
BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: S-2400.1/25

ATTY/TYPIST: AI:akl

BRIEF DESCRIPTION: Addressing transportation fiscal matters.

1 AN ACT Relating to transportation fiscal matters; amending RCW
2 36.79.020, 46.09.540, 46.20.745, 46.68.063, 46.68.090, 46.68.280,
3 46.68.290, 46.68.300, 46.68.320, 46.68.370, 46.68.395, 46.68.510,
4 47.56.876, 47.60.315, 47.60.530, 47.66.120, 82.44.200, 47.28.030,
5 47.60.310, and 88.16.061; amending 2024 c 310 s 103, 105, 106, 108,
6 110, 201, 202, 204, 205, 207, 208, 209, 210, 211, 212, 213, 214, 215,
7 216, 217, 218, 219, 220, 221, 222, 223, 224, 301, 303, 304, 305, 306,
8 307, 308, 309, 401, 402, 403, 404, 405, 406, and 407 (uncodified);
9 amending 2023 c 472 s 303 (uncodified); adding a new section to 2024
10 c 310 (uncodified); creating new sections; repealing 2023 c 472 s 601
11 (uncodified) and 2024 c 310 s 501 (uncodified); making appropriations
12 and authorizing expenditures for capital improvements; and declaring
13 an 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 The appropriations in this section are subject to the following
12 conditions and limitations: In the process of marine pilotage rate-
13 setting under RCW 81.116.020, the commission must consider a
14 temporary budget adjustment fee, not to exceed 10 percent of the
15 pilotage account—state balance based on legislative financial
16 assumptions. For rate-making purposes, the temporary fee is
17 considered a normal operating expense of the pilotage commission,
18 including all taxes and fees imposed or increased under chapter 81.16
19 RCW. Filing for pass-through of the fee is not considered a general
20 rate.

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

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

23 Puget Sound Ferry Operations Account—State
24 Appropriation. \$132,000

25 TOTAL APPROPRIATION. \$348,000

26 NEW SECTION. **Sec. 104. FOR THE DEPARTMENT OF AGRICULTURE**

27 Motor Vehicle Account—State Appropriation. \$1,439,000

28 NEW SECTION. **Sec. 105. FOR THE LEGISLATIVE EVALUATION AND**
29 **ACCOUNTABILITY PROGRAM COMMITTEE**

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

31 NEW SECTION. **Sec. 106. FOR THE OFFICE OF MINORITY AND WOMEN'S**
32 **BUSINESS ENTERPRISES**

33 Move Ahead WA Flexible Account—State Appropriation. \$3,005,000

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

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

23 (2) The office of minority and women's business enterprises and
24 the department of transportation's office of equity and civil rights
25 must develop two new business-size thresholds within the office's
26 certification program. The two new thresholds must include emerging
27 small businesses and rising small businesses with gross receipts of
28 no more than (a) \$3,000,000 and (b) \$10,000,000. This work must
29 evaluate all state-funded contracts over \$50,000,000 for emerging
30 small business goals, rising small business goals, small business
31 goals, or any combination thereof. The office of equity and civil
32 rights and the office of minority and women's business enterprises
33 must submit a report to the office of financial management and the
34 transportation committees of the legislature by November 1, 2025, on
35 this work and any recommendations on next steps.

36 NEW SECTION. **Sec. 107. FOR THE DEPARTMENT OF COMMERCE**
37 Carbon Emissions Reduction Account—State
38 Appropriation. \$35,270,000

1 Multimodal Transportation Account—State
2 Appropriation. \$200,000
3 TOTAL APPROPRIATION. \$35,470,000

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

6 (1) \$4,920,000 of the carbon emissions reduction account—state
7 appropriation is reappropriated and provided solely for a tribal
8 electric boat grant program. Federally recognized tribes, tribal
9 enterprises, and tribal members are eligible to apply for grant funds
10 for the purchase of or conversion to electric motors and engines for
11 fishing vessels.

12 (2) \$15,000,000 of the carbon emissions reduction account—state
13 appropriation is provided solely for the office of renewable fuels
14 within the department to establish an alternative jet fuels
15 infrastructure competitive grant program.

16 (3) \$6,850,000 of the carbon emissions reduction account—state
17 appropriation is provided solely for a Cascadia sustainable aviation
18 fuel institute to advance sustainable aviation fuel ecosystem build
19 out, develop regional partnerships, and promote market adoption of
20 sustainable aviation fuel within Washington state and the entire
21 Cascadia region.

22 (4) \$2,000,000 of the carbon emissions reduction account—state
23 appropriation is provided solely to Snohomish county for
24 preconstruction and site readiness activities related to the
25 temporary sustainable aviation fuel research and development center
26 at Paine Field.

27 (5) \$6,500,000 of the carbon emissions reduction account—state
28 appropriation is provided solely for a zero emission drayage truck
29 demonstration project.

30 (6) \$200,000 of the multimodal transportation account—state
31 appropriation is provided solely for implementation of chapter . . . ,
32 Laws of 2025 (Engrossed Senate Bill No. 5764) (electric vehicle
33 charger property crime advisory committee). If chapter . . . , Laws of
34 2025 (Engrossed Senate Bill No. 5764) is not enacted by June 30,
35 2025, the amount provided in this subsection lapses.

36 NEW SECTION. **Sec. 108. FOR THE BOARD OF PILOTAGE COMMISSIONERS**
37 Pilotage Account—State Appropriation. \$3,310,000

1 NEW SECTION. **Sec. 109. FOR THE ECONOMIC AND REVENUE FORECAST**
2 **COUNCIL**

3 Motor Vehicle Account—State Appropriation. \$974,000

4 NEW SECTION. **Sec. 110. FOR THE DEPARTMENT OF ECOLOGY**

5 Model Toxics Control Capital Account—State
6 Appropriation. \$11,715,000
7 Carbon Emissions Reduction Account—State
8 Appropriation. \$1,500,000
9 TOTAL APPROPRIATION. \$13,215,000

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

12 (1) \$11,715,000 of the model toxics control capital account—state
13 appropriation is reappropriated and provided solely for the
14 department to provide grants to transition from diesel school buses
15 and other student transport vehicles to zero emission vehicles and
16 for the necessary fueling infrastructure needed for zero emission
17 student transportation. The department must prioritize school
18 districts serving tribes and vulnerable populations in overburdened
19 communities as defined under RCW 70A.02.010. Up to five percent of
20 the appropriation in this section may be used for technical
21 assistance and grant administration.

22 (2) \$1,500,000 of the carbon emissions reduction account—state
23 appropriation is provided solely for the department to provide
24 nonproject environmental impact statements and explore the
25 development of one or more nonproject environmental impact statements
26 for alternative jet fuel production pathways, including blending and
27 distribution infrastructure.

28 NEW SECTION. **Sec. 111. FOR THE OFFICE OF THE GOVERNOR**

29 State Patrol Highway Account—State Appropriation. \$714,000

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

NEW SECTION. Sec. 112. FOR THE EVERGREEN STATE COLLEGE

Aeronautics Account—State Appropriation.	\$94,000
Highway Safety Account—State Appropriation.	\$108,000
TOTAL APPROPRIATION.	\$202,000

The appropriations in this section are subject to the following conditions and limitations: \$108,000 of highway safety account—state appropriation is provided solely for the Washington state institute for public policy, in consultation with the Washington traffic safety commission and other entities as it deems appropriate, to begin to develop an inventory of evidence-based, research-based, policies and programs aimed at reducing impaired driving and the resulting traffic fatalities and serious injuries.

(1) In the first phase of this effort, the institute must create an initial inventory of the national and international research associated with the following impaired driving public policies and programs:

- (a) Lowering the blood alcohol concentration for purposes of impaired driving from the current .08 level;
- (b) Sobriety checkpoints; and
- (c) Increased enforcement and penalties.

(2) By June 30, 2026, the institute shall publish a report with preliminary information identifying the projected costs and benefits of implementing the policies and programs identified in subsection (1) of this subsection, including a preliminary assessment of the comparative benefits associated with each policy and program. The report must also include recommendations on additional phases to expand the inventory of the national and international research associated with policies and programs aimed at reducing impaired driving, and conducting further cost-benefit analysis in this area.

NEW SECTION. Sec. 113. FOR THE UNIVERSITY OF WASHINGTON

Multimodal Transportation Account—State Appropriation.	\$200,000
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The appropriation in this section is subject to the following conditions and limitations: \$200,000 of the multimodal transportation account—state appropriation is provided solely for the University of Washington's mobility innovation center to conduct transportation-related research in partnership with the department of transportation, private sector, and local transportation agencies.

1 NEW SECTION. **Sec. 114. FOR WASHINGTON STATE UNIVERSITY**

2 Carbon Emissions Reduction Account—State

3 Appropriation. \$1,200,000

4 The appropriation in this section is subject to the following
5 conditions and limitations: \$1,200,000 of the carbon emissions
6 reduction account—state appropriation is provided solely to
7 Washington State University for staff and support services for the
8 temporary sustainable aviation fuel research and development center
9 at Paine Field.

(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.	\$7,170,000
5	Highway Safety Account—Federal Appropriation.	\$35,858,000
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.	\$44,338,000

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

13 (1) \$750,000 of the highway safety account—state appropriation is
14 provided solely for a pilot program for dedicated probation or
15 compliance officers at the local level to improve compliance with
16 ignition interlock device installation requirements associated with
17 impaired driving offenses. The commission must select locations based
18 on an assessment of ignition interlock device compliance rates, and
19 the willingness and ability to have staff dedicated to this activity.
20 The commission must provide to the transportation committees of the
21 legislature a preliminary status report on the specific locations
22 selected and any outcome information by December 1, 2025, with a
23 final report due by June 30, 2027.

24 (2) \$350,000 of the highway safety account—state appropriation is
25 provided solely to complete an annual report on impacts of the
26 automated traffic safety cameras used in the state as required in RCW
27 46.63.220(6)(b)(ii), beginning July 1, 2026.

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

29	Rural Arterial Trust Account—State Appropriation.	\$2,779,000
30	Motor Vehicle Account—State Appropriation.	\$3,484,000
31	County Arterial Preservation Account—State	
32	Appropriation.	\$3,263,000
33	TOTAL APPROPRIATION.	\$9,526,000

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

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

(2) \$1,250,000 of the rural arterial trust account—state appropriation and \$1,250,000 of the county arterial preservation account—state appropriation are provided solely for a grant program to assist counties and cities with the costs associated with obtaining a new federal highway administration load rating for bridges to accommodate legal loads as authorized under RCW 46.44.041.

