intent of  
16 the legislature, over the 16-year move ahead WA investment program,  
17 to provide \$500,000,000 for this program.

18 (b) Of the amounts provided in this subsection, \$6,000,000 is  
19 provided solely for the Urban Stormwater Partnership - I-5 Ship-Canal  
20 Bridge Pilot (Seattle) project.

21 (c) The funding provided for stormwater retrofits and  
22 improvements must enhance stormwater runoff treatment from existing  
23 roads and infrastructure with an emphasis on green infrastructure  
24 retrofits. Projects must be prioritized based on benefits to salmon  
25 recovery and ecosystem health, reducing toxic pollution, addressing  
26 health disparities, and cost-effectiveness. The department of  
27 transportation must submit progress reports on its efforts to reduce  
28 the toxicity of stormwater runoff from existing infrastructure,  
29 recommendations for addressing barriers to innovative solutions, and  
30 anticipated demand for funding each fiscal biennium.

31 (14)(a) (~~(\$25,067,000)~~) \$12,011,000 of the connecting Washington  
32 account—state appropriation is provided solely for the SR 3 Freight  
33 Corridor (T30400R) project. The legislature intends to provide a  
34 total of \$78,910,000 for this project, including an increase of  
35 \$12,000,000 in future biennia to safeguard against inflation and  
36 supply/labor interruptions and ensure that:

37 (i) The northern terminus remains at Lake Flora Road and the  
38 southern terminus at the intersection of SR 3/SR 302; and

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

4 (b) With respect to right-of-way acquisition and the construction  
5 of the SR 3 Freight Corridor project (T30400R), tribal consultation  
6 with the Suquamish tribe shall begin at the earliest stage of  
7 planning, including without limitation on all funding decisions and  
8 funding programs, to provide a government-to-government mechanism for  
9 the tribe to evaluate, identify, and expressly notify governmental  
10 entities of any potential impacts to tribal cultural resources,  
11 archaeological sites, sacred sites, fisheries, or other rights and  
12 interests in tribal lands and lands within which the tribe possesses  
13 rights reserved or protected by federal treaty, statute, or executive  
14 order. The consultation is independent of, and in addition to, any  
15 public participation process required under state law, or by a state  
16 agency, including the requirements of Executive Order 21-02 related  
17 to archaeological and cultural resources, and regardless of whether  
18 the agency receives a request for consultation from the Suquamish  
19 tribe. Regularly scheduled tribal consultation meetings with the  
20 Suquamish tribe shall continue throughout the duration of any funding  
21 or program decisions and proposed project approval.

22 (15) (~~(\$6,000,000)~~) \$384,000 of the move ahead WA account—state  
23 appropriation and (~~(\$10,000,000)~~) \$3,342,000 of the move ahead WA  
24 account—federal appropriation are provided solely for the SR 3/Gorst  
25 Area - Widening project (L4000017). Tribal consultation with the  
26 Suquamish tribe must begin at the earliest stage of planning,  
27 including, without limitation, all funding decisions and funding  
28 programs, to provide a government-to-government mechanism for the  
29 tribe to evaluate, identify, and expressly notify governmental  
30 entities of any potential impacts to tribal cultural resources,  
31 archaeological sites, sacred sites, fisheries, or other rights and  
32 interests in tribal lands and lands within which the tribe possesses  
33 rights reserved or protected by federal treaty, statute, or executive  
34 order. The consultation is independent of, and in addition to, any  
35 public participation process required under state law, or by a state  
36 agency, including the requirements of Executive Order 21-02 related  
37 to archaeological and cultural resources, and regardless of whether  
38 the agency receives a request for consultation from the Suquamish  
39 tribe. Regularly scheduled tribal consultation meetings with the

1 Suquamish tribe must continue throughout the duration of any funding  
2 program and proposed project approval.

3 (16) (a) \$94,500,000 of the move ahead WA account—federal  
4 appropriation, \$137,500,000 of the move ahead WA account—private/  
5 local appropriation, and \$43,000,000 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 105 years old, at risk for collapse in the event of a major  
11 earthquake, and no longer satisfies the needs of commerce and travel.  
12 Replacing the aging interstate bridge with a modern, seismically  
13 resilient, multimodal structure that provides improved mobility for  
14 people, goods, and services is a high priority. Therefore, the  
15 legislature intends to support the replacement of the I-5 Columbia  
16 river bridge with an investment of \$1,000,000,000 (~~over the 16-year~~  
17 ~~move ahead WA investment program~~).

18 (b) The legislature recognizes the importance of the I-5/Mill  
19 Plain Boulevard project (L2000099) and intends to provide funding for  
20 reconstruction of the existing interchange in coordination with  
21 construction of the Interstate 5 bridge over the Columbia river.

22 (c) The department shall provide regular updates on the status of  
23 ongoing coordination with the state of Oregon on any bistate  
24 agreements regarding sharing of revenues, use of revenues, and fiscal  
25 responsibilities of each state. Prior to finalizing any such  
26 agreement, the department shall provide a draft of the agreement to  
27 the transportation committees of the legislature for review and  
28 input. Additionally, the department shall advise on the status of any  
29 bistate agreements to the joint transportation committee beginning in  
30 September 2023 and quarterly thereafter until any agreements are  
31 finalized.

32 (17) The legislature recognizes the importance of the US-12/Walla  
33 Walla Corridor Improvements project (T20900R) and intends to advance  
34 funding to provide matching funds if competitive federal funding is  
35 awarded for the final remaining four-lane section between Wallula and  
36 Nine Mile Hill. The department, in consultation with local  
37 governments in the vicinity, must pursue any federal funding  
38 available.

1 (18) (~~(\$2,642,000)~~) \$94,000 of the move ahead WA account—state  
2 appropriation is provided solely for the US 101/Simdars Bypass  
3 project (L4000013).

4 (19) (~~(\$338,512,000)~~) \$343,674,000 of the connecting Washington  
5 account—state appropriation, (~~(\$3,109,000)~~) \$1,582,000 of the  
6 multimodal transportation account—state appropriation,  
7 (~~(\$27,201,000)~~) \$26,735,000 of the motor vehicle account—private/  
8 local appropriation, (~~(\$178,543,000)~~) \$174,712,000 of the move ahead  
9 WA account—federal appropriation, (~~(\$36,370,000)~~) \$10,001,000 of the  
10 move ahead WA account—state appropriation, and (~~(\$211,131,000)~~)  
11 \$161,680,000 of the motor vehicle account—federal appropriation are  
12 provided solely for the SR 167/SR 509 Puget Sound Gateway project  
13 (M00600R).

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

16 (b) In making budget allocations to the Puget Sound Gateway  
17 project, the department shall implement the project's construction as  
18 a single corridor investment. The department shall continue to  
19 collaborate with the affected stakeholders as it implements the  
20 corridor construction and implementation plan for state route number  
21 167 and state route number 509. Specific funding allocations must be  
22 based on where and when specific project segments are ready for  
23 construction to move forward and investments can be best optimized  
24 for timely project completion. Emphasis must be placed on avoiding  
25 gaps in fund expenditures for either project.

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

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

32 (ii) Segment 2 of the state route number 167 completion project  
33 shared-use path to provide connections to the interchange of state  
34 route number 167 at 54th to the intersection of state route number  
35 509 and Taylor Way in Tacoma.

36 (20) \$2,213,000 of the motor vehicle account—state appropriation  
37 and \$14,012,000 of the connecting Washington account—state  
38 appropriation are provided solely for the SR 224/Red Mountain  
39 Vicinity Improvement project (L1000291). The department shall provide

1 funding to the city of West Richland to complete the project within  
2 the project scope identified by the legislature and within the total  
3 amount provided by the legislature. The department shall not amend  
4 the project's scope of work to add pavement preservation on state  
5 route number 224 from the West Richland city limits to Antinori Road.

6 (21) (~~(\$409,667,000)~~) \$363,020,000 of the connecting Washington  
7 account—state appropriation, (~~(\$500,000 of the state route number 520~~  
8 ~~corridor account state appropriation,)~~) \$10,000,000 of the state  
9 route number 520 civil penalties account—state appropriation,  
10 \$52,000,000 of the JUDY transportation future funding program account  
11 —state appropriation, and \$5,592,000 of the motor vehicle account—  
12 private/local appropriation are provided solely for the SR 520  
13 Seattle Corridor Improvements - West End project (M00400R) and are  
14 subject to the following conditions and limitations:

15 (a) The department shall immediately proceed with awarding the  
16 bid for the Portage Bay Bridge and Roanoke Lid project to the team  
17 that submitted the proposal with the apparent best value in September  
18 2023. Consistent with negotiated timelines, the legislature expects  
19 the award to be made by March 15, 2024, and assumes that the  
20 department shall expedite executing the contract with the awarded  
21 team. Once the contract is executed for this project, the department  
22 shall seek consequential cost reduction opportunities through value  
23 engineering and prioritizing functionality and usability of the  
24 Portage Bay Bridge and Roanoke Lid. The department shall report on  
25 the status of the project and cost reduction efforts to the  
26 transportation committees of the legislature by December 15, 2024.

27 (b) Upon completion of the Montlake Phase of the West End  
28 project, the department shall sell or transfer that portion of the  
29 property not necessary for transportation purposes, and shall  
30 initiate a process to convey or transfer such portion of the surplus  
31 property to a subsequent owner.