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

Transportation Improvement Account—State

Appropriation. \$4,694,000

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

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

Carbon Emissions Reduction Account—State

Appropriation. \$274,000

Motor Vehicle Account—State Appropriation. \$2,557,000

TOTAL APPROPRIATION. \$2,831,000

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

(1) \$50,000 of the motor vehicle account—state appropriation is for the joint transportation committee, in collaboration with the facilities program within the department of transportation, to evaluate the cost and benefits associated with having the facilities program take on full responsibility for planning and support of some

1 or all of the facilities currently operated by the Washington state
2 ferries. The joint transportation committee must provide a
3 preliminary assessment, including any recommendations, by December 1,
4 2025. The joint transportation committee must prepare a final report,
5 including any recommendations, by October 1, 2026.

6 (2) \$390,000 of the motor vehicle account—state appropriation is
7 provided solely for the joint transportation committee, from amounts
8 set aside out of statewide fuel taxes distributed to cities according
9 to RCW 46.68.110(2), for the following activities:

10 (a) \$250,000 is for the contracting for a facilitator for the
11 process of updating the memorandum of understanding reached by the
12 association of Washington cities and the Washington state department
13 of transportation in 2013 for the construction, operations, and
14 maintenance responsibilities for city streets as part of state
15 highways. With the help of the facilitator, a work group must be
16 convened to collaborate on updating the agreement and developing
17 recommendations for maintaining the agreement. Work group
18 participants must consist of six members representing cities,
19 appointed by the association of Washington cities, and six members of
20 the Washington state department of transportation. The final work of
21 the facilitated process must be completed by June 2027.

22 (b) \$140,000 is for the joint transportation committee to
23 contract for an update to the 2019 assessment of city transportation
24 funding needs to assess the current state of city transportation
25 funding, identify emerging issues, and recommend funding sources to
26 meet current and future needs. The association of Washington cities
27 and the Washington department of transportation shall provide
28 technical support to the study. The joint transportation committee
29 must issue a report of its findings and recommendations to the
30 transportation committees of the legislature by September 2026.

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

32	Motor Vehicle Account—State Appropriation.	\$1,937,000
33	Interstate 405 and State Route Number 167 Express	
34	Toll Lanes Account—State Appropriation.	\$150,000
35	State Route Number 520 Corridor Account—State	
36	Appropriation.	\$288,000
37	Tacoma Narrows Toll Bridge Account—State	
38	Appropriation.	\$178,000

1 Alaskan Way Viaduct Replacement Project Account—
2 State Appropriation. \$168,000
3 TOTAL APPROPRIATION. \$2,721,000

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

6 (1) To generate savings and efficiencies, the commission shall
7 conduct its meetings either in Olympia or virtually.

8 (2) Within the parameters established under RCW 47.56.880, the
9 commission shall review toll revenue performance on the Interstate
10 405 and state route number 167 corridor and adjust Interstate 405
11 tolls as appropriate to increase toll revenue to provide sufficient
12 funds for payments of future debt pursuant to RCW 47.10.896 and to
13 support improvements to the corridor. The commission shall consider
14 adjusting maximum toll rates, minimum toll rates, day-of-week rates
15 and time-of-day rates, and restricting direct access ramps to transit
16 and HOV vehicles only, or any combination thereof, in setting tolls
17 to increase toll revenue. The commission is encouraged to make any
18 adjustments to toll rates in coordination with the planned expansion
19 of express toll lanes between the cities of Renton and Bellevue.

20 (3) The commission, in coordination with the department of
21 transportation, shall study the potential costs, impacts to toll
22 rates, and policy options related to continuing tolls to cover
23 operations and maintenance costs on the Tacoma Narrows bridge after
24 financing obligations are satisfied. The commission must report on
25 this work as part of its 2026 Tacoma Narrows bridge loan update.

26 (4) The commission must evaluate and consider temporary toll rate
27 adjustments for the state route number 99 tunnel to support
28 management of increased demand leading up to and during the 2026
29 World Cup.

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

32 Freight Mobility Investment Account—State
33 Appropriation. \$1,342,000

34 The appropriation in this section is subject to the following
35 conditions and limitations: Within appropriated funds, the freight
36 mobility strategic investment board may opt in as provided under RCW
37 70A.02.030 to assume all of the substantive and procedural
38 requirements of covered agencies under chapter 70A.02 RCW. The board

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

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

6	Alaskan Way Viaduct Replacement Project Account—	
7	State Appropriation.	\$42,000
8	State Patrol Highway Account—State Appropriation.	\$682,608,000
9	State Patrol Highway Account—Federal Appropriation.	\$24,021,000
10	State Patrol Highway Account—Private/Local	
11	Appropriation.	\$4,604,000
12	Highway Safety Account—State Appropriation.	\$10,838,000
13	Ignition Interlock Device Revolving Account—State	
14	Appropriation.	\$2,709,000
15	Multimodal Transportation Account—State	
16	Appropriation.	\$329,000
17	State Route Number 520 Corridor Account—State	
18	Appropriation.	\$90,000
19	Tacoma Narrows Toll Bridge Account—State	
20	Appropriation.	\$274,000
21	I-405 and SR 167 Express Toll Lanes Account—State	
22	Appropriation.	\$2,894,000
23	TOTAL APPROPRIATION.	\$728,409,000

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

26 (1) \$580,000 of the state patrol highway account—state
27 appropriation is provided solely for the operation of and
28 administrative support to the license investigation unit to enforce
29 vehicle registration laws in southwestern Washington. The Washington
30 state patrol, in consultation with the department of revenue, shall
31 maintain a running estimate of the additional vehicle registration
32 fees, sales and use taxes, and local vehicle fees remitted to the
33 state pursuant to activity conducted by the license investigation
34 unit. Beginning October 1, 2025, and semiannually thereafter, the
35 Washington state patrol shall submit a report detailing the
36 additional revenue amounts generated since July 1, 2023, to the
37 director of the office of financial management and the transportation
38 committees of the legislature. At the end of the fiscal quarter in

1 which it is estimated that more than \$625,000 in state sales and use
2 taxes have been remitted to the state since July 1, 2023, the
3 Washington state patrol shall notify the state treasurer and the
4 state treasurer shall transfer funds pursuant to section 406 of this
5 act.

6 (2) \$250,000 of the state patrol highway account—state
7 appropriation is provided solely for the activities of a vehicle
8 registration pilot program in the Puget Sound region. The pilot
9 program must emphasize compliance with annual vehicle registration
10 requirements. By February 15, 2026, the Washington state patrol must
11 provide a status report on pilot program implementation.

12 (3) 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 (4) (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 (5) (a) \$8,504,000 of the state patrol highway account—state
11 appropriation is provided solely for the land mobile radio system
12 replacement, upgrade, and other related activities.

13 (b) Beginning January 1, 2026, the Washington state patrol must
14 report semiannually to the office of the chief information officer on
15 the progress related to the projects and activities associated with
16 the land mobile radio system, including the governance structure,
17 outcomes achieved in the prior six-month time period, and how the
18 activities are being managed holistically as recommended by the
19 office of the chief information officer. At the time of submittal to
20 the office of the chief information officer, the report must be
21 transmitted to the office of financial management and the
22 transportation committees of the legislature.

23 (6) \$2,610,000 of the state patrol highway account—state
24 appropriation is provided solely for enhancing the state patrol's
25 diversity, equity, and inclusion program, a community engagement
26 program to improve relationships with historically underrepresented
27 communities and to recruit and retain a diverse workforce, and
28 contracting with an external psychologist to perform exams. The state
29 patrol must work with the state office of equity and meet all
30 reporting requirements and responsibilities pursuant to RCW
31 43.06D.060. Funds provided for the community engagement program must
32 ensure engagement with communities throughout the state.

33 (7) (a) \$8,109,000 of the state patrol highway account—state
34 appropriation is provided solely for costs associated with the work
35 zone speed safety camera pilot program with the amounts for specific
36 activities as follows:

37 (i) \$2,679,000 for the Washington state patrol's oversight,
38 administrative, overtime, and other costs associated with the
39 processing of work zone speed violations;

1 (ii) \$3,974,000 for interagency reimbursements to the office of
2 administrative hearings for adjudication related expenses associated
3 with work zone speed violations; and

4 (iii) \$1,456,000 for interagency reimbursements to the office of
5 attorney general for legal guidance and adjudication related expenses
6 associated with work zone speed violations.

7 (b) By December 1st of each year during the 2025-2027 fiscal
8 biennium, the Washington state patrol, in conjunction with the other
9 agencies involved in the work zone speed safety camera pilot program,
10 must report on the number of deployments and locations, workload,
11 violations issued, detailed expenses incurred by each agency in the
12 pilot program, and efficiency measures each agency is taking in
13 operating the pilot program in the most cost-effective manner
14 possible.

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

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

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

1 (11) \$800,000 of the highway safety account—state appropriation
2 is provided solely for increased chain enforcement on Interstate 90
3 in the area around Snoqualmie Pass. The legislature intends that the
4 Washington state patrol, pursuant to RCW 46.37.005, require
5 commercial vehicles to carry chains statewide during winter months
6 and, in coordination with the department of transportation, develop a
7 process for monitoring compliance at weigh stations.

8 (12) \$58,000 of the state patrol highway account—state
9 appropriation is provided solely for implementation of chapter . . .
10 (Senate Bill No. 5705), Laws of 2025 (traffic infraction penalties).
11 If chapter . . . (Senate Bill No. 5705), Laws of 2025 is not enacted
12 by June 30, 2025, the amount provided in this subsection lapses.

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

14	Driver Licensing Technology Support Account—State	
15	Appropriation.	\$1,750,000
16	Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
17	Motorcycle Safety Education Account—State	
18	Appropriation.	\$5,335,000
19	Limited Fish and Wildlife Account—State	
20	Appropriation.	\$492,000
21	Highway Safety Account—State Appropriation.	\$277,042,000
22	Highway Safety Account—Federal Appropriation.	\$1,300,000
23	Motor Vehicle Account—State Appropriation.	\$90,539,000
24	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
25	Ignition Interlock Device Revolving Account—State	
26	Appropriation.	\$6,809,000
27	Department of Licensing Services Account—State	
28	Appropriation.	\$8,644,000
29	License Plate Technology Account—State Appropriation.	\$3,764,000
30	Abandoned Recreational Vehicle Account—State	
31	Appropriation.	\$3,099,000
32	Limousine Carriers Account—State Appropriation.	\$128,000
33	Electric Vehicle Account—State Appropriation.	\$448,000
34	DOL Technology Improvement & Data Management	
35	Account—State Appropriation.	\$952,000
36	Agency Financial Transaction Account—State	
37	Appropriation.	\$16,276,000
38	Move Ahead WA Flexible Account—State Appropriation.	\$1,506,000

1 TOTAL APPROPRIATION. \$419,454,000

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

4 (1) \$1,100,000 of the highway safety account—state appropriation
5 and \$1,100,000 of the move ahead WA flexible account—state
6 appropriation are provided solely for the department to provide an
7 interagency transfer to the department of children, youth, and
8 families for the purpose of providing driver's license support. In
9 addition to support services required under RCW 74.13.338(2), support
10 services may include reimbursement of:

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

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

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

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

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

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

32 (3) \$36,000 of the motor vehicle account—state appropriation is
33 provided solely for continued issuance of nonemergency medical
34 transportation vehicle decals under the high occupancy vehicle lane
35 access pilot program in accordance with sections 217(2) and 208(20),
36 chapter 310, Laws of 2024.

37 (4) The department shall report on a quarterly basis on licensing
38 service office operations, associated workload, and information with
39 comparative information from recent comparable months in prior years.

1 The report must include detailed statewide and by licensing service
2 office information on staffing levels, average monthly wait times,
3 the number of enhanced drivers' licenses and enhanced identicards
4 issued and renewed, and the number of primary drivers' licenses and
5 identicards issued and renewed.

6 (5) (a) \$3,091,000 of the abandoned recreational vehicle disposal
7 account—state appropriation is provided solely for providing
8 reimbursements in accordance with the department's abandoned
9 recreational vehicle disposal reimbursement program. It is the intent
10 of the legislature that the department prioritize this funding for
11 allowable and approved reimbursements and not to build a reserve of
12 funds within the account. During the 2025-2027 fiscal biennium, the
13 department must report any amounts recovered to the office of
14 financial management and appropriate committees of the legislature on
15 a quarterly basis.

16 (b) Within the amounts appropriated under this subsection, the
17 department, after consulting with abandoned recreational vehicle
18 disposal reimbursement program participants, must assess current
19 practices and reimbursement rates associated with the fiscal
20 sustainability of the program. By December 1, 2025, the department
21 must submit a financial plan demonstrating sustainability for a
22 minimum of two subsequent fiscal biennia at current or proposed fee
23 rates.

24 (6) (a) Within existing resources, the department, in
25 collaboration with the Washington traffic safety commission, must
26 evaluate and develop a proposal, including any statutory
27 recommendations, to require or implement the safe driving course as a
28 penalty offset option for drivers who are repeat offenders of the
29 following traffic violations:

30 (i) Following too closely;

31 (ii) Speeding more than reasonable and prudent given conditions
32 and existing hazards;

33 (iii) Speeding more than 10 miles per hour on any highway;

34 (iv) Negligent driving in the second degree;

35 (v) Failure to wear a safety belt; and

36 (vi) Failure to ensure a person under 16 years of age is wearing
37 a safety belt.

38 (b) The department must submit the proposal to the transportation
39 committees of the legislature by January 1, 2026.

1 (7) \$173,000 of the motor vehicle account—state appropriation is
2 provided solely for implementation of chapter . . . (Substitute
3 Senate Bill No. 5127), Laws of 2025 (improving collector vehicle
4 regulations). If chapter . . . (Substitute Senate Bill No. 5127),
5 Laws of 2025 is not enacted by June 30, 2025, the amount provided in
6 this subsection lapses.

7 (8) \$19,000 of the motor vehicle account—state appropriation is
8 provided solely for implementation of chapter . . . (Senate Bill No.
9 5234), Laws of 2025 (snowmobile fees). If chapter . . . (Senate Bill
10 No. 5234), Laws of 2025 is not enacted by June 30, 2025, the amount
11 provided in this subsection lapses.

12 (9) \$93,000 of the motor vehicle account—state appropriation is
13 provided solely for implementation of chapter . . . (Substitute
14 Senate Bill No. 5410), Laws of 2025 (veteran parking privileges) or
15 chapter . . . (Substitute House Bill No. 1371), Laws of 2025 (veteran
16 parking privileges). If neither chapter . . . (Substitute Senate Bill
17 No. 5410), Laws of 2025 or chapter . . . (Substitute House Bill No.
18 1371), Laws of 2025 are enacted by June 30, 2025, the amount provided
19 in this subsection lapses.

20 (10) \$406,000 of the motor vehicle account—state appropriation is
21 provided solely for implementation of chapter . . . (Substitute
22 Senate Bill No. 5444), Laws of 2025 (special license plates). If
23 chapter . . . (Substitute Senate Bill No. 5444), Laws of 2025 is not
24 enacted by June 30, 2025, the amount provided in this subsection
25 lapses.

26 (11) \$36,000 of the motor vehicle account—state appropriation is
27 provided solely for implementation of chapter . . . (Senate Bill No.
28 5462), Laws of 2025 (vehicle inspection backlog). If chapter . . .
29 (Senate Bill No. 5462), Laws of 2025 is not enacted by June 30, 2025,
30 the amount provided in this subsection lapses.

31 (12) \$470,000 of the motor vehicle account—state appropriation is
32 provided solely for implementation of chapter . . . (Engrossed
33 Substitute Senate Bill No. 5484), Laws of 2025 (indigent tow truck
34 payments). If chapter . . . (Engrossed Substitute Senate Bill No.
35 5484), Laws of 2025 is not enacted by June 30, 2025, the amount
36 provided in this subsection lapses.

37 (13) \$64,000 of the highway safety account—state appropriation is
38 provided solely for implementation of chapter . . . (Engrossed Senate
39 Bill No. 5689), Laws of 2025 (blood type information). If

1 chapter . . . (Engrossed Senate Bill No. 5689), Laws of 2025 is not
2 enacted by June 30, 2025, the amount provided in this subsection
3 lapses.

4 (14) \$150,000 of the motor vehicle account—state appropriation is
5 provided solely for the department to send periodic notifications to
6 vehicle owners with significantly expired vehicle registrations to
7 increase compliance with annual vehicle registration requirements.
8 Notifications must contain information about vehicle registration
9 requirements and possible penalties associated with operating a
10 vehicle with an expired registration.

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

13	Puget Sound Gateway Facility Account—State	
14	Appropriation.	\$7,701,000
15	State Route Number 520 Corridor Account—State	
16	Appropriation.	\$51,267,000
17	State Route Number 520 Civil Penalties Account—State	
18	Appropriation.	\$2,378,000
19	Tacoma Narrows Toll Bridge Account—State	
20	Appropriation.	\$38,658,000
21	Alaskan Way Viaduct Replacement Project Account—	
22	State Appropriation.	\$26,688,000
23	Interstate 405 and State Route Number 167 Express	
24	Toll Lanes Account—State Appropriation.	\$50,098,000
25	TOTAL APPROPRIATION.	\$176,790,000

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

28 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
29 appropriation and \$12,820,000 of the state route number 520 corridor
30 account—state appropriation are provided solely for the purposes of
31 addressing unforeseen operations and maintenance costs on the Tacoma
32 Narrows bridge and the state route number 520 bridge, respectively.
33 The office of financial management shall place the amounts provided
34 in this subsection, which represent a portion of the required minimum
35 fund balance under the policy of the state treasurer, in unallotted
36 status. The office may release the funds only when it determines that
37 all other funds designated for operations and maintenance purposes
38 have been exhausted.

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

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

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

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

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

31 (5) \$150,000 of the state route number 520 corridor account—state
32 appropriation, \$150,000 of the Tacoma Narrows toll bridge account—
33 state appropriation, \$150,000 of the Alaskan Way viaduct replacement
34 project account—state appropriation, and \$150,000 of the Interstate
35 405 and state route number 167 express toll lanes account—state
36 appropriation are provided solely for the development of a strategic,
37 long-range tolling feasibility assessment that indicates the
38 operational viability and revenue potential for possible future
39 tolled facilities in the state. At a minimum, the department, working

1 in partnership with the transportation commission, shall: Identify
 2 candidate projects for modeling analysis utilizing a screening tool
 3 that seeks to maximize systemwide performance; determine tolling
 4 feasibility and potential gross and net toll revenue for each
 5 identified project; consider various approaches to tolling operations
 6 and their associated costs; and identify the potential impacts of
 7 tolling to surrounding roadways. The strategic tolling feasibility
 8 assessment must be submitted to the transportation committees of the
 9 legislature by October 1, 2026.

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

14 (7) The legislature intends that the department explore all
 15 options to reduce the long-term costs of the toll system, enable more
 16 flexible operations, and increase compliance in high occupancy
 17 vehicle and express toll lanes through advanced roadside technologies
 18 as part of its anticipated procurement of a new roadside toll system.
 19 The department must report to the transportation committees of the
 20 legislature and the office of financial management with an update on
 21 preparations for the procurement and any recommendations for
 22 legislative action by December 1, 2025.

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

25	Transportation Partnership Account—State	
26	Appropriation.	\$2,472,000
27	Motor Vehicle Account—State Appropriation.	\$126,140,000
28	Puget Sound Ferry Operations Account—State	
29	Appropriation.	\$307,000
30	Multimodal Transportation Account—State	
31	Appropriation.	\$3,008,000
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation.	\$1,488,000
34	TOTAL APPROPRIATION.	\$133,415,000

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

1 The appropriation in this section is subject to the following
2 conditions and limitations: The entire move ahead WA account—state
3 appropriation is provided solely for the department's costs related
4 to replacing obsolete transportation equipment and replacing fuel
5 sites. Beginning December 1, 2025, and annually thereafter, the
6 department must provide a report to the office of financial
7 management and the transportation committees of the legislature
8 detailing the current progress on replacing obsolete equipment,
9 progress towards reaching a level purchasing state, and the status of
10 a fuel site replacement prioritization plan. The report must also
11 include:

12 (1) A list of department-owned and managed fuel sites prioritized
13 by urgency of replacement;

14 (2) A status report on the installation and use of fuel site
15 infrastructure that can support zero emission vehicles; and

16 (3) A description of action steps taken in the use of
17 nonappropriated transportation equipment fund resources to maximize
18 the replacement of obsolete equipment and reduce the growing fund
19 balance, including specific modifications to equipment purchasing
20 behavior to increase deployment in the field.

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

23	Aeronautics Account—State Appropriation.	\$14,940,000
24	Aeronautics Account—Federal Appropriation.	\$2,602,000
25	Aeronautics Account—Private/Local Appropriation.	\$60,000
26	TOTAL APPROPRIATION.	\$17,602,000

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

29 (1) \$2,100,000 of the aeronautics account—state appropriation is
30 provided solely for sustainable aviation grants recommended by the
31 department under the sustainable aviation grants program. The
32 department shall submit a report to the transportation committees of
33 the legislature by October 1, 2026, identifying a selection of
34 sustainable aviation projects for funding by the legislature. In
35 considering projects to recommend to fund, the department shall only
36 consider projects that advance the state of sustainable aviation
37 technology and lead to future innovation. Innovative sustainable

1 aviation projects may include, but are not limited to, pilot projects
2 demonstrating the use of:

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

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

12 (3) \$350,000 of the aeronautics account—state appropriation is
13 provided solely for phase II of the Bremerton commercial air service
14 and cargo feasibility study.