32 (c) (~~(Of the amounts provided in this subsection, \$500,000 of the~~  
33 ~~state route number 520 corridor account state appropriation is~~  
34 ~~provided solely for noise mitigation activities.)~~) It is the intent  
35 of the legislature to provide (~~(an additional \$600,000)~~) \$1,100,000  
36 for noise mitigation activities.

37 (d) Pursuant to chapter 281, Laws of 2024, the department shall  
38 apply for a sales tax deferral for construction work on the SR 520  
39 Seattle Corridor Improvements - West End project (M00400R).

1 (22) (~~(\$450,000)~~) \$391,000 of the motor vehicle account—state  
2 appropriation (~~(is)~~) and \$5,562,000 of the motor vehicle account—  
3 federal appropriation are provided solely for the SR 900 Safety  
4 Improvements project (L2021118). The department must: (a) Work in  
5 collaboration with King county and the Skyway coalition to align  
6 community assets, transportation infrastructure needs, and initial  
7 design for safety improvements along state route number 900; and (b)  
8 work with the Skyway coalition to lead community planning engagement  
9 and active transportation activities.

10 (23) \$7,500,000 of the motor vehicle account—federal  
11 appropriation is provided solely for a federal fund exchange pilot  
12 program. The pilot program must allow exchanges of federal surface  
13 transportation block grant population funding and state funds at an  
14 exchange rate of 95 cents in state funds per \$1.00 in federal funds.  
15 The projects receiving the exchanged federal funds must adhere to all  
16 federal requirements, including the applicable disadvantaged business  
17 enterprise goals. The entirety of the appropriation in this  
18 subsection must be held in unallotted status until surface  
19 transportation block grant population funding has been offered to the  
20 state, and the department determines that a federalized project or  
21 projects funded in this section is eligible to spend the surface  
22 transportation block grant population funding. \$7,125,000 from  
23 existing state appropriations identified elsewhere within this  
24 section are available to be used as part of the exchange. Upon  
25 determination that a project or projects funded in this section is  
26 eligible to spend the offered surface transportation block grant  
27 population funding, state funds appropriated in this section for the  
28 eligible state project or projects in an amount equal to 100 percent  
29 of the offered surface transportation block grant population funding  
30 must be placed in unallotted status. The legislature intends to  
31 evaluate the utility and efficacy of the pilot program in the 2025  
32 legislative session while reappropriating any remaining funds into  
33 the 2025-2027 fiscal biennium. Therefore, the department may issue  
34 additional calls for projects with any remaining funds provided in  
35 this subsection.

36 (24) (~~(\$9,593,000)~~) \$9,195,000 of the motor vehicle account—state  
37 appropriation, (~~(\$552,000 of the connecting Washington account—state~~  
38 ~~appropriation,)~~) and (~~(\$209,000)~~) \$630,000 of the move ahead WA  
39 account—state appropriation are provided solely for the SR 522/



1 Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)  
2 project (NPARADI) (~~(, specifically for design of, preliminary~~  
3 ~~engineering, and right-of-way acquisition for the interchange and~~  
4 ~~widening as a single project. The department must consider reserving~~  
5 ~~portions of state route number 522, including designated lanes or~~  
6 ~~ramps, for the exclusive or preferential use of public transportation~~  
7 ~~vehicles, privately owned buses, motorcycles, private motor vehicles~~  
8 ~~carrying not less than a specified number of passengers, or private~~  
9 ~~transportation provider vehicles pursuant to RCW 47.52.025)).~~

10 (25) Prior to initiating new advertisements or requests for  
11 qualifications for the following projects: SR 9/Marsh Road to 2nd  
12 Street Vicinity (N00900R), SR 526 Corridor Improvements (N52600R), US  
13 395 North Spokane Corridor (M00800R), and SR 18 - Widening -  
14 Issaquah/Hobart Rd to Raging River - Phase 1 (L1000199), the capital  
15 projects advisory review board shall review the planned procurement  
16 methods for these projects. The board shall provide recommendations  
17 on procurement methods to the office of financial management, the  
18 department, and the transportation committees of the legislature for  
19 project L1000199 by July 1, 2024, and projects N52600R, N00900R, and  
20 M00800R by December 1, 2024. After the board provides  
21 recommendations, the department may initiate new advertisements and  
22 requests for qualifications, incorporating the recommendations as  
23 appropriate.

24 The department shall structure the advertisements, requests for  
25 qualifications, and requests for proposals, for projects referenced  
26 in this subsection, in a manner that provides a high degree of  
27 certainty that bids come in as expected according to engineer  
28 estimates made through the cost estimate valuation process. The  
29 department may request bid offers with alternatives for components of  
30 a larger project so that the department may present to the  
31 legislature modified options for projects to minimize project delays  
32 and stay within appropriated funding resources. If alternatives  
33 provided are at or below the engineer estimates, the department may  
34 proceed with the project award.

35 If bid proposals exceed engineer estimates by more than five  
36 percent or \$10,000,000, the department shall report this information  
37 to the transportation committees of the legislature within two weeks  
38 of receiving the bid proposals, and pause award and contract  
39 execution.

1 (26) \$750,000 of the motor vehicle account—state appropriation is  
2 provided solely for the Grady Way Overpass at Rainier Avenue South  
3 I-405 BRT Access study (L1000333).

4 (27) (~~(\$1,804,000)~~) \$270,000 of the connecting Washington account  
5 —state appropriation is provided solely for the SR 164 East Auburn  
6 Access project (L1000120). The department must work with the  
7 Muckleshoot tribe to deliver the project.

8 (28) \$250,000 of the motor vehicle account—state appropriation is  
9 provided solely for preliminary engineering of the SR 14/Camas Slough  
10 Bridge project (L1000352). Funds may be used for predesign  
11 environmental assessment work, community engagement, design, and  
12 project cost estimation.

13 (29) \$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, in the 2024 grant application cycle, for  
17 wildlife crossing underpasses on U.S. 97 between Tonasket and  
18 Riverside.

19 (30) (~~(\$1,800,000)~~) \$1,720,000 of the multimodal transportation  
20 account—state appropriation and (~~(\$12,287,000)~~) \$480,000 of the  
21 multimodal transportation account—federal appropriation are provided  
22 solely for the department to develop and implement a technology-based  
23 truck parking availability system along the Interstate 5 corridor in  
24 partnership with Oregon state and California state to maximize  
25 utilization of existing truck parking capacity and deliver real-time  
26 parking availability information to truck drivers (L1000375). The  
27 department may use a portion of the appropriation in this subsection  
28 for grant proposal development and as state match funding for  
29 technology-based truck parking availability system federal grant  
30 applications. The department must update the transportation  
31 committees of the legislature on agency activities and their status  
32 by December 1, 2023, and provide a final report to the transportation  
33 committees of the legislature by December 1, 2024.

34 (31) \$1,000,000 of the multimodal transportation account—state  
35 appropriation is provided solely for the design on the I-5 Fort Lewis  
36 weigh station and SR 906 Phase 3 truck parking improvements  
37 (L1000377).

38 (~~(32) The legislature intends to provide \$4,950,000 in the~~  
39 ~~2025-2027 fiscal biennium for additional truck parking improvements~~

1 ~~(L1000376). As part of the department's 2025-2027 budget submittal,~~  
 2 ~~the department and the freight mobility strategic investment board,~~  
 3 ~~after consulting with appropriate entities, must provide a list of~~  
 4 ~~specific truck parking solutions within the amounts provided in this~~  
 5 ~~subsection (32). The list may also include additional funding~~  
 6 ~~recommendations beyond this amount for more immediate expansion of~~  
 7 ~~truck parking capacity, as well as for long-term expansion of truck~~  
 8 ~~parking capacity.)~~)

9 **Sec. 1005.** 2024 c 310 s 305 (uncodified) is amended to read as  
 10 follows:

11 <b>FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P</b>	
12 Move Ahead WA Account—State Appropriation. . . . .	(( <del>\$105,219,000</del> ))
13	<u>\$101,593,000</u>
14 Recreational Vehicle Account—State Appropriation. . . . .	\$769,000
15 Transportation 2003 Account (Nickel Account)—State	
16 Appropriation. . . . .	\$70,411,000
17 Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$154,960,000</del> ))
18	<u>\$142,439,000</u>
19 Motor Vehicle Account—Federal Appropriation. . . . .	\$560,102,000
20 Motor Vehicle Account—Private/Local Appropriation. . . . .	(( <del>\$17,010,000</del> ))
21	<u>\$13,121,000</u>
22 Connecting Washington Account—State Appropriation. . . . .	(( <del>\$48,726,000</del> ))
23	<u>\$47,462,000</u>
24 State Route Number 520 Corridor Account—State	
25 Appropriation. . . . .	(( <del>\$7,434,000</del> ))
26	<u>\$6,205,000</u>
27 Tacoma Narrows Toll Bridge Account—State	
28 Appropriation. . . . .	(( <del>\$12,202,000</del> ))
29	<u>\$9,611,000</u>
30 Alaskan Way Viaduct Replacement Project Account—	
31 State Appropriation. . . . .	(( <del>\$1,662,000</del> ))
32	<u>\$1,213,000</u>
33 Interstate 405 and State Route Number 167 Express	
34 Toll Lanes Account—State Appropriation. . . . .	(( <del>\$15,183,000</del> ))
35	<u>\$8,702,000</u>
36 Transportation Partnership Account—State	
37 Appropriation. . . . .	\$12,036,000
38 TOTAL APPROPRIATION. . . . .	(( <del>\$1,005,714,000</del> ))

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 (~~(2024-1)~~) 2025-1 as developed March (~~(6, 2024)~~) 23, 2025, Program - Highway Preservation Program (P). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 601, chapter 472, Laws of 2023.