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

17	Motor Vehicle Account—State Appropriation.	\$64,999,000
18	Motor Vehicle Account—Federal Appropriation.	\$500,000
19	Multimodal Transportation Account—State	
20	Appropriation.	\$1,172,000
21	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
22	TOTAL APPROPRIATION.	\$67,243,000

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

25 (1) During the 2025-2027 fiscal biennium, if the department takes
26 possession of the property situated in the city of Edmonds for which
27 a purchase agreement was executed between Unocal and the department
28 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
29 confirms that the property is still no longer needed for
30 transportation purposes, the department shall provide the city of
31 Edmonds with the first right of purchase at fair market value in
32 accordance with RCW 47.12.063(3) for the city's intended use of the
33 property to rehabilitate near-shore habitat for salmon and related
34 species.

35 (2) (a) \$572,000 of the move ahead WA flexible account—state
36 appropriation is provided solely to track and maximize clean fuels
37 credits and revenue generated by state agencies pursuant to chapter
38 70A.535 RCW.

1 (b) The LEAP Transportation Document 2025-2 ALL PROJECTS as
2 developed March 24, 2025, anticipates fulfillment of the requirements
3 under chapter 70A.535 RCW of generating credits and revenue for
4 transportation investments funded in an omnibus transportation
5 appropriations act, including the move ahead WA transportation
6 package. The omnibus transportation appropriations act anticipates
7 credits for ferry electrification for new hybrid electric vessels,
8 active transportation, transit programs and projects, alternative
9 fuel infrastructure, connecting communities, and multimodal
10 investments.

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

15 (3) \$350,000 of the multimodal transportation account—state
16 appropriation is reappropriated and provided solely for the
17 department to explore alternative uses of the state's highway rights-
18 of-way consistent with section 214(7), chapter 310, Laws of 2024.

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

21	Motor Vehicle Account—State Appropriation.	\$1,625,000
22	Multimodal Transportation Account—State	
23	Appropriation.	\$200,000
24	Multimodal Transportation Account—Federal	
25	Appropriation.	\$51,509,000
26	Carbon Emissions Reduction Account—State	
27	Appropriation.	\$122,776,000
28	TOTAL APPROPRIATION.	\$176,110,000

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

31 (1) \$15,000,000 of the carbon emissions reduction account—state
32 appropriation is reappropriated and provided solely for the clean
33 alternative fuel vehicle charging and refueling infrastructure
34 program in RCW 47.04.350.

35 (2) \$82,151,000 of the carbon emissions reduction account—state
36 appropriation is reappropriated and provided solely for
37 implementation of zero-emission medium and heavy-duty vehicle and
38 equipment infrastructure and incentive programs and for the

1 replacement of school buses powered by fossil fuels with zero-
2 emission school buses, including the purchase and installation of
3 zero-emission school bus refueling infrastructure.

4 (a) Of this amount, \$16,300,000 is for the department to
5 administer an early action grant program to provide expedited funding
6 for the replacement of school buses powered by fossil fuels with
7 zero-emission school buses, including the purchase and installation
8 of zero-emission school bus refueling infrastructure. The department
9 must contract with the department of ecology to implement the early
10 action grant program.

11 (b) (i) The remaining \$65,851,000, inclusive of costs for program
12 administration and staffing, is for a point-of-sale voucher incentive
13 program to encourage the faster adoption of zero-emission medium and
14 heavy-duty vehicles to further state climate goals under RCW
15 70A.45.020 and state equity goals under chapter 70A.02 RCW. The
16 voucher incentive program must be administered by a third-party
17 administrator that has experience administering voucher incentive
18 programs, with oversight conducted by the department.

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

23 (A) Simplified zero-emission vehicle eligibility requirements;

24 (B) Vehicle and infrastructure incentives aligned with programs
25 in other jurisdictions, where appropriate, to streamline user
26 planning;

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

31 (D) A centralized user and manufacturer portal for information,
32 application, and assistance;

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

38 (F) A voucher preapproval process to evaluate participant
39 eligibility, readiness for fleet deployment, and infrastructure
40 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 (3) (a) \$25,000,000 of the carbon emissions reduction account—
32 state appropriation is provided solely for grants, and to serve as a
33 state match for secured federal funds, to finance hydrogen refueling
34 infrastructure for medium and heavy-duty vehicles with a focus on
35 locations in disadvantaged and overburdened communities, where
36 possible. The department, in consultation with the interagency
37 electric vehicle coordinating council, should pursue any federal
38 funding available through the charging and fueling infrastructure
39 discretionary grant program and any other sources under the federal
40 infrastructure investment and jobs act (P.L. 29 117-58).

1 (b) \$2,500,000 of the amount provided in this subsection is
2 provided solely to Community Transit for a hydrogen fuel cell
3 demonstration project.

4 (4) \$851,000 of the carbon emissions reduction account—state
5 appropriation is reappropriated and provided solely for a Tacoma
6 Public Utilities medium-duty zero-emission utility service vehicle
7 pilot project that includes charging infrastructure and mobile
8 battery units.

9 (5) \$740,000 of the motor vehicle account—state appropriation is
10 provided solely for implementation of chapter . . . , Laws of 2025
11 (Substitute Senate Bill No. 5773) (alternative procurement and
12 delivery models for transportation projects). If chapter . . . , Laws
13 of 2025 (Substitute Senate Bill No. 5773) is not enacted by June 30,
14 2025, the amount provided in this subsection lapses.

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

17	Motor Vehicle Account—State Appropriation.	\$570,394,000
18	Motor Vehicle Account—Federal Appropriation.	\$7,000,000
19	Move Ahead WA Account—State Appropriation.	\$53,675,000
20	Puget Sound Gateway Facility Account—State	
21	Appropriation.	\$3,402,000
22	RV Account—State Appropriation.	\$1,100,000
23	State Route Number 520 Corridor Account—State	
24	Appropriation.	\$4,726,000
25	Tacoma Narrows Toll Bridge Account—State	
26	Appropriation.	\$1,585,000
27	Alaskan Way Viaduct Replacement Project Account—	
28	State Appropriation.	\$10,752,000
29	Interstate 405 and State Route Number 167 Express	
30	Toll Lanes Account—State Appropriation.	\$2,624,000
31	TOTAL APPROPRIATION.	\$655,258,000

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

34 (1) \$5,000,000 of the motor vehicle account—state appropriation
35 is provided solely for a contingency pool for snow and ice removal.
36 The department must notify the office of financial management and the
37 transportation committees of the legislature when they have spent the

1 base budget for snow and ice removal and will begin using the
2 contingency pool funding.

3 (2) \$8,040,000 of the motor vehicle account—state appropriation
4 is provided solely for the department to address the risks to safety
5 and public health associated with homeless encampments on department
6 owned rights-of-way. The department must coordinate and work with the
7 Washington state patrol, local law enforcement, local government
8 officials, and social service organizations that provide services and
9 direct people to housing alternatives that are not in highway rights-
10 of-way to help prevent future encampments from forming on highway
11 rights-of-way. The Washington state patrol and the department must
12 continue to report semiannually to the governor and the
13 transportation committees of the legislature on the status of these
14 efforts in a manner consistent with section 216(3), chapter 310, Laws
15 of 2024.

16 (3) \$235,000 of the motor vehicle account—state appropriation is
17 provided solely for implementation of chapter . . . (Engrossed Second
18 Substitute Senate Bill No. 5098), Laws of 2025 (weapons
19 restrictions). If chapter . . . (Engrossed Second Substitute Senate
20 Bill No. 5098), Laws of 2025 is not enacted by June 30, 2025, the
21 amount provided in this subsection lapses.

22 (4) \$3,675,000 of the move ahead WA account—state appropriation
23 is provided solely for initial and ongoing implementation costs of
24 the department's Snoqualmie winter operations study recommendations,
25 which include installation of large regulatory signs, installation of
26 a remote avalanche control system, developing chain enforcement
27 processes in coordination with the Washington state patrol, improving
28 cost recovery from violators, and securing an on-call class C towing
29 company.

30 (5) \$2,000,000 of the Alaskan Way viaduct replacement project
31 account—state appropriation is provided solely for maintenance
32 activities in the vicinity of the state route number 99 deep bore
33 tunnel. Appropriations in this subsection assume additional revenue
34 from a temporary toll rate adjustment on the state route number 99
35 tunnel leading up to and during the 2026 World Cup.

36 NEW SECTION. **Sec. 217. FOR THE DEPARTMENT OF TRANSPORTATION—**
37 **TRANSPORTATION OPERATIONS—PROGRAM Q—OPERATING**

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

1	Motor Vehicle Account—State Appropriation.	\$82,743,000
2	Motor Vehicle Account—Federal Appropriation.	\$2,089,000
3	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
4	Move Ahead WA Account—State Appropriation.	\$9,686,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation.	\$247,000
7	Tacoma Narrows Toll Bridge Account—State	
8	Appropriation.	\$44,000
9	Alaskan Way Viaduct Replacement Project Account—	
10	State Appropriation.	\$1,122,000
11	Interstate 405 and State Route Number 167 Express	
12	Toll Lanes Account—State Appropriation.	\$36,000
13	TOTAL APPROPRIATION.	\$106,882,000

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

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

37 (b) The department shall expand the high occupancy vehicle lane
38 access pilot program to vehicles that deliver or collect blood,
39 tissue, or blood components for a blood-collecting or distributing

1 establishment regulated under chapter 70.335 RCW. Under the pilot
2 program, when the department reserves a portion of a highway based on
3 the number of passengers in a vehicle, blood-collecting or
4 distributing establishment vehicles that are clearly and identifiably
5 marked as such on all sides of the vehicle are considered emergency
6 vehicles and must be authorized to use the reserved portion of the
7 highway.

8 (c) The department shall expand the high occupancy vehicle lane
9 access pilot program to for hire nonemergency medical transportation
10 vehicles, when in use for medical purposes, as described in section
11 208(20), chapter 472, Laws of 2023. Under the pilot program, when the
12 department reserves a portion of a highway based on the number of
13 passengers in a vehicle, nonemergency medical transportation vehicles
14 that meet the requirements identified in section 208(20), chapter
15 472, Laws of 2023 must be authorized to use the reserved portion of
16 the highway.

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

20 (2) The appropriations in this section assume implementation of
21 additional cost recovery mechanisms to recoup at least \$100,000 in
22 credit card and other financial transaction costs related to the
23 collection of fees imposed under RCW 46.17.400, 46.44.090, and
24 46.44.0941 for driver and vehicle fee transactions beginning January
25 1, 2023. The department may recover transaction fees incurred through
26 credit card transactions.