(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 (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6, 2024)~~) 23, 2025, Program - Highway Preservation Program (P). 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 transportation partnership account—state appropriation  
2 includes up to (~~(\$3,280,000)~~) \$12,036,000 in proceeds from the sale  
3 of bonds authorized in RCW 47.10.873.

4 (5) (~~(\$22,000,000)~~) \$9,500,000 of the motor vehicle account—state  
5 appropriation is provided solely for extraordinary costs incurred  
6 from litigation awards, settlements, or dispute mitigation activities  
7 not eligible for funding from the self-insurance fund (L2000290). The  
8 amount provided in this subsection must be held in unallotted status  
9 until the department submits a request to the office of financial  
10 management that includes documentation detailing litigation-related  
11 expenses. The office of financial management may release the funds  
12 only when it determines that all other funds designated for  
13 litigation awards, settlements, and dispute mitigation activities  
14 have been exhausted.

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

22 (7) By June 30, 2025, to the extent practicable, the department  
23 shall decommission the facilities for the Lacey project engineering  
24 office and the Tumwater project engineering office at the end of  
25 their lease terms and consolidate the Lacey project engineering  
26 office and the Tumwater project engineering office into the  
27 department's Olympic regional headquarters.

28 (8) The appropriations in this section include funding for  
29 starting planning, engineering, and construction of the Elwha River  
30 bridge replacement. To the greatest extent practicable, the  
31 department shall maintain public access on the existing route.

32 (9) \$7,500,000 of the motor vehicle account—federal appropriation  
33 is provided solely for a federal fund exchange pilot program. The  
34 pilot program must allow exchanges of federal surface transportation  
35 block grant population funding and state funds at an exchange rate of  
36 95 cents in state funds per \$1.00 in federal funds. The projects  
37 receiving the exchanged federal funds must adhere to all federal  
38 requirements, including the applicable disadvantaged business  
39 enterprise goals. The entirety of the appropriation in this

1 subsection must be held in unallotted status until surface  
 2 transportation block grant population funding has been offered to the  
 3 state and the department determines that a federalized project or  
 4 projects funded in this section is eligible to spend the surface  
 5 transportation block grant population funding. \$7,125,000 from  
 6 existing state appropriations identified elsewhere within this  
 7 section are available to be used as part of the exchange. Upon  
 8 determination that a project or projects funded in this section is  
 9 eligible to spend the offered surface transportation block grant  
 10 population funding, state funds appropriated in this section for the  
 11 eligible state project or projects in an amount equal to 100 percent  
 12 of the offered surface transportation block grant population funding  
 13 must be placed in unallotted status. The legislature intends to  
 14 evaluate the utility and efficacy of the pilot program in the 2025  
 15 legislative session while reappropriating any remaining funds into  
 16 the 2025-2027 fiscal biennium. Therefore, the department may issue  
 17 additional calls for projects with any remaining funds provided in  
 18 this subsection.

19 (10) \$21,000 of motor vehicle account—state appropriation is  
 20 provided solely for the implementation of chapter 54, Laws of 2023  
 21 (bridge jumping signs) (G2000114).

22 (11) (~~(\$4,319,000)~~) \$693,000 of the move ahead Washington account  
 23 —state appropriation is provided solely for SR 525 Bridge Replacement  
 24 - Mukilteo (L2021084). Of the amounts in this subsection, \$155,000  
 25 must be transferred to the city of Mukilteo for purposes of community  
 26 planning and business engagement.

27 **Sec. 1006.** 2024 c 310 s 306 (uncodified) is amended to read as  
 28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**  
 30 **PROGRAM Q—CAPITAL**

31	Motor Vehicle Account—State Appropriation. . . . .	( <del>(\$10,606,000)</del> )
32		<u>\$10,538,000</u>
33	Motor Vehicle Account—Federal Appropriation. . . . .	( <del>(\$12,226,000)</del> )
34		<u>\$12,768,000</u>
35	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$500,000
36	Move Ahead WA Account—State Appropriation. . . . .	\$611,000
37	TOTAL APPROPRIATION. . . . .	( <del>(\$23,943,000)</del> )
38		<u>\$24,417,000</u>

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

3 (1) (~~(\$5,547,000)~~) \$5,548,000 of the motor vehicle account—state  
4 appropriation, (~~(\$8,830,000)~~) \$8,465,000 of the motor vehicle account  
5 —federal appropriation, and \$500,000 of the motor vehicle account—  
6 private/local appropriation are provided solely for Programmatic  
7 Investment for Traffic Operations Capital projects (000005Q). By  
8 December 15th of each odd-numbered year, the department shall provide  
9 a report to the legislature listing all traffic operations capital  
10 project investments completed in the prior fiscal biennium.

11 (2) \$3,080,000 of the motor vehicle account—state appropriation  
12 is provided solely to construct pedestrian signals at nine locations  
13 on state route number 7 from 124th Street South to 189th Street South  
14 (0000YYY).

15 (3) \$1,463,000 of the motor vehicle account—state appropriation  
16 is provided solely for the replacement of 22 existing traffic cameras  
17 and installation of 10 new traffic cameras, including five pole  
18 installation sites, on the Interstate 90 corridor between mileposts  
19 34 and 82 (L2021144). The department shall consult with news media  
20 organizations to explore options to allow such organizations access  
21 to traffic camera feeds.

22 **Sec. 1007.** 2024 c 310 s 307 (uncodified) is amended to read as  
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**  
25 **CONSTRUCTION—PROGRAM W**

26 Carbon Emissions Reduction Account—State	
27 Appropriation. . . . .	(( <del>\$116,021,000</del> ))
28	<u>\$124,229,000</u>
29 Move Ahead WA Account—State Appropriation. . . . .	(( <del>\$49,828,000</del> ))
30	<u>\$69,726,000</u>
31 Puget Sound Capital Construction Account—State	
32 Appropriation. . . . .	(( <del>\$388,304,000</del> ))
33	<u>\$450,163,000</u>
34 Puget Sound Capital Construction Account—Federal	
35 Appropriation. . . . .	(( <del>\$87,047,000</del> ))
36	<u>\$28,822,000</u>
37 Puget Sound Capital Construction Account—	
38 Private/Local Appropriation. . . . .	(( <del>\$2,150,000</del> ))

1		<u>\$839,000</u>
2	Transportation 2003 Account (Nickel Account)—State	
3	Appropriation. . . . .	\$472,000
4	Transportation Partnership Account—State	
5	Appropriation. . . . .	(( <del>\$9,705,000</del> ))
6		<u>\$7,446,000</u>
7	Connecting Washington Account—State Appropriation. . . . .	(( <del>\$21,883,000</del> ))
8		<u>\$12,874,000</u>
9	Capital Vessel Replacement Account—State	
10	Appropriation. . . . .	(( <del>\$21,688,000</del> ))
11		<u>\$43,376,000</u>
12	TOTAL APPROPRIATION. . . . .	(( <del>\$697,098,000</del> ))
13		<u>\$737,947,000</u>

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

16       (1) Except as provided otherwise in this section, the entire  
17 appropriations in this section are provided solely for the projects  
18 and activities as listed in LEAP Transportation Document ((~~2024-2 ALL~~  
19 ~~PROJECTS as developed March 6, 2024,~~) 2025-2 ALL PROJECTS as  
20 developed March 23, 2025, Program - Washington State Ferries Capital  
21 Program (W).

22       (2) ((~~\$24,260,000~~) \$25,135,000 of the Puget Sound capital  
23 construction account—state appropriation is provided solely for  
24 emergency capital repair costs (999910K). Funds may only be spent  
25 after approval by the office of financial management.

26       (3) \$21,688,000 of the capital vessel replacement account—state  
27 appropriation is provided solely for the acquisition of a 144-car  
28 hybrid-electric vessel ((~~L2000329~~)) (L2021073). The amounts  
29 provided in this subsection are contingent upon the enactment of  
30 chapter 429, Laws of 2023.

31       (4) ((~~Beginning January 1, 2025, \$11,554,000 of the carbon~~  
32 ~~emissions reduction account state appropriation is provided solely~~  
33 ~~for construction of the first hybrid electric Olympic class vessel~~  
34 ~~(L2000329).~~

35       (5) ~~\$1,500,000 of the Puget Sound capital construction account—~~  
36 ~~state appropriation is provided solely for the Future Hybrid Electric~~  
37 ~~Ferry Class Pre-Design study (L2021131) to advance procurement of a~~  
38 ~~new class of vessel that will account for changes in technology,~~  
39 ~~staffing, and system needs. The department shall initiate a vessel~~



1 ~~predesign to replace the aging Issaquah class ferries with a new~~  
2 ~~automobile hybrid electric ferry intended to operate on the Vashon~~  
3 ~~Southworth-Fauntleroy route. The predesign study must include a~~  
4 ~~review of the benefits and costs of constructing all future new~~  
5 ~~vessels based on the same design. The review may also compare and~~  
6 ~~contrast the benefits and costs of utilizing the existing hybrid~~  
7 ~~electric Olympic class vessel design.~~

8 ~~(6) \$8,032,000))~~ \$2,032,000 of the Puget Sound capital  
9 construction account—state appropriation is provided solely for  
10 modernization of the ticketing and reservation system (990052C). ~~((~~  
11 ~~this amount, \$3,032,000 must be held in unallotted status until~~  
12 ~~Washington state ferries has consulted with the office of the chief~~  
13 ~~information officer on the project scope and integration capabilities~~  
14 ~~of the reservation system with existing Good to Go! and ORCA next~~  
15 ~~generation products, and reported results to the office of financial~~  
16 ~~management and the transportation committees of the legislature.~~

17 ~~(7) \$125,000))~~ (5) \$302,000 of the Puget Sound capital  
18 construction account—state appropriation and ~~((~~\$302,000~~)~~ of  
19 the Puget sound capital construction account—federal appropriation  
20 are provided solely for development of a terminal wait times  
21 information system (998609A). Washington state ferries must consult  
22 with the office of the chief information officer on a technology  
23 solution for automated vehicle detection, and report the project  
24 scope, along with office of the chief information officer  
25 recommendations, to the office of financial management and the  
26 transportation committees of the legislature by December 1, 2024.

27 ~~((~~(6)~~)~~ The transportation partnership account—state  
28 appropriation includes up to ~~((~~\$7,445,000~~)~~ in proceeds  
29 from the sale of bonds authorized in RCW 47.10.873.

30 ~~((~~(7)~~)~~ For the purposes of ferry and terminal  
31 electrification, the department must apply to the department of  
32 ecology for additional competitive grant funds available from  
33 Volkswagen settlement funds, and report on the status of the grant  
34 application by December 1, 2023.

35 ~~((~~(8)~~)~~ For the 2023-2025 fiscal biennium, the marine  
36 division shall provide to the office of financial management and the  
37 transportation committees of the legislature a report for ferry  
38 capital projects in a manner consistent with past practices as  
39 specified in section 308, chapter 186, Laws of 2022.

~~((11) Beginning January 1, 2025, \$6,175,000 of the carbon emissions reduction account state appropriation is provided solely for construction of hybrid electric vessels (L2021073).~~

~~(12) Beginning January 1, 2025, \$24,265,000 of the carbon emissions reduction account state appropriation is provided solely for terminal electrification (L1000341).)~~

**Sec. 1008.** 2024 c 310 s 308 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State	
Appropriation. . . . .	(( <del>\$114,800,000</del> ))
	<u>\$7,004,000</u>
Essential Rail Assistance Account—State	
Appropriation. . . . .	(( <del>\$1,412,000</del> ))
	<u>\$570,000</u>
Motor Vehicle Account—State Appropriation. . . . .	
	(( <del>\$697,000</del> ))
	<u>\$384,000</u>
Move Ahead WA Account—State Appropriation. . . . .	
	\$1,500,000
Move Ahead WA Flexible Account—State Appropriation. . . . .	
	(( <del>\$33,500,000</del> ))
	<u>\$20,968,000</u>
<del>((Multimodal Transportation Account—</del>	
<del>Private/Local Appropriation. . . . . \$12,000))</del>	
Transportation Infrastructure Account—State	
Appropriation. . . . .	(( <del>\$16,621,000</del> ))
	<u>\$5,826,000</u>
Multimodal Transportation Account—State	
Appropriation. . . . .	(( <del>\$101,403,000</del> ))
	<u>\$46,223,000</u>
Multimodal Transportation Account—Federal	
Appropriation. . . . .	(( <del>\$25,903,000</del> ))
	<u>\$19,525,000</u>
TOTAL APPROPRIATION. . . . .	
	(( <del>\$295,848,000</del> ))
	<u>\$102,000,000</u>

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

(1) Except as provided otherwise in this section, the entire appropriations in this section are provided solely for the projects and activities as listed by project and amount in LEAP Transportation

1 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6-7~~  
2 ~~2024)~~) 23, 2025, Program - Rail Program (Y).

3 (2) (a) \$2,680,000 of the transportation infrastructure account—  
4 state appropriation is provided solely for new low-interest loans  
5 approved by the department through the freight rail investment bank  
6 (FRIB) program. The department shall issue FRIB program loans with a  
7 repayment period of no more than 15 years, and charge only so much  
8 interest as is necessary to recoup the department's costs to  
9 administer the loans. The department shall report annually to the  
10 transportation committees of the legislature and the office of  
11 financial management on all FRIB loans issued.

12 (b) The department may change the terms of existing loans in the  
13 essential rail assistance account for repayment of loans, including  
14 the repayment schedule and rate of interest, for a period of up to 15  
15 years for any recipient with a total loan value in the program of  
16 over 10 percent as of June 30, 2023.

17 (~~(3) (\$5,000,000 of the transportation infrastructure account—~~  
18 ~~state appropriation is provided solely for a low-interest loan for~~  
19 ~~the Port of Longview Rail Corridor Expansion project (L1000347) to~~  
20 ~~accommodate current and future port cargo handling needs. The low-~~  
21 ~~interest loan must comply with the requirements of RCW 47.76.460(2).~~

22 ~~(4) \$7,567,000)~~ \$4,861,000 of the multimodal transportation  
23 account—state appropriation is provided solely for new statewide  
24 emergent freight rail assistance projects identified in the LEAP  
25 transportation document referenced in subsection (1) of this section.

26 (~~(5)~~) (4) \$369,000 of the transportation infrastructure account  
27 —state appropriation and \$1,100,000 of the multimodal transportation  
28 account—state appropriation are provided solely for final  
29 reimbursement to Highline Grain, LLC for approved work completed on  
30 Palouse River and Coulee City (PCC) railroad track in Spokane county  
31 between the BNSF Railway Interchange at Cheney and Geiger Junction  
32 and must be administered in a manner consistent with freight rail  
33 assistance program projects.

34 (~~(6)~~) (5) The department shall issue a call for projects for  
35 the freight rail assistance program, and shall evaluate the  
36 applications in a manner consistent with past practices as specified  
37 in section 309, chapter 367, Laws of 2011. By November 15, 2024, the  
38 department shall submit a prioritized list of recommended projects to

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

3 ~~((7) \$25,000,000))~~ (6) \$500,000 of the carbon emissions  
4 reduction account—state appropriation is provided solely for state  
5 match contributions to support the department's application for  
6 federal grant opportunities for a new ultra high-speed ground  
7 transportation corridor. These funds are to remain in unallotted  
8 status and are available only upon award of federal funds. The  
9 department must provide periodic grant application updates to the  
10 transportation committees of the legislature, as well as anticipated  
11 state match estimates for successful grants.

12 ~~((8) \$33,500,000))~~ (7) \$20,968,000 of the move ahead WA flexible  
13 account—state appropriation ~~((is))~~ and \$6,900,000 of the multimodal  
14 transportation account—federal appropriation are provided solely for  
15 rehabilitation of the Palouse River and Coulee City Railroad  
16 (L4000079). Up to \$433,000 of the amount in this subsection may be  
17 used for management and oversight of operation and maintenance  
18 activities.

19 ~~((9) \$19,990,000))~~ (8) \$4,155,000 of the multimodal  
20 transportation account—federal appropriation is provided solely for  
21 the rehabilitation of the Salmon Bay drawbridge (752010A) to ensure  
22 the efficient movement of freight and passenger trains.

23 ~~((10) \$6,300,000))~~ (9) \$1,023,000 of the carbon emissions  
24 reduction account—state appropriation is provided solely to fund a  
25 zero emission drayage truck demonstration project (L1000324) at  
26 Northwest Seaport Alliance facilities.

27 ~~((11) \$14,000,000))~~ (10) \$500,000 of the carbon emissions  
28 reduction account—state appropriation ~~(, and beginning January 1,~~  
29 ~~2025, \$14,000,000 of the carbon emissions reduction account—state~~  
30 ~~appropriation, are))~~ is provided solely to fund a zero emission shore  
31 power infrastructure demonstration project at Northwest Seaport  
32 Alliance facilities (L1000325). Local funds sufficient to fully fund  
33 this project must be contributed to the project, and any agreements  
34 required for the project must be secured.

35 ~~((12) \$5,000,000))~~ (11) \$2,400,000 of the carbon emissions  
36 reduction account—state appropriation is provided solely to fund the  
37 replacement of two Tacoma rail diesel-electric switcher locomotives  
38 with zero emission battery-electric switcher locomotives and to  
39 install on-site charging equipment at a Tacoma rail facility

1 (L1000327). Local funds sufficient to fully fund this project must be  
2 contributed to the project, and any agreements required for the  
3 project must be secured.

4 (~~((13))~~) (12) \$150,000 of the multimodal transportation account—  
5 state appropriation is provided solely for the application of durable  
6 markings along state route number 906 to create up to 20 parking  
7 spaces for larger vehicles, including trucks (L1000336).

8 (~~((14) — \$26,500,000)~~) (13) \$300,000 of the carbon emissions  
9 reduction account—state appropriation is provided solely for port  
10 electrification competitive grants (L2021182). All public ports are  
11 eligible to receive funds under this subsection. A port seeking to  
12 use funds under this subsection to install shore power must adopt a  
13 policy that requires vessels that dock at the port facility to use  
14 shore power if such vessel is capable of using such power and when  
15 such power is available at the port facility.

16 (~~((15) — \$2,000,000)~~) (14) \$1,000,000 of the carbon emissions  
17 reduction account—state appropriation is provided solely for port  
18 electrification at the port of Bremerton (L1000337), which may  
19 include the purchase and installation of zero emission port shore  
20 power systems and other zero emission infrastructure, equipment, and  
21 technology.

22 (~~((16))~~) (15) \$500,000 of the carbon emissions reduction account—  
23 state appropriation, and beginning January 1, 2025, (~~((1,500,000))~~)  
24 \$281,000 of the carbon emissions reduction account—state  
25 appropriation, are provided solely for port electrification at the  
26 port of Anacortes (L1000338), which may include the purchase and  
27 installation of zero emission port shore power systems and other zero  
28 emission infrastructure, equipment, and technology.