27 (3) \$10,621,000 of the highway safety account—state appropriation
28 is provided solely for implementation of chapter 17, Laws of 2023
29 (speed safety cameras).

30 (4) \$1,900,000 of the motor vehicle account—state appropriation
31 is reappropriated and provided solely for the department, in
32 coordination with the independent review team of the joint
33 transportation committee, to conduct an analysis of highway, road,
34 and freight rail transportation needs, options, and impacts from
35 shifting the movement of freight and goods that currently move by
36 barge through the lower Snake river dams to highways, other roads,
37 and rail, consistent with section 217(9), chapter 310, Laws of 2024.
38 The department shall provide status updates on a quarterly basis in
39 coordination with the joint transportation committee. The department

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

3 (5) \$8,423,000 of the move ahead WA account—state appropriation
4 is provided solely for transportation operations activities to help
5 keep people and goods moving during the 2026 World Cup. These
6 activities include, but are not limited to, transportation management
7 center operations and upgrades, additional incident response team
8 coverage, trail crossing improvements, and updated guide signage/
9 wayfinding.

10 (6) \$31,000 of the motor vehicle account—state appropriation is
11 provided solely for implementation of chapter . . . (Substitute
12 Senate Joint Memorial No. 8000), Laws of 2025 (Martin Luther King,
13 Jr. way). If chapter . . . (Substitute Senate Joint Memorial No.
14 8000), Laws of 2025 is not enacted by June 30, 2025, the amount
15 provided in this subsection lapses.

16 (7) \$9,000 of the motor vehicle account—state appropriation is
17 provided solely for implementation of chapter . . . (Substitute
18 Senate Joint Memorial No. 8003), Laws of 2025 (I-82/Charles Frank
19 Noble, Jr.). If chapter . . . (Substitute Senate Joint Memorial No.
20 8003), Laws of 2025 is not enacted by June 30, 2025, the amount
21 provided in this subsection lapses.

22 (8) \$5,000 of the motor vehicle account—state appropriation is
23 provided solely for implementation of chapter . . . (Senate Joint
24 Memorial No. 8009), Laws of 2025 (Joe Mentor memorial overpass). If
25 chapter . . . (Senate Joint Memorial No. 8009), Laws of 2025 is not
26 enacted by June 30, 2025, the amount provided in this subsection
27 lapses.

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

30	Motor Vehicle Account—State Appropriation.	\$42,045,000
31	Motor Vehicle Account—Federal Appropriation.	\$780,000
32	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
33	Move Ahead WA Account—State Appropriation.	\$7,400,000
34	Puget Sound Ferry Operations Account—State	
35	Appropriation.	\$510,000
36	Multimodal Transportation Account—State	
37	Appropriation.	\$7,920,000
38	State Route Number 520 Corridor Account—State	

1	Appropriation.	\$220,000
2	Tacoma Narrows Toll Bridge Account—State	
3	Appropriation.	\$136,000
4	Alaskan Way Viaduct Replacement Project Account—	
5	State Appropriation.	\$127,000
6	Interstate 405 and State Route Number 167 Express	
7	Toll Lanes Account—State Appropriation.	\$114,000
8	TOTAL APPROPRIATION.	\$59,752,000

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

11 (1) \$2,000,000 of the motor vehicle account—state appropriation
12 and \$5,400,000 of the move ahead WA account—state appropriation are
13 provided solely for efforts to increase diversity in the
14 transportation construction workforce through:

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

26 (b) Assisting minority and women-owned businesses to perform work
27 in the highway construction industry.

28 (2) The department shall report every even-numbered year to the
29 transportation committees of the legislature on efforts to increase
30 diversity in the transportation construction workforce.

31 (3) \$1,512,000 of the motor vehicle account—state appropriation
32 and \$488,000 of the Puget Sound ferry operations account—state
33 appropriation are provided solely for monitoring, assistance,
34 engagement, reporting, and other activities consistent with section
35 218(2), chapter 310, Laws of 2024.

36 (4) \$2,000,000 of the move ahead WA account—state appropriation
37 is provided solely for activities to help keep people and goods
38 moving during the 2026 World Cup. These activities include, but are
39 not limited to, digital advertising for traveler information, Title

1 VI compliance and language access, and Americans with disabilities
2 act compliance and training.

3 (5) The department's office of equity and civil rights and the
4 office of minority and women's business enterprises must develop two
5 new business-size thresholds within the office's certification
6 program. The two new thresholds must include emerging small
7 businesses and rising small businesses with gross receipts of no more
8 than (a) \$3,000,000 and (b) \$10,000,000. This work must include
9 evaluation of all state-funded contracts over \$50,000,000 for
10 emerging small business goals, rising small business goals, small
11 business goals, or any combination thereof. The office of equity and
12 civil rights and the office of minority and women's business
13 enterprises must submit a report to the office of financial
14 management and the transportation committees of the legislature by
15 November 1, 2025, on this work and any recommendations on next steps.

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

21 (7) For department small works roster projects under RCW
22 39.04.151, the department may only allow firms certified as public
23 works small business enterprises, under RCW 39.19.030, to bid on the
24 project contract, unless the department determines there would be
25 insufficient bidders for a particular project.

26 (8) \$30,000 of the motor vehicle account—state appropriation is
27 provided solely for implementation of chapter . . . (Substitute
28 Senate Bill No. 5374), Laws of 2025 (transportation/tribal rep.). If
29 chapter . . . (Substitute Senate Bill No. 5374), Laws of 2025 is not
30 enacted by June 30, 2025, the amount provided in this subsection
31 lapses.

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

34	Motor Vehicle Account—State Appropriation.	\$29,566,000
35	Motor Vehicle Account—Federal Appropriation.	\$41,811,000
36	Motor Vehicle Account—Private/Local Appropriation.	\$400,000
37	Move Ahead WA Account—State Appropriation.	\$6,304,000
38	Multimodal Transportation Account—State	

1	Appropriation.	\$722,000
2	Multimodal Transportation Account—Federal	
3	Appropriation.	\$2,810,000
4	Multimodal Transportation Account—Private/Local	
5	Appropriation.	\$100,000
6	TOTAL APPROPRIATION.	\$81,713,000

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

9 (1) \$1,557,000 of the motor vehicle account—federal appropriation
10 is provided solely for the department to upgrade the department's
11 linear referencing system (LRS) and highway performance monitoring
12 system (HPMS).

13 (2) The entire move ahead WA account—state appropriation is
14 provided solely for Interstate 5 planning. The work under this
15 subsection must include, but is not limited to, the following:

- 16 (a) Continued development of an Interstate 5 master plan;
- 17 (b) Advancing seismic vulnerability analyses;
- 18 (c) Identification of early action priority projects that address
19 safety or resiliency, or both, along the corridor; and
- 20 (d) An interim report on the progress of the Interstate 5 master
21 plan to the transportation committees of the legislature and the
22 office of financial management by June 30, 2026.

23 (3) \$140,000 of the multimodal transportation account—state
24 appropriation is reappropriated and provided solely for the city of
25 Seattle's office of planning and community development to continue to
26 support an equitable development initiative to reconnect the South
27 Park neighborhood, currently divided by state route number 99,
28 consistent with section 219(4), chapter 310, Laws of 2024. The city
29 must provide a final report that includes recommendations by June 30,
30 2027.

31 (4) Consistent with RCW 47.04.280(1)(d), when the department
32 submits the attainment report required under RCW 47.04.285, it shall
33 visually display statewide annual hours of travel delay by displaying
34 data within each major corridor, to the extent practicable.

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

37	Aeronautics Account—State Appropriation.	\$7,000
38	Transportation Partnership Account—State	

1	Appropriation.	\$147,000
2	Motor Vehicle Account—State Appropriation.	\$102,878,000
3	Puget Sound Ferry Operations Account—State	
4	Appropriation.	\$1,120,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation.	\$86,000
7	Connecting Washington Account—State Appropriation.	\$1,180,000
8	Multimodal Transportation Account—State	
9	Appropriation.	\$5,788,000
10	Tacoma Narrows Toll Bridge Account—State	
11	Appropriation.	\$51,000
12	Alaskan Way Viaduct Replacement Project Account—	
13	State Appropriation.	\$38,000
14	Interstate 405 and State Route Number 167 Express	
15	Toll Lanes Account—State Appropriation.	\$66,000
16	TOTAL APPROPRIATION.	\$111,361,000

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

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

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

37 (3) On August 1, 2025, and semiannually thereafter, the
38 department, in conjunction with the attorney general and the
39 department of enterprise services, shall provide a report with

1 judgments and settlements dealing with the nonferry operations of the
2 department to the director of the office of financial management and
3 the transportation committees of the legislature. The report must
4 include information on: (a) The number of claims and settlements by
5 type; (b) the average claim and settlement by type; and (c) defense
6 costs associated with those claims and settlements.

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

12 NEW SECTION. **Sec. 221. FOR THE DEPARTMENT OF TRANSPORTATION—**
13 **PUBLIC TRANSPORTATION—PROGRAM V**

14	Carbon Emissions Reduction Account—State	
15	Appropriation.	\$277,534,000
16	State Vehicle Parking Account—State Appropriation.	\$784,000
17	Rural Mobility Grant Program Account—State	
18	Appropriation.	\$32,223,000
19	Multimodal Transportation Account—State	
20	Appropriation.	\$83,920,000
21	Multimodal Transportation Account—Federal	
22	Appropriation.	\$4,388,000
23	Multimodal Transportation Account—Private/Local	
24	Appropriation.	\$100,000
25	TOTAL APPROPRIATION.	\$398,949,000

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

28 (1) (a) \$62,698,000 of the multimodal transportation account—state
29 appropriation and \$78,525,000 of the carbon emissions reduction
30 account—state appropriation are provided solely for a grant program
31 for special needs transportation distributed in accordance with RCW
32 47.66.150.

33 (b) Of the amounts provided in this subsection, \$425,000 of the
34 carbon emissions reduction account—state appropriation is provided
35 solely for the reappropriation of amounts provided for this purpose
36 in the 2023-2025 fiscal biennium. Fuel type may not be a factor in
37 the grant selection process.

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

3 (3) \$1,124,000 of the multimodal transportation account—state
4 appropriation is provided solely for the department to provide a
5 statewide vanpool benefit for all state employees. For department
6 employees working in remote job sites, such as mountain passes, the
7 department must ensure employees are able to access job sites via a
8 subsidized vanpool or provide a modal alternative for the "last mile"
9 to ensure employees can access the job site without additional
10 charge.