29 (~~((17) — \$2,000,000)~~) (16) \$1,307,000 of the transportation  
30 infrastructure account—state appropriation is provided solely for the  
31 Port of Quincy Rail Infrastructure Expansion project (L1000348), an  
32 expansion of rail infrastructure within the Port of Quincy's current  
33 rail terminal and to nearby industrial zoned properties in the port  
34 district.

35 (~~((18))~~) (17) Beginning January 1, 2025, (~~((20,000,000))~~) \$500,000  
36 of the carbon emissions reduction account—state appropriation is  
37 provided solely for the Puyallup Tribe Port Electrification project  
38 (L1000346).



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 ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6-  
5 2024)) 23, 2025, Program - Local Programs Program (Z).

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

9 (a) ((~~\$47,707,000~~)) \$27,707,000 of the multimodal transportation  
10 account—state appropriation and ((~~\$43,058,000~~)) \$27,686,000 of the  
11 climate active transportation account—state appropriation are  
12 provided solely for pedestrian and bicycle safety program projects  
13 (L2000188 and L1000335). Of the amount of climate active  
14 transportation account funds appropriated in this subsection, up to  
15 one percent may be used for program administration and staffing.

16 (b) ((~~\$31,553,000~~)) \$26,020,000 of the motor vehicle account—  
17 federal appropriation, ((~~\$45,399,000~~)) \$24,260,000 of the climate  
18 active transportation account—state appropriation, and  
19 ((~~\$21,157,000~~)) \$15,586,000 of the multimodal transportation account—  
20 state appropriation are provided solely for safe routes to school  
21 projects (L2000189 and L1000334). Of the amount of climate active  
22 transportation account funds appropriated in this subsection, up to  
23 one percent may be used for program administration and staffing.

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

28 (3) The department shall submit a report to the transportation  
29 committees of the legislature by December 1, 2023, and December 1,  
30 2024, on the status of projects funded as part of the pedestrian  
31 safety/safe routes to school grant program and the Sandy Williams  
32 connecting communities grant program.

33 (4) ((~~\$12,792,000~~)) \$8,436,000 of the multimodal transportation  
34 account—state appropriation is provided solely for connecting  
35 Washington bicycle and pedestrian projects listed in the LEAP  
36 transportation document referenced in subsection (1) of this section.

37 (5) ((~~\$46,580,000~~)) \$35,278,000 of the motor vehicle account—  
38 federal appropriation is provided solely for acceleration of local  
39 preservation projects that ensure the reliable movement of freight on

1 the national highway freight system (G2000100). The department will  
2 select projects as part of its update of the state freight plan, in  
3 consultation with the freight mobility strategic investment board and  
4 other stakeholders.

5 (6) (~~(\$7,125,000)~~) \$1,750,000 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, chapter 472, Laws of 2023 is eligible to spend the  
15 surface transportation block grant population funding, and state  
16 funds appropriated in section 305 or 306, chapter 472, Laws of 2023  
17 for the eligible state project or projects in an amount equal to 100  
18 percent of the offered surface transportation block grant population  
19 funding have been placed in unallotted status. A report on the  
20 effectiveness of the exchange program, the total estimated cost of  
21 program administration, and recommendations for continuing the pilot  
22 program is due to the governor and transportation committees of the  
23 legislature by December 1, 2024. The legislature intends to evaluate  
24 the utility and efficacy of the pilot program in the 2025 legislative  
25 session while reappropriating any remaining funds into the 2025-2027  
26 fiscal biennium. Therefore, the department may issue additional calls  
27 for projects with any remaining funds provided in this subsection.

28 (7) (~~(\$136,893,000)~~) \$41,085,000 of the move ahead WA account—  
29 state appropriation and (~~(\$25,000,000)~~) \$9,600,000 of the move ahead  
30 WA flexible account—state appropriation are provided solely for new  
31 move ahead WA road and highway projects listed in LEAP Transportation  
32 Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6,  
33 2024)) 23, 2025, Program - Local Programs Program (Z).

34 (a) For projects funded in this subsection, the department  
35 expects to have substantial reappropriations for the 2023-2025 fiscal  
36 biennium, the department may, on a pilot basis, apply funding from a  
37 project with an appropriation that is unable to be used in the  
38 2023-2025 fiscal biennium to advance one or more of the projects  
39 listed in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS



1 as developed March (~~6, 2024~~) 23, 2025, Program - Local Programs  
2 Program (Z), prioritizing projects first by project readiness.

3 (i) In instances when projects listed in the LEAP transportation  
4 documents referenced in (a) of this subsection are no longer viable  
5 or have been completed, the department may recommend in its next  
6 budget submittal alternative project proposals from the local  
7 jurisdictions if the project is similar in type and scope and  
8 consistent with limitations of certain funds provided. In the event  
9 that the listed project has been completed the local jurisdictions  
10 may, rather than submitting an alternative project, instead be  
11 reimbursed in the year in which it was scheduled for documented costs  
12 incurred implementing the listed project, not in excess of the amount  
13 awarded from the funding program.

14 (ii) At least 10 business days before advancing or swapping a  
15 project pursuant to this subsection, the department must notify the  
16 office of financial management and the transportation committees of  
17 the legislature. The advancement of a project may not hinder the  
18 delivery of the projects for which the reappropriations are necessary  
19 for the 2023-2025 fiscal biennium.

20 (b) Of the amounts provided in this subsection, (~~(\$25,493,000)~~)  
21 \$3,551,000 of the move ahead WA account—state appropriation is  
22 provided solely for three roundabouts to be constructed on state  
23 route number 507 in partnership with local authorities. The  
24 roundabout at Vail is with Thurston county, the roundabout at Bald  
25 Hills is with the city of Yelm, and the roundabout at state route  
26 number 702 is with Pierce county. The department is to work  
27 cooperatively with each local jurisdiction to construct these  
28 facilities within department rights-of-way. The department must  
29 provide all project predesign and design information developed to  
30 date to the local jurisdictions and have a project implementation  
31 agreement in place with each local jurisdiction within 180 calendar  
32 days of the effective date of this act. The implementation agreement  
33 may provide full control for the local authority to construct the  
34 project. Once the roundabouts are completed, the operations and  
35 maintenance of the roundabouts are the responsibility of the  
36 department. Of the amounts provided in this subsection, \$7,000,000 is  
37 for the roundabout at Vail road and state route number 507.

38 (c) \$15,000,000 of the move ahead Washington account—state  
39 appropriation is provided solely for the Columbia River Bridge  
40 Replacement/Hood River to White Salmon project (L4000046). The office

1 of financial management shall place the amounts in this subsection in  
2 unallotted status. As funds are appropriated by the Oregon  
3 legislature, the office of financial management may release amounts  
4 provided in this subsection to match Oregon appropriations.

5 (8) (~~(\$39,185,000)~~) \$21,885,000 of the climate active  
6 transportation account—state appropriation, (~~(\$11,600,000 of the~~  
7 ~~multimodal transportation))~~) \$1,550,000 of the carbon emissions  
8 reduction account—state appropriation, and (~~(\$3,000,000)~~) \$400,000 of  
9 the move ahead WA flexible account—state appropriation are provided  
10 solely for move ahead WA pedestrian and bike projects listed in LEAP  
11 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed  
12 March ((6, 2024)) 23, 2025, Program - Local Programs Program (Z). For  
13 projects funded in this subsection, if the department expects to have  
14 substantial reappropriations for the 2023-2025 fiscal biennium, the  
15 department may, on a pilot basis, apply funding from a project with  
16 an appropriation that is unable to be used in the 2023-2025 fiscal  
17 biennium to advance one or more of the projects listed in LEAP  
18 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed  
19 March ((6, 2024)) 23, 2025, Program - Local Programs Program (Z),  
20 prioritizing projects first by tier then by project readiness.

21 (a) In instances when projects listed in the LEAP transportation  
22 document referenced in this subsection (8) of this section are no  
23 longer viable or have been completed, the department may recommend in  
24 its next budget submittal alternative project proposals from the  
25 local jurisdictions if the project is similar in type and scope and  
26 consistent with limitations of certain funds provided. In the event  
27 that the listed project has been completed the local jurisdictions  
28 may, rather than submitting an alternative project, instead be  
29 reimbursed in the year in which it was scheduled for documented costs  
30 incurred implementing the listed project, not in excess of the amount  
31 awarded from the funding program.

32 (b) At least 10 business days before advancing or swapping a  
33 project pursuant to this subsection, the department must notify the  
34 office of financial management and the transportation committees of  
35 the legislature. The advancement of a project may not hinder the  
36 delivery of the projects for which the reappropriations are necessary  
37 for the 2023-2025 fiscal biennium.

38 (9) \$16,800,000 of the climate active transportation account—  
39 state appropriation is provided solely for the statewide school-based

1 bicycle education grant program (L1000309). The department may  
2 partner with a statewide nonprofit to deliver programs.

3 (10) (~~(\$25,000,000)~~) \$16,800,000 of the climate active  
4 transportation account—state appropriation is provided solely for the  
5 Sandy Williams connecting communities pilot program (L1000308) to  
6 deliver projects to reconnect communities that have been bifurcated  
7 by state highways. Priority must be given to historically  
8 marginalized or overburdened communities. The department may consult  
9 with the Cooper Jones active transportation safety council to  
10 identify geographic locations where there are high incidences of  
11 serious injuries and fatalities of active transportation users among  
12 vulnerable populations.