11 (4) \$500,000 of the carbon emissions reduction account—state
12 appropriation is provided solely for an interagency transfer to the
13 Washington State University extension energy program to administer a
14 technical assistance and education program for public agencies on the
15 use of alternative fuel vehicles. The Washington State University
16 extension energy program shall prepare a report regarding the
17 utilization of the program and submit this report to the
18 transportation committees of the legislature by November 15, 2025.

19 (5) \$3,400,000 of the carbon emissions reduction account—state
20 appropriation is reappropriated and provided solely for the pilot
21 program established under RCW 47.04.355 to provide clean alternative
22 fuel vehicle use opportunities to underserved communities and low to
23 moderate-income members of the workforce not readily served by
24 transit or located in transportation corridors with emissions that
25 exceed federal or state emissions standards.

26 (6) \$900,000 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 (7) Public transit agencies must have maintained or increased
2 their local sales tax authority as of January 1, 2022, and may not
3 have delayed, diverted, supplanted, or suspended the collection of
4 approved sales taxes specifically for the purpose of public
5 transportation that were approved on or before January 1, 2022, to
6 qualify for any public transportation division grants.

7 (8) \$8,000,000 of the multimodal transportation account—state
8 appropriation is provided solely for transit support for the 2026
9 World Cup including, but not limited to, increased frequency, shuttle
10 services, increased water taxi service, transit incentives,
11 communications, wayfinding, cleanliness, and security. Of the amount
12 provided in this subsection, 40 percent is for King county metro, 40
13 percent is for public transportation benefit areas and regional
14 transit authorities in Pierce, Snohomish, and Kitsap counties, and 20
15 percent is for public transit agencies operating in cities the World
16 Cup organizing committee has named to host fan zones. All
17 distributions must be proportional based on service hours.

18 NEW SECTION. **Sec. 222. FOR THE DEPARTMENT OF TRANSPORTATION—**
19 **MARINE—PROGRAM X**

20	Puget Sound Ferry Operations Account—State	
21	Appropriation.	\$613,746,000
22	Puget Sound Ferry Operations Account—Federal	
23	Appropriation.	\$115,315,000
24	Puget Sound Ferry Operations Account—Private/Local	
25	Appropriation.	\$121,000
26	TOTAL APPROPRIATION.	\$729,182,000

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

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

1 (2) (a) \$75,047,000 of the Puget Sound ferry operations account—
2 federal appropriation and \$24,425,000 of the Puget Sound ferry
3 operations account—state appropriation are provided solely for auto
4 ferry vessel operating fuel in the 2025-2027 fiscal biennium. The
5 amount provided in this subsection represents the fuel budget for the
6 purposes of calculating any ferry fare fuel surcharge.

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

15 (3) During negotiations of the 2027-2029 collective bargaining
16 agreements, the department must: (a) Identify provisions that create
17 barriers for, or contribute to creating a disparate impact on, newly
18 hired ferry employees, including those who are women, people of
19 color, veterans, and other employees belonging to communities that
20 have historically been underrepresented in the workforce; and (b)
21 create a forum for direct discussion between the governor, labor
22 leadership, the office of financial management, and the Washington
23 state ferries to collaboratively identify and resolve compensation
24 and staffing issues, with the goal of service improvements for ferry
25 riders.

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

35 (5) Within existing resources, the department must deploy a pilot
36 program for offering customers wifi on vessels and in terminals. By
37 January 1, 2026, the department must report on the viability of the
38 program to the transportation committees of the legislature,
39 including implementation recommendations and cost estimates. The

1 department must prioritize routes or terminals with wifi coverage
2 issues and consider fee-for-service options.

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

7 (7) \$35,984,000 of the Puget Sound ferry operations account—state
8 appropriation and \$15,012,000 of the Puget Sound ferry operations
9 account—federal appropriation are provided solely for workforce
10 development initiatives, employee retention, and ongoing labor costs
11 at the Washington state ferries. The Washington state ferries must
12 report workforce data consistent with RCW 47.60.850.

13 (8) \$2,548,000 of the Puget Sound ferry operations account—state
14 appropriation is provided solely for security services at Colman
15 Dock.

16 (9) \$1,596,000 of the Puget Sound ferry operations account—state
17 appropriation and \$484,000 of the Puget Sound ferry operations
18 account—federal appropriation are provided solely for traffic control
19 at ferry terminals at Seattle, Fauntleroy, Kingston, Edmonds,
20 Mukilteo, and Bainbridge Island, during peak ferry travel times, with
21 a particular focus on Sundays and holiday weekends. If local law
22 enforcement entities are available, the Washington state ferries may
23 contract with local agencies for traffic control services.

24 (10) \$837,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for support of the Kitsap transit
26 passenger ferry to supplement service on the Seattle-Bremerton route,
27 and expand weekday, midday King county water taxi service support to
28 and from Vashon Island for the months of June and July in 2026 to
29 supplement service for the World Cup.

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

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

3 (b) Current level of service compared to the full-service
4 schedules in effect in 2019; and

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

7 (12) \$75,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for the department to contract with
9 the Evans School of Public Policy at the University of Washington to
10 conduct a study and develop recommendations to design a modernized
11 and more inclusive Washington state ferries' customer advisory
12 process. The study must prioritize ease of customer feedback,
13 inclusion of groups that have been historically underrepresented in
14 customer feedback and engagement processes, and capturing input from
15 passengers using the system for varying purposes. The study must also
16 look at customer engagement models developed by other comparable
17 ferry systems, both domestic and international, for best practices. A
18 report with findings and recommendations is due to the office of
19 financial management and the transportation committees of the
20 legislature by December 15, 2026. To allow the public to engage with
21 the Washington state ferries' management, the ferries division must
22 hold at least three virtual public meetings annually to update
23 customers on service issues and answer customer questions. The
24 appropriation in this section is contingent on enactment of section
25 720 of this act.

26 (13) \$36,000 of the motor vehicle account—state appropriation is
27 provided solely for implementation of chapter . . . (Engrossed Second
28 Substitute Senate Bill No. 5098), Laws of 2025 (weapons
29 restrictions). If chapter . . . (Engrossed Second Substitute Senate
30 Bill No. 5098), Laws of 2025 is not enacted by June 30, 2025, the
31 amount provided in this subsection lapses.

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

34 Carbon Emissions Reduction Account—State	
35 Appropriation.	\$2,000,000
36 Multimodal Transportation Account—State	
37 Appropriation.	\$81,005,000
38 Multimodal Transportation Account—Private/Local	

1 Appropriation. \$46,000
2 TOTAL APPROPRIATION. \$83,051,000

3 The appropriations in this section are subject to the following
4 conditions and limitations: \$1,000 of the motor vehicle account—state
5 appropriation is provided solely for implementation of chapter . . .
6 (Engrossed Second Substitute Senate Bill No. 5098), Laws of 2025
7 (weapons restrictions). If chapter . . . (Engrossed Second Substitute
8 Senate Bill No. 5098), Laws of 2025 is not enacted by June 30, 2025,
9 the amount provided in this subsection lapses.

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

12 Carbon Emissions Reduction Account—State
13 Appropriation. \$274,000
14 Motor Vehicle Account—State Appropriation. \$14,885,000
15 Motor Vehicle Account—Federal Appropriation. \$2,604,000
16 Multimodal Transportation Account—State
17 Appropriation. \$1,250,000
18 TOTAL APPROPRIATION. \$19,013,000

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

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

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

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

32 (4) \$930,000 of the motor vehicle account—state appropriation is
33 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) Continue contracting with the Washington state department of
2 fish and wildlife to identify, inventory, and prioritize county-owned
3 fish passage barriers;

4 (b) Partner with the county road administration board to update
5 the road cost factor unit costs used in the calculation of the
6 allocation factor for the county's portion of the motor vehicle fuel
7 tax;

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

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

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

27 The department of transportation, with the assistance of
28 designated staff in the department, must register for the clean fuels
29 credit program and start tracking revenue generation pursuant to
30 chapter 70A.535 RCW for investments funded in an omnibus
31 transportation appropriations act. The omnibus transportation
32 appropriations act anticipates credits for ferry electrification for
33 new hybrid electric vessels, active transportation, transit programs
34 and projects, alternative fuel infrastructure, connecting
35 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. \$3,600,000

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

6 (1) \$3,600,000 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) \$1,300,000 is for generator and electrical replacement,
11 including reappropriations;

12 (d) \$580,000 is for pavement surface improvements, including
13 reappropriations;

14 (e) \$120,000 is for vehicle identification number inspection
15 shelters; and

16 (f) \$300,000 is for an exterior preservation reappropriation.

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

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

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

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

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

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

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

33 TOTAL APPROPRIATION. \$93,251,000

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

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

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

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

12	Motor Vehicle Account—State Appropriation.	\$20,158,000
13	Move Ahead WA Account—State Appropriation.	\$17,687,000
14	TOTAL APPROPRIATION.	\$37,845,000

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

17 (1) (a) \$8,687,000 of the move ahead WA account—state
18 appropriation is provided solely for the department to improve its
19 ability to keep facility assets in a state of good repair. In using
20 the funds appropriated in this subsection, the department, with
21 periodic reporting to the joint transportation committee, must
22 continue to develop and implement a prioritization of facility
23 capital preservation needs and repair projects. The legislature
24 intends these to be reasonable, forward-thinking investments that
25 consider potential future space efficiency measures and
26 consolidations, including those assessed as having high commercial
27 value and potential returns to state transportation funds associated
28 with the sale of the property. Prioritization must be based on, but
29 not limited to, the following criteria: (i) Employee safety and
30 facility security; (ii) state and federal regulatory and statutory
31 requirements and compliance issues, including clean buildings
32 requirements; (iii) quality of work issues; (iv) facility condition
33 assessment evaluations and scoring; (v) asset preservation; and (vi)
34 amount of operational support provided by the facility to the
35 achievement of the department's performance measures and outcomes,
36 including facility utilization based on field operations work
37 supported at the location. "Field operations" includes maintenance,
38 transportation operations, materials testing, and construction.

1 (b) In using the funds appropriated in this subsection, the
2 department must utilize the prioritization of facility capital
3 preservation needs and repair projects used in developing the
4 2025-2027 fiscal biennium agency budget submittal.

5 (c) By September 1, 2025, and September 1, 2026, the department
6 must provide a report based on the prioritization of facility
7 preservation needs and repair projects developed pursuant to (a) of
8 this subsection to the office of financial management and the
9 transportation committees of the legislature. The report must
10 include: (i) A by-facility ranking based on the criteria implemented;
11 (ii) detailed information on the actions taken in the previous year
12 to address the identified issues and deficiencies; and (iii) the
13 plan, by facility, to address issues and deficiencies for the
14 remainder of the 2025-2027 fiscal biennium and the 2027-2029 fiscal
15 biennium.