13 (11) (~~(\$14,000,000)~~) \$200,000 of the carbon emissions reduction  
14 account—state appropriation (~~(, and beginning January 1, 2025,~~  
15 ~~\$10,000,000 of the carbon emissions reduction account state~~  
16 ~~appropriation, are))~~ is provided solely for the Guemes Ferry Boat  
17 Replacement project (L4000124).

18 (12) (~~(\$6,500,000)~~) \$1,400,000 of the move ahead WA flexible  
19 account—state appropriation is provided solely for development of an  
20 applied sustainable aviation evaluation center (L2021135). Snohomish  
21 county, in partnership with Washington State University, shall plan  
22 and establish facilities to evaluate, qualify or certify, and  
23 research technologies that can minimize the impact of aviation on  
24 human health and the environment. Funds may be used for, but are not  
25 limited to, planning, construction, and land acquisition for  
26 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),  
27 research on the impact of SAF on the environment and human health,  
28 and SAF storage for the purpose of advancing sustainable aviation. At  
29 a minimum, three sustainable aviation platforms must be considered:

- 30 (a) Sustainable aviation fuel (SAF);
- 31 (b) Hydrogen; and
- 32 (c) Battery electric energy storage mechanisms.

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

36 (14) (~~(\$200,000)~~) \$30,000 of the multimodal transportation  
37 account—state appropriation is provided solely for the Seattle office  
38 of planning and community development to update and add to the 2020  
39 I-5 Lid Feasibility Study with additional test cases with ramp

1 changes and removals in downtown Seattle and alternative assumptions  
2 with regards to parking, expansion of Freeway Park, affordable  
3 housing, and commercial real estate (L2021140). The Seattle office of  
4 planning and community development shall conduct ongoing community  
5 engagement with underrepresented constituencies to support the  
6 technical work of this study and raise public awareness of  
7 opportunities of I-5 lids. Focus should be given to low-income  
8 households living and working in the I-5 lid study areas in central  
9 Seattle.

10 (15) (~~(\$1,000,000)~~) \$500,000 of the multimodal transportation  
11 account—state appropriation is provided solely for the department to  
12 award grants to local jurisdictions to implement network-wide traffic  
13 conflict screening programs using video analytics in controlled  
14 intersections with a disproportionate number of traffic violations  
15 and injuries to active transportation users (L2021149). Grants must  
16 be awarded proportionally across the state and include controlled  
17 intersections in both urban and rural environments and along state  
18 highways and county roads. Grant recipients must report back to the  
19 department all traffic violation and active transportation facility  
20 data acquired during the grant period and provide the department with  
21 appropriate next steps for the state and the local jurisdiction to  
22 improve traffic safety for active transportation users in such  
23 intersections. The department must report such findings and  
24 recommendations to the transportation committees of the legislature  
25 by December 1, 2024.

26 (16) (a) (i) \$5,000,000 of the carbon emissions reduction account—  
27 state appropriation is provided solely for the department to  
28 establish a program for providing rebates to qualifying persons who  
29 purchase e-bikes and qualifying equipment and services from a  
30 qualifying retailer. Of this amount, \$3,000,000 is for rebate amounts  
31 as described under (a) (iii) (A) of this subsection, and \$2,000,000 is  
32 for rebate amounts as described under (a) (iii) (B) of this subsection.

33 (ii) To qualify for and use the rebate under this subsection, a  
34 person must be a resident of Washington state and purchase an e-bike  
35 and qualifying equipment and services, if any, from a qualifying  
36 retailer in this state. Qualifying equipment and services must be  
37 purchased as part of the same transaction as the e-bike.

38 (iii) (A) For persons who are at least 16 years of age and reside  
39 in households with incomes at or below 80 percent of the county area

1 median income, the amount of the rebate is up to \$1,200 on the sale  
2 of an e-bike and any qualifying equipment and services.

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

6 (C) No more than one rebate may be awarded per household.

7 (iv) (A) The department must establish application procedures for  
8 e-bike retailers to participate in the rebate program, and  
9 application and award procedures for applicants to participate in the  
10 program. If an applicant qualifies for a rebate amount and there is  
11 sufficient funds to award the applicant with the appropriate rebate  
12 amount, the department must provide the qualifying individual the  
13 rebate amount in a format that can be redeemed at the time of  
14 purchase at a qualifying retailer.

15 (B) An applicant must provide contact information, including a  
16 physical address, email address, and phone number, and demographic  
17 information, including the applicant's age, gender, race, and  
18 ethnicity, to the department on a form provided by the department at  
19 the time of applying for the rebate. The department may share or  
20 provide access to such information with the University of Washington  
21 to provide the University of Washington an opportunity to ask program  
22 applicants and recipients to fill out a survey collecting information  
23 only to the extent to inform its report described under (d) of this  
24 subsection.

25 (v) A qualifying retailer must register with the department  
26 before participating in the rebate program. A qualifying retailer  
27 must:

28 (A) Verify the identity of the qualifying individual at the time  
29 of purchase; and

30 (B) Calculate and apply the rebate at the time of purchase.

31 (vi) The department must reimburse a qualifying retailer that  
32 accepts a rebate from a qualifying individual no later than 30 days  
33 after the rebate is redeemed.

34 (vii) For purposes of this subsection (16) (a):

35 (A) "E-bike" means an electric assisted bicycle as defined in RCW  
36 46.04.169, but does not include mountain bikes.

37 (B) "Qualifying equipment and services" means a bicycle helmet,  
38 safety vest, bicycle light, or bicycle lock, and any maintenance or  
39 other services agreed upon by the qualifying retailer and qualifying  
40 individual at the time of purchase.

1 (C) "Qualifying retailer" means a retail business establishment  
2 with one or more physical retail locations in this state that  
3 provides on-site e-bike sales, service, and repair and has registered  
4 with the department to participate in the rebate program established  
5 under this subsection.

6 (b) For fiscal year 2025, (~~(\$2,000,000)~~) \$432,000 of the carbon  
7 emissions reduction account—state appropriation is provided solely  
8 for the department to establish an e-bike lending library and  
9 ownership grant program. The department may accept grant applications  
10 from other state entities, local governments, and tribes that  
11 administer or plan to administer an e-bike lending library or  
12 ownership program for their employees for commute trip reduction  
13 purposes. The department may also accept grant applications from  
14 nonprofit organizations or tribal governments that serve persons who  
15 are low-income or reside in overburdened communities and that  
16 administer or plan to administer an e-bike lending library or  
17 ownership program for qualifying persons. Grant recipients must  
18 report program information and participation data to the University  
19 of Washington to inform its report described under (d) of this  
20 subsection.

21 (c) It is the intent of the legislature that funding provided in  
22 (a) and (b) of this subsection continue to be appropriated in the  
23 2025-2027 and 2027-2029 fiscal biennia.

24 (d) Of the amounts provided in this subsection (16), \$90,000 is  
25 for the department to contract with the University of Washington's  
26 sustainable transportation lab to publish a general policy brief that  
27 provides innovative e-bike rebate and lending library or ownership  
28 grant program models and recommendations, a report on survey results  
29 based on data and demographic information collected under the e-bike  
30 rebate program established in (a) of this subsection, and a report on  
31 program information and data collected under the e-bike lending  
32 library and ownership grant program established in (b) of this  
33 subsection. An initial brief and report must be submitted to the  
34 transportation committees of the legislature by July 1, 2024, with  
35 the final policy brief and report due to the transportation  
36 committees of the legislature by July 1, 2025.

37 (e) The department may not collect more than five percent of  
38 appropriated amounts to administer the programs under (a) and (b) of  
39 this subsection.

1 (17) (~~(\$21,847,000)~~) \$16,460,000 of the freight mobility  
2 investment account—state appropriation and (~~(\$27,216,000)~~)  
3 \$17,704,000 of the freight mobility multimodal account—state  
4 appropriation are provided solely for freight mobility strategic  
5 investment board projects listed in the LEAP transportation document  
6 referenced in subsection (1) of this section.

7 (18) (~~(\$4,150,000)~~) \$75,000 of the motor vehicle account—state  
8 appropriation is provided solely for matching funds for federal funds  
9 to reconstruct Grant county and Adams county bridges as part of the  
10 Odessa groundwater replacement program (L1000322).

11 (19) (~~(\$9,240,000)~~) \$2,630,000 of the connecting Washington  
12 account—state appropriation is provided solely for the Aberdeen US 12  
13 Highway-Rail Separation project (L1000331).

14 (20) The appropriations in this section include savings due to  
15 anticipated project underruns; however, it is unknown which projects  
16 will provide savings. The legislature intends to provide sufficient  
17 flexibility for the department to manage to this savings target. To  
18 provide this flexibility, the office of financial management may  
19 authorize, through an appropriation modification, reductions in the  
20 amounts that are provided solely for a particular purpose within this  
21 section subject to the following conditions and limitations:

22 (a) The department must confirm that any modification requested  
23 under this subsection of amounts provided solely for a specific  
24 purpose are not expected to be used for that purpose in this fiscal  
25 biennium;

26 (b) Appropriation modifications authorized under this subsection  
27 may not result in increased funding for any project beyond the amount  
28 provided for that project in the 2023-2025 fiscal biennium in LEAP  
29 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed  
30 March (~~(6, 2024)~~) 23, 2025;

31 (c) Appropriation modifications authorized under this subsection  
32 apply only to amounts appropriated in this section from the following  
33 accounts: Connecting Washington account—state, and move ahead WA  
34 account—state; and

35 (d) The office of financial management must provide notice of  
36 appropriation modifications authorized under this subsection within  
37 10 working days to the transportation committees of the legislature.  
38 By December 1, 2023, and December 1, 2024, the department must submit

1 a report to the transportation committees of the legislature  
2 regarding the actions taken to date under this subsection.