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

20 (3) Within existing resources, in consultation with the office of
21 financial management, the department must continue to use criteria
22 for providing building-related capital requests in a comparable
23 format, adjusted where appropriate, to provisions already in use in
24 the omnibus capital appropriations act for building projects,
25 including the C-100 capital request form and other detail
26 requirements for omnibus capital appropriations act building
27 submissions.

28 NEW SECTION. **Sec. 305. FOR THE DEPARTMENT OF TRANSPORTATION—**
29 **IMPROVEMENTS—PROGRAM I**

30	Alaskan Way Viaduct Replacement Project Account—	
31	State Appropriation.	\$7,406,000
32	Carbon Emissions Reduction Account—State	
33	Appropriation.	\$13,331,000
34	Move Ahead WA Account—Private/Local Appropriation. . . .	\$357,916,000
35	Puget Sound Gateway Facility Account—State	
36	Appropriation.	\$88,200,000
37	Transportation Partnership Account—State	
38	Appropriation.	\$8,948,000

1	Motor Vehicle Account—State Appropriation.	\$52,246,000
2	Motor Vehicle Account—Federal Appropriation.	\$487,331,000
3	Coronavirus State Fiscal Recovery Fund—Federal	
4	Appropriation.	\$54,334,000
5	Motor Vehicle Account—Private/Local Appropriation.	\$53,581,000
6	Connecting Washington Account—State Appropriation.	\$1,327,617,000
7	Special Category C Account—State Appropriation.	\$10,637,000
8	Multimodal Transportation Account—State	
9	Appropriation.	\$7,731,000
10	Multimodal Transportation Account—Federal	
11	Appropriation.	\$1,842,000
12	State Route Number 520 Corridor Account—State	
13	Appropriation.	\$1,100,000
14	Interstate 405 and State Route Number 167 Express	
15	Toll Lanes Account—State Appropriation.	\$547,950,000
16	Move Ahead WA Account—State Appropriation.	\$989,213,000
17	Move Ahead WA Account—Federal Appropriation.	\$511,032,000
18	Model Toxics Control Stormwater Account—State.	\$10,563,000
19	TOTAL APPROPRIATION.	\$4,530,978,000

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

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

33 (2) Except as provided otherwise in this section, the entire
34 motor vehicle account—state appropriation and motor vehicle account—
35 federal appropriation are provided solely for the projects and
36 activities listed in LEAP Transportation Document 2025-2 ALL PROJECTS
37 as developed March 24, 2025, Program - Highway Improvements Program
38 (I). Any federal funds gained through efficiencies, adjustments to

1 the federal funds forecast, or the federal funds redistribution
2 process must then be applied to highway and bridge preservation
3 activities.

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

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

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

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

19 (4) The connecting Washington account—state appropriation
20 includes up to \$1,064,239,000 in proceeds from the sale of bonds
21 authorized in RCW 47.10.889.

22 (5) The transportation partnership account—state appropriation
23 includes up to \$3,755,000 in proceeds from the sale of bonds
24 authorized in RCW 47.10.873.

25 (6) The Puget Sound gateway facility account—state appropriation
26 includes up to \$80,000,000 in proceeds from the sale of bonds
27 authorized in RCW 47.10.896.

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

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

37 (9) The legislature continues to prioritize the replacement of
38 the state's aging infrastructure and recognizes the importance of
39 reusing and recycling construction aggregate and recycled concrete

1 materials in our transportation system. To accomplish Washington
2 state's sustainability goals in transportation and in accordance with
3 RCW 70A.205.700, the legislature reaffirms its determination that
4 recycled concrete aggregate and other transportation building
5 materials are natural resource construction materials that are too
6 valuable to be wasted and landfilled, and are a commodity as defined
7 in WAC 173-350-100.

8 (10) (a) \$54,334,000 of the coronavirus state fiscal recovery fund
9 —federal appropriation, \$118,178,000 of the motor vehicle account—
10 federal appropriation, \$796,352,000 of the move ahead WA account—
11 state appropriation, \$112,263,000 of the connecting Washington
12 account—state appropriation, and \$8,621,000 of the motor vehicle
13 account—state appropriation are provided solely for the Fish Passage
14 Barrier Removal project (0BI4001) with the intent of fully complying
15 with the federal *U.S. v. Washington* court injunction by 2030.

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

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

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

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

5 (11) (a) \$344,931,000 of the move ahead WA account—federal
6 appropriation, \$127,504,000 of the move ahead WA account—private/
7 local appropriation, and \$107,753,000 of the move ahead WA account—
8 state appropriation are provided solely for the I-5 Columbia river
9 bridge project (L4000054). The legislature finds that the replacement
10 of the I-5 Columbia river bridge is a project of national
11 significance and is critical for the movement of freight. One span is
12 now more than a century old, at risk for collapse in the event of a
13 major earthquake, and no longer satisfies the needs of commerce and
14 travel. Replacing the aging interstate bridge with a modern,
15 seismically resilient, multimodal structure that provides improved
16 mobility for people, goods, and services is a high priority.
17 Therefore, the legislature intends to support the replacement of the
18 I-5 Columbia river bridge with an investment of \$1,000,000,000 over
19 the 16-year move ahead WA investment program.

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

29 (12) \$136,984,000 of the connecting Washington account—state
30 appropriation, \$1,527,000 of the multimodal transportation account—
31 state appropriation, \$28,103,000 of the motor vehicle account—
32 private/local appropriation, \$262,013,000 of the move ahead WA
33 account—federal appropriation, \$173,193,000 of the move ahead WA
34 account—state appropriation, \$200,000 of the motor vehicle account—
35 state appropriation, \$88,200,000 of the Puget Sound gateway facility
36 account—state appropriation, and \$212,157,000 of the motor vehicle
37 account—federal appropriation are provided solely for the SR 167/SR
38 509 Puget Sound Gateway project (M00600R).

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

3 (b) In making budget allocations to the Puget Sound Gateway
4 project, the department shall implement the project's construction as
5 a single corridor investment. The department shall continue to
6 collaborate with the affected stakeholders as it implements the
7 corridor construction and implementation plan for state route number
8 167 and state route number 509. Specific funding allocations must be
9 based on where and when specific project segments are ready for
10 construction to move forward and investments can be best optimized
11 for timely project completion. Emphasis must be placed on avoiding
12 gaps in fund expenditures for either project.

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

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

19 (ii) Segment 2 of the state route number 167 completion project
20 shared-use path to provide connections to the interchange of state
21 route number 167 at 54th to the intersection of state route number
22 509 and Taylor Way in Tacoma.

23 (13) \$15,988,000 of the connecting Washington account—state
24 appropriation is provided solely for the SR 224/Red Mountain Vicinity
25 Improvement project (L1000291). The department shall provide funding
26 to the city of West Richland to complete the project within the
27 project scope identified by the legislature and within the total
28 amount provided by the legislature. The department shall not amend
29 the project's scope of work to add pavement preservation on state
30 route number 224 from the West Richland city limits to Antinori Road.

31 (14) \$578,139,000 of the connecting Washington account—state
32 appropriation, \$1,100,000 of the state route number 520 corridor
33 account—state appropriation, and \$7,278,000 of the motor vehicle
34 account—private/local appropriation are provided solely for the SR
35 520 Seattle Corridor Improvements - West End project (M00400R) and
36 are subject to the following conditions and limitations:

37 (a) Upon completion of the Montlake Phase of the West End
38 project, the department shall sell or transfer that portion of the
39 property not necessary for transportation purposes, and shall

1 initiate a process to convey or transfer such portion of the surplus
2 property to a subsequent owner.

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

6 (15) \$24,000 of the motor vehicle account—state appropriation and
7 \$304,000 of the motor vehicle account—federal appropriation are
8 provided solely for the SR 900 Safety Improvements project
9 (L2021118). The department must: (a) Work in collaboration with King
10 county and the Skyway coalition to align community assets,
11 transportation infrastructure needs, and initial design for safety
12 improvements along state route number 900; and (b) work with the
13 Skyway coalition to lead community planning engagement and active
14 transportation activities.

15 (16) \$17,500,000 of the motor vehicle account—federal
16 appropriation is provided solely for a federal fund exchange pilot
17 program. The pilot program must allow exchanges of federal surface
18 transportation block grant population funding and state funds at an
19 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
20 The projects receiving the exchanged federal funds must adhere to all
21 federal requirements, including the applicable disadvantaged business
22 enterprise goals. The entirety of the appropriation in this
23 subsection must be held in unallotted status until surface
24 transportation block grant population funding has been offered to the
25 state, and the department determines that a federalized project or
26 projects funded in this section is eligible to spend the surface
27 transportation block grant population funding. \$7,125,000 from
28 existing state appropriations identified elsewhere within this
29 section are available to be used as part of the exchange. Upon
30 determination that a project or projects funded in this section is
31 eligible to spend the offered surface transportation block grant
32 population funding, state funds appropriated in this section for the
33 eligible state project or projects in an amount equal to 100 percent
34 of the offered surface transportation block grant population funding
35 must be placed in unallotted status. The legislature intends to
36 evaluate utilization and efficacy of this program, and if
37 underutilized, the program is intended to not continue into future
38 biennia.

1 (17) \$5,030,000 of the multimodal transportation account—state
 2 appropriation and \$1,842,000 of the multimodal transportation account
 3 —federal appropriation are provided solely for the department to
 4 develop and implement a technology-based truck parking availability
 5 system along the Interstate 5 corridor in partnership with Oregon
 6 state and California state to maximize utilization of existing truck
 7 parking capacity and deliver real-time parking availability
 8 information to truck drivers (L1000375). The department may use a
 9 portion of the appropriation in this subsection for grant proposal
 10 development and as state match funding for technology-based truck
 11 parking availability system federal grant applications. The
 12 department must update the transportation committees of the
 13 legislature on agency activities and their status by December 1,
 14 2026.

15 (18) \$25,000,000 of the connecting Washington account—state
 16 appropriation is provided solely for project design continuation
 17 (PDCOSTS). If chapter . . . , Laws of 2025 (Substitute Senate Bill No.
 18 5160) is enacted by June 30, 2025, the amount provided in this
 19 subsection lapses.