3 (21) (~~(\$5,000,000)~~) \$2,000,000 of the multimodal transportation  
4 account—state appropriation is provided solely for the department to  
5 assist local jurisdictions in addressing emergent issues related to  
6 safety for pedestrians and bicyclists (LXXXPBF). Funds may only be  
7 spent after approval from the office of financial management. By  
8 December 15th of each odd-numbered year, the department shall provide  
9 a report to the legislature listing all emergent issues addressed in  
10 the prior fiscal biennium. Reporting may be done in conjunction with  
11 the transportation operations division.

12 (22) Beginning January 1, 2025, (~~(\$22,944,000)~~) \$7,279,000 of the  
13 carbon emissions reduction account—state appropriation is provided  
14 solely for the following projects identified in LEAP Transportation  
15 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6,~~  
16 ~~2024)~~) 23, 2025:

17 (a) North Aurora Safety Improvements (L4000154);

18 (b) North Broadway Pedestrian Bridge (L2021082);

19 (~~(c) ((State Route 547 Pedestrian and Bicycle Safety Trail~~  
20 ~~(Kendall Trail) (L4000144);~~

21 ~~(d))~~ 72nd Ave & Washington Ave Active Transportation Components  
22 (L2021194);

23 (~~(e))~~ (d) Bluff Trail Hood River to White Salmon (L2021199);

24 (~~(f))~~ (e) Columbia Heights Safety Improvements (L2021195);

25 (~~(g))~~ (f) La Center Pac. Hwy Shared Use Path (L2021196);

26 (~~(h))~~ (g) SR 240/Aaron Dr Complete Streets Improvements  
27 (L2021193);

28 (~~(i))~~ (h) View Ridge Safe Routes to Schools (L1000342);

29 (~~(j))~~ (i) 84th Ave NE Pedestrian and Bicycle Project  
30 (L1000366);

31 (~~(k))~~ (j) Communities for a Health Bay electric boat  
32 (L1000368);

33 (~~(l))~~ (k) SR 303 Warren Ave Bridge Pedestrian Improvements  
34 (L2000339); and

35 (~~(m))~~ (l) SR 520 & 148th NE Bicycle/Pedestrian Crossing  
36 (L2021047).

(End of part)



1 TRANSFERS AND DISTRIBUTIONS

2 Sec. 1101. 2024 c 310 s 401 (uncodified) is amended to read as  
3 follows:

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

8	Transportation Partnership Account—State	
9	Appropriation. . . . .	(( <del>\$221,000</del> ))
10		<u>\$34,000</u>
11	Connecting Washington Account—State Appropriation. . . . .	(( <del>\$4,531,000</del> ))
12		<u>\$2,000,000</u>
13	Special Category C Account—State Appropriation. . . . .	(( <del>\$444,000</del> ))
14		<u>\$150,000</u>
15	Highway Bond Retirement Account—State	
16	Appropriation. . . . .	(( <del>\$1,475,218,000</del> ))
17		<u>\$1,476,980,000</u>
18	Ferry Bond Retirement Account—State Appropriation. . . . .	\$4,616,000
19	Transportation Improvement Board Bond Retirement	
20	Account—State Appropriation. . . . .	\$10,305,000
21	Nondebt-Limit Reimbursable Bond Retirement Account—	
22	State Appropriation. . . . .	\$28,262,000
23	Toll Facility Bond Retirement Account—State	
24	Appropriation. . . . .	\$76,372,000
25	TOTAL APPROPRIATION. . . . .	(( <del>\$1,599,969,000</del> ))
26		<u>\$1,598,719,000</u>

27 Sec. 1102. 2024 c 310 s 402 (uncodified) is amended to read as  
28 follows:

29 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING  
30 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND  
31 FISCAL AGENT CHARGES

32	Transportation Partnership Account—State	
33	Appropriation. . . . .	(( <del>\$46,000</del> ))
34		<u>\$21,000</u>
35	Connecting Washington Account—State Appropriation. . . . .	(( <del>\$1,017,000</del> ))
36		<u>\$600,000</u>
37	Special Category C Account—State Appropriation. . . . .	(( <del>\$95,000</del> ))

1 \$30,000  
2 TOTAL APPROPRIATION. . . . . ((~~\$1,158,000~~))  
3 \$651,000

4 **Sec. 1103.** 2024 c 310 s 403 (uncodified) is amended to read as  
5 follows:

6 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**  
7 Motor Vehicle Account—State Appropriation: For motor  
8 vehicle fuel tax statutory distributions to  
9 cities and counties. . . . . ((~~\$461,954,000~~))  
10 \$451,996,000  
11 Multimodal Transportation Account—State  
12 Appropriation: For distribution to cities and  
13 counties. . . . . \$26,786,000  
14 Motor Vehicle Account—State Appropriation: For  
15 distribution to cities and counties. . . . . \$23,438,000  
16 TOTAL APPROPRIATION. . . . . ((~~\$512,178,000~~))  
17 \$502,220,000

18 **Sec. 1104.** 2024 c 310 s 404 (uncodified) is amended to read as  
19 follows:

20 **FOR THE STATE TREASURER—TRANSFERS**  
21 Motor Vehicle Account—State Appropriation: For motor  
22 vehicle fuel tax refunds and statutory  
23 transfers. . . . . ((~~\$1,955,782,000~~))  
24 \$1,913,772,000

25 **Sec. 1105.** 2024 c 310 s 405 (uncodified) is amended to read as  
26 follows:

27 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**  
28 Motor Vehicle Account—State Appropriation: For motor  
29 vehicle fuel tax refunds and transfers. . . . . ((~~\$253,180,000~~))  
30 \$205,018,000

31 **Sec. 1106.** 2024 c 310 s 406 (uncodified) is amended to read as  
32 follows:

33 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**  
34 (1) Transportation Partnership Account—State  
35 Appropriation: For transfer to the Motor Vehicle

1 Account—State. . . . . (~~(\$175,000,000)~~)  
2 \$115,000,000  
3 (2) Connecting Washington Account—State  
4 Appropriation: For transfer to the Move Ahead WA  
5 Account—State. . . . . (~~(\$200,000,000)~~)  
6 \$120,000,000  
7 (3) Electric Vehicle Account—State appropriation:  
8 For transfer to the Move Ahead WA Flexible  
9 Account—State. . . . . \$29,200,000  
10 (4) Electric Vehicle Account—State  
11 Appropriation: For transfer to the Multimodal  
12 Transportation Account—State. . . . . \$32,730,000  
13 (5) Washington State Aviation Account—State  
14 Appropriation: For transfer to the Aeronautics  
15 Account—State. . . . . \$150,000  
16 (6) Carbon Emissions Reduction Account—State  
17 Appropriation: For transfer to the Climate Active  
18 Transportation Account—State. . . . . \$178,885,000  
19 (7) Carbon Emissions Reduction Account—State  
20 Appropriation: For transfer to the Climate Transit  
21 Programs Account—State. . . . . (~~(\$408,000,000)~~)  
22 \$375,000,000  
23 (8) Carbon Emissions Reduction Account—State  
24 Appropriation: For transfer to the Puget Sound Ferry  
25 Operations Account—State. . . . . \$4,200,000  
26 (9) Move Ahead WA Flexible Account—State  
27 Appropriation: For transfer to the Move Ahead WA  
28 Account—State. . . . . \$100,000,000  
29 (10) Alaskan Way Viaduct Replacement Project  
30 Account—State Appropriation: For transfer to the  
31 Motor Vehicle Account—State. . . . . \$25,000,000  
32 (11) Highway Safety Account—State  
33 Appropriation: For transfer to the State Patrol Highway  
34 Account—State. . . . . \$84,000,000  
35 (12)(a) Transportation Partnership  
36 Account—State Appropriation: For transfer to the  
37 Tacoma Narrows Toll Bridge Account—State. . . . . \$6,611,000  
38 (b) It is the intent of the legislature that this transfer is  
39 temporary, for the purpose of minimizing the impact of toll

1 increases. An equivalent reimbursing transfer is to occur after the  
2 debt service and deferred sales tax on the Tacoma Narrows bridge  
3 construction costs are fully repaid in accordance with chapter 195,  
4 Laws of 2018.

5 (13) Motor Vehicle Account—State Appropriation:  
6 For transfer to the State Patrol Highway  
7 Account—State. . . . . \$1,500,000

8 (14) Motor Vehicle Account—State Appropriation:  
9 For transfer to the County Arterial Preservation  
10 Account—State. . . . . \$4,844,000

11 (15) Motor Vehicle Account—State Appropriation:  
12 For transfer to the Freight Mobility Investment  
13 Account—State. . . . . \$8,511,000

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

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

20 (18) (a) State Route Number 520 Civil Penalties  
21 Account—State Appropriation: For transfer to the Motor  
22 Vehicle Account—State. . . . . \$1,000,000

23 (b) The transfer in this subsection is to repay moneys loaned to  
24 the state route number 520 civil penalties account in the 2019-2021  
25 fiscal biennium.

26 (19) State Route Number 520 Civil Penalties  
27 Account—State Appropriation: For transfer to the  
28 State Route Number 520 Corridor Account—State. . . . . \$560,000

29 (20) (a) Capital Vessel Replacement  
30 Account—State Appropriation: For transfer to the  
31 Connecting Washington Account—State. . . . . \$29,000,000

32 (b) It is the intent of the legislature that this transfer is  
33 temporary, for the purpose of minimizing the use of bonding in the  
34 connecting Washington account.

35 (21) Multimodal Transportation Account—State  
36 Appropriation: For transfer to the Complete Streets  
37 Grant Program Account—State. . . . . \$14,670,000

38 (22) Multimodal Transportation Account—State  
39 Appropriation: For transfer to the Highway Safety

1 Account—State. . . . . (~~(\$3,000,000)~~)  
2 \$33,000,000  
3 (23) Multimodal Transportation Account—State  
4 Appropriation: For transfer to the Motor Vehicle  
5 Account—State. . . . . \$15,000,000  
6 (24) Multimodal Transportation Account—State  
7 Appropriation: For transfer to the Freight Mobility  
8 Multimodal Account—State. . . . . \$8,511,000  
9 (25) Multimodal Transportation Account—State  
10 Appropriation: For transfer to the Move Ahead WA Flexible  
11 Account—State. . . . . \$11,790,000  
12 (26) Multimodal Transportation Account—State  
13 Appropriation: For transfer to the Puget Sound Capital  
14 Construction Account—State. . . . . (~~(\$175,000,000)~~)  
15 \$240,000,000  
16 (27) Multimodal Transportation Account—State  
17 Appropriation: For transfer to the Puget Sound  
18 Ferry Operations Account—State. . . . . \$90,500,000  
19 (28) Multimodal Transportation Account—State  
20 Appropriation: For transfer to the Regional Mobility  
21 Grant Program Account—State. . . . . \$27,679,000  
22 (29) Multimodal Transportation Account—State  
23 Appropriation: For transfer to the Rural Mobility  
24 Grant Program Account—State. . . . . \$12,223,000  
25 (30) Multimodal Transportation Account—State  
26 Appropriation: For transfer to the State Patrol Highway  
27 Account—State. . . . . (~~(\$59,000,000)~~)  
28 \$49,000,000  
29 (31) (a) Alaskan Way Viaduct Replacement  
30 Project Account—State Appropriation: For transfer to  
31 the Transportation Partnership Account—State. . . . . \$47,899,000  
32 (b) \$22,899,000 of the amount transferred in this subsection  
33 represents repayment of debt service incurred for the construction of  
34 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).  
35 (32) Tacoma Narrows Toll Bridge Account—State  
36 Appropriation: For transfer to the Motor Vehicle  
37 Account—State. . . . . \$543,000  
38 (33) (a) General Fund Account—State  
39 Appropriation: For transfer to the State Patrol Highway

1 Account—State. . . . . \$625,000

2 (b) The state treasurer shall transfer the funds only after

3 receiving notification from the Washington state patrol under section

4 207, chapter 472, Laws of 2023.

5 (34) Puget Sound Ferry Operations Account—State

6 Appropriation: For transfer to the Puget Sound Capital

7 Construction Account—State. . . . . \$121,828,000

8 (35) Move Ahead WA Account—State

9 Appropriation: For transfer to the Puget Sound Ferry

10 Operations Account—State. . . . . \$120,000,000

11 (36) Advance Right-Of-Way Revolving Fund—State

12 Appropriation: For transfer to the JUDY Transportation

13 Future Funding Program Account—State. . . . . \$40,000,000

14 (37) Transportation Infrastructure Account—State

15 Appropriation: For transfer to the Essential Rail

16 Assistance Account—State. . . . . \$1,000,000

17 (38) Regional Mobility Grant Program Account—State

18 Appropriation: For transfer to the Multimodal

19 Transportation Account—State. . . . . \$6,098,000

20 (39) Move Ahead WA Account—State Appropriation:

21 For transfer to the Motor Vehicle Account—State. . . . . (~~\$50,000,000~~)

22 \$70,000,000

23 (40) Move Ahead WA Account—State Appropriation:

24 For transfer to the Transportation 2003

25 Account—State. . . . . \$13,000,000

(End of part)

1 **IMPLEMENTING PROVISIONS**

2 **Sec. 1201.** 2024 c 310 s 501 (uncodified) is amended to read as  
3 follows:

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

6 (1) The 2005 transportation partnership projects or improvements,  
7 2015 connecting Washington projects or improvements, and move ahead  
8 WA projects or improvements are listed in the LEAP Transportation  
9 Document (~~(2024-1)~~) 2025-1 as developed March (~~(6, 2024)~~) 23, 2025,  
10 which consists of a list of specific projects by fund source and  
11 amount over multiple biennia. Current fiscal biennium funding for  
12 each project is a line-item appropriation, while the outer year  
13 funding allocations represent a 16-year plan. The department of  
14 transportation is expected to use the flexibility provided in this  
15 section to assist in the delivery and completion of all  
16 transportation partnership account, connecting Washington account,  
17 and move ahead WA account projects on the LEAP transportation  
18 document referenced in this subsection. For the 2023-2025 project  
19 appropriations, unless otherwise provided in this act, the director  
20 of the office of financial management may provide written  
21 authorization for a transfer of appropriation authority between  
22 projects funded with transportation partnership account  
23 appropriations, connecting Washington account appropriations, or move  
24 ahead WA account appropriations to manage project spending and  
25 efficiently deliver all projects in the respective program under the  
26 following conditions and limitations:

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

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

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

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

37 (e) Transfers to a project may not occur if that project is a  
38 programmatic funding item described in broad general terms on the

1 applicable project list without referencing a specific state route  
2 number;

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

5 (g) Transfers to a project may not be made with funds designated  
6 as attributable to practical design savings as described in RCW  
7 47.01.480;

8 (h) The total amount of transfers under this section may not  
9 exceed \$50,000,000;

10 (i) Except as otherwise provided in (k) of this subsection,  
11 transfers made to a single project may not cumulatively total more  
12 than \$20,000,000 per fiscal biennium;

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

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

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

33 (3) At the time the department submits a request to transfer  
34 funds under this section, a copy of the request must be submitted to  
35 the chairs and ranking members of the transportation committees of  
36 the legislature.

37 (4) Before approval, the office of financial management shall  
38 work with legislative staff of the house of representatives and  
39 senate transportation committees to review the requested transfers in



1 a timely manner and address any concerns raised by the chairs and  
2 ranking members of the transportation committees.

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

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

12 **Sec. 1202.** 2024 c 310 s 502 (uncodified) is amended to read as  
13 follows:

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

15 By November 15th of each year, the department of transportation  
16 must report on amounts expended to benefit transit, bicycle, or  
17 pedestrian elements within all connecting Washington projects in  
18 programs I, P, and Z identified in LEAP Transportation Document  
19 ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6, 2024)) 23,  
20 2025, in a manner consistent with past practices as specified in  
21 section 602, chapter 186, Laws of 2022.

22 **Sec. 1203.** 2024 c 310 s 503 (uncodified) is amended to read as  
23 follows:

24 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

25 (1) If a transportation project, where the Washington state  
26 department of transportation is the lead and the project is scheduled  
27 to be delivered or completed in the 2023-2025 fiscal biennium as  
28 shown on the LEAP Transportation Document ((2024-2)) 2025-2 ALL  
29 PROJECTS as developed March ((6, 2024)) 23, 2025, is in jeopardy of  
30 being delayed because the department is unable to deliver or complete  
31 the project within the 2023-2025 fiscal biennium and other local  
32 jurisdictions are able to deliver or complete the work, the  
33 department must coordinate with the appropriate local jurisdictions  
34 to determine if a potential local partner is ready, willing, and able  
35 to execute delivery and completion of the project within the  
36 2023-2025 fiscal biennium.

37 (2) The department must compile a list of projects under this  
38 section, including the timing under which the local partner agency

1 can deliver or complete the projects within the 2023-2025 and  
2 2025-2027 fiscal biennia. The department must submit the compiled  
3 list of projects to the governor and the transportation committees of  
4 the legislature by November 1, 2023.

(End of part)

1 **MISCELLANEOUS**

2 NEW SECTION. **Sec. 1301.** A new section is added to 2024 c 310  
3 (uncodified) to read as follows:

4 The appropriations to the department of transportation in chapter  
5 472, Laws of 2023, chapter 310, Laws of 2024, and this act must be  
6 expended for the programs and in the amounts specified in chapter  
7 472, Laws of 2023, chapter 310, Laws of 2024, and this act. However,  
8 after May 1, 2025, unless specifically prohibited, the department may  
9 transfer state appropriations for the 2023-2025 fiscal biennium among  
10 operating programs after approval by the director of the office of  
11 financial management. However, the department shall not transfer  
12 state moneys that are provided solely for a specific purpose. The  
13 department shall not transfer funds, and the director of the office  
14 of financial management shall not approve the transfer, unless the  
15 transfer is consistent with the objective of conserving, to the  
16 maximum extent possible, the expenditure of state funds and not  
17 federal funds. The director of the office of financial management  
18 shall notify the appropriate transportation committees of the  
19 legislature two weeks prior to approving any allotment modifications  
20 or transfers under this section.

21 NEW SECTION. **Sec. 1302.** If any provision of this act or its  
22 application to any person or circumstance is held invalid, the  
23 remainder of the act or the application of the provision to other  
24 persons or circumstances is not affected.

25 NEW SECTION. **Sec. 1303.** This act is necessary for the immediate  
26 preservation of the public peace, health, or safety, or support of  
27 the state government and its existing public institutions, and takes  
28 effect immediately.

(End of Bill)

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