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

25 NEW SECTION. **Sec. 306. FOR THE DEPARTMENT OF TRANSPORTATION—**
 26 **PRESERVATION—PROGRAM P**

27	Move Ahead WA Account—State Appropriation.	\$154,883,000
28	Recreational Vehicle Account—State Appropriation.	\$751,000
29	Motor Vehicle Account—State Appropriation.	\$62,975,000
30	Motor Vehicle Account—Federal Appropriation.	\$600,864,000
31	Motor Vehicle Account—Private/Local Appropriation.	\$7,935,000
32	Connecting Washington Account—State Appropriation.	\$41,159,000
33	State Route Number 520 Corridor Account—State	
34	Appropriation.	\$7,924,000
35	Tacoma Narrows Toll Bridge Account—State	
36	Appropriation.	\$1,871,000
37	Alaskan Way Viaduct Replacement Project Account—	
38	State Appropriation.	\$5,376,000

1	Interstate 405 and State Route Number 167 Express	
2	Toll Lanes Account—State Appropriation.	\$9,648,000
3	Transportation Partnership Account—State	
4	Appropriation.	\$10,000,000
5	TOTAL APPROPRIATION.	\$903,386,000

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

8 (1) Except as provided otherwise in this section, the entire
9 motor vehicle account—state appropriation and motor vehicle account—
10 federal appropriation are provided solely for the projects and
11 activities listed in LEAP Transportation Document 2025-2 ALL PROJECTS
12 as developed March 24, 2025, Program - Highway Preservation Program
13 (P). Any federal funds gained through efficiencies, adjustments to
14 the federal funds forecast, or the federal funds redistribution
15 process must then be applied to highway and bridge preservation
16 activities.

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

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

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

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

32 (3) \$6,000,000 of the motor vehicle account—state appropriation
33 is provided solely for extraordinary costs incurred from litigation
34 awards, settlements, or dispute mitigation activities not eligible
35 for funding from the self-insurance fund (L2000290). The amount
36 provided in this subsection must be held in unallotted status until
37 the department submits a request to the office of financial
38 management that includes documentation detailing litigation-related
39 expenses. The office of financial management may release the funds

1 only when it determines that all other funds designated for
2 litigation awards, settlements, and dispute mitigation activities
3 have been exhausted.

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

11 (5) The legislature continues to prioritize the replacement of
12 the state's aging infrastructure and recognizes the importance of
13 reusing and recycling construction aggregate and recycled concrete
14 materials in our transportation system. To accomplish Washington
15 state's sustainability goals in transportation and in accordance with
16 RCW 70A.205.700, the legislature reaffirms its determination that
17 recycled concrete aggregate and other transportation building
18 materials are natural resource construction materials that are too
19 valuable to be wasted and landfilled, and are a commodity as defined
20 in WAC 173-350-100.

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

25 (7) \$17,500,000 of the motor vehicle account—federal
26 appropriation is provided solely for a federal fund exchange pilot
27 program. The pilot program must allow exchanges of federal surface
28 transportation block grant population funding and state funds at an
29 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
30 The projects receiving the exchanged federal funds must adhere to all
31 federal requirements, including the applicable disadvantaged business
32 enterprise goals. The entirety of the appropriation in this
33 subsection must be held in unallotted status until surface
34 transportation block grant population funding has been offered to the
35 state and the department determines that a federalized project or
36 projects funded in this section is eligible to spend the surface
37 transportation block grant population funding. \$7,125,000 from
38 existing state appropriations identified elsewhere within this
39 section are available to be used as part of the exchange. Upon
40 determination that a project or projects funded in this section is

1 eligible to spend the offered surface transportation block grant
2 population funding, state funds appropriated in this section for the
3 eligible state project or projects in an amount equal to 100 percent
4 of the offered surface transportation block grant population funding
5 must be placed in unallotted status. The legislature intends to
6 evaluate utilization and efficacy of this program, and if
7 underutilized, the program is intended to not continue into future
8 biennia.

9 (8) The appropriations in this section include funding for the
10 following projects:

- 11 (a) SR 525 Bridge Replacement - Mukilteo;
- 12 (b) SR 4/Abernathy Creek Br - Replace Bridge;
- 13 (c) SR 155/Omak Bridge Rehabilitation;
- 14 (d) SR 243 Pavement Preservation and Shoulder Rebuild; and
- 15 (e) SR 104/Port Angeles Graving Dock Settlement and Remediation.

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

21 (10) The department may not proceed with construction of the US
22 195/Colfax North Fork Palouse River - Replace Bridges project during
23 the 2025-2027 fiscal biennium. The legislature intends for the
24 project to be delayed until the 2029-2031 fiscal biennium.

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

27	Motor Vehicle Account—State Appropriation.	\$5,845,000
28	Motor Vehicle Account—Federal Appropriation.	\$8,374,000
29	Motor Vehicle Account—Private/Local Appropriation.	\$635,000
30	TOTAL APPROPRIATION.	\$14,854,000

31 The appropriations in this section are subject to the following
32 conditions and limitations: \$5,621,000 of the motor vehicle account—
33 state appropriation, \$6,500,000 of the motor vehicle account—federal
34 appropriation, and \$635,000 of the motor vehicle account—private/
35 local appropriation are provided solely for Programmatic Investment
36 for Traffic Operations Capital projects (000005Q). By December 15th
37 of each odd-numbered year, the department shall provide a report to

1 the legislature listing all traffic operations capital project
2 investments completed in the prior fiscal biennium.

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

5 Carbon Emissions Reduction Account—State Appropriation.	\$190,031,000
6 Multimodal Transportation Account—State Appropriation. .	\$24,801,000
7 Regional Mobility Grant Program Account—State	
8 Appropriation.	\$135,229,000
9 TOTAL APPROPRIATION.	\$350,061,000

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

12 (1) Except as provided otherwise in this section, the entire
13 appropriations in this section are provided solely for the projects
14 and activities as listed by project and amount in LEAP Transportation
15 Document 2025-2 ALL PROJECTS as developed March 24, 2025, Program -
16 Public Transportation Program (V).

17 (2) (a) \$135,229,000 of the regional mobility grant program
18 account—state appropriation is provided solely for regional mobility
19 grant projects. Of the amounts provided in this subsection,
20 \$58,447,000 is for the reappropriation of amounts provided for this
21 purpose in the 2023-2025 fiscal biennium. The department shall review
22 all projects receiving grant awards under this program at least
23 semiannually to determine whether the projects are making
24 satisfactory progress. Any project that has been awarded funds, but
25 does not report activity on the project within one year of the grant
26 award, must be reviewed by the department to determine whether the
27 grant should be terminated. The department shall promptly close out
28 grants when projects have been completed, and any remaining funds
29 must be used only to fund projects identified in the LEAP
30 transportation document referenced in this section. The department
31 shall provide annual status reports on December 15, 2025, and
32 December 15, 2026, to the office of financial management and the
33 transportation committees of the legislature regarding the projects
34 receiving the grants. A grantee may not receive more than 25 percent
35 of the amount appropriated in this subsection unless all other
36 funding is awarded. Additionally, when allocating funding for the
37 2027-2029 fiscal biennium, no more than 30 percent of the total grant

1 program may directly benefit or support one grantee unless all other
2 funding is awarded.

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

7 (c) For purposes of this subsection:

8 (i) "Private transportation provider" means an auto
9 transportation company regulated under chapter 81.68 RCW; a passenger
10 charter carrier regulated under chapter 81.70 RCW, except marked or
11 unmarked stretch limousines and stretch sport utility vehicles as
12 defined under department of licensing rules; a private nonprofit
13 transportation provider regulated under chapter 81.66 RCW; or a
14 private employer transportation service provider; and

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

18 (d) During the 2025-2027 fiscal biennium, the department shall
19 consider applications submitted by regional transportation planning
20 organizations and metropolitan planning organizations for the
21 regional mobility grant program funding in the 2027-2029 fiscal
22 biennium.

23 (e) If savings are realized from the underspending or
24 cancellation of projects appropriated in this section, the department
25 may advance any project or projects listed in the "2025-2027 Regional
26 Mobility Grant Program Prioritized Project" list. The funding of any
27 project or projects chosen to be advanced is subject to approval by
28 the office of financial management and the transportation committees
29 of the legislature.

30 (3) \$11,635,000 of the carbon emissions reduction account—state
31 appropriation is provided solely for move ahead WA tribal transit
32 grant projects. Of the amounts provided in this subsection,
33 \$1,635,000 is for the reappropriation of amounts provided for this
34 purpose in the 2023-2025 fiscal biennium. \$100,000 of the amount
35 provided in this subsection may be used for program administration
36 and staffing. By December 1, 2026, the department must submit a
37 prioritized list to the office of financial management and the
38 transportation committees of the legislature of new projects totaling
39 no more than \$5,762,000.

1 (4) \$7,758,000 of the carbon emissions reduction account—state
2 appropriation is reappropriated and provided solely for additional
3 bus and bus facility projects. Of the amounts provided in this
4 subsection, \$1,467,000 is for Kitsap Transit for inductive charging
5 units for transit centers (BU232506), \$1,891,000 is for Twin Transit
6 for zero-emission vehicle acquisition (BU232505), and \$4,400,000 is
7 for C-TRAN for Highway 99 BRT hydrogen fuel cell buses (BU232507).

8 (5) \$11,800,000 of the carbon emissions reduction account—state
9 appropriation is reappropriated and provided solely for the following
10 projects:

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

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

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

15 (d) King County Metro South Annex Base - Electrification Elements
16 (L4000174).

17 (6) \$7,442,000 of the carbon emissions reduction account—state
18 appropriation is reappropriated and provided solely for additional
19 green transportation capital projects. Of the amounts provided in
20 this subsection, \$1,000,000 is for the Jefferson Transit - Electric
21 Bus Replacement project (GT23250A), \$1,023,000 is for the Pacific
22 Transit - Electrification of the Paratransit Fleet project
23 (GT23250C), \$3,795,000 is for the C-TRAN - Hydrogen Fueling Station
24 Infrastructure project (GT23250D), and \$1,623,000 is for the Island
25 Transit - Fleet Expansion project (GT23250E).

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

28	Carbon Emissions Reduction Account—State	
29	Appropriation.	\$295,553,000
30	Move Ahead WA Account—State Appropriation.	\$47,529,000
31	Puget Sound Capital Construction Account—State	
32	Appropriation.	\$384,486,000
33	Puget Sound Capital Construction Account—Federal	
34	Appropriation.	\$25,185,000
35	Transportation Partnership Account—State	
36	Appropriation.	\$5,395,000
37	Connecting Washington Account—State Appropriation.	\$8,424,000
38	Capital Vessel Replacement Account—State	

1	Appropriation.	\$80,000,000
2	TOTAL APPROPRIATION.	\$846,572,000

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

5 (1) Except as provided otherwise in this section, the entire
6 appropriations in this section are provided solely for the projects
7 and activities as listed in LEAP Transportation Document 2025-2 ALL
8 PROJECTS as developed March 24, 2025, Program - Washington State
9 Ferries Capital Program (W).

10 (2) \$5,000,000 of the Puget Sound capital construction account—
11 state appropriation is provided solely for emergency capital repair
12 costs (999910K). Funds may only be spent after approval by the office
13 of financial management.

14 (3) The legislature intends to align funding of vessel
15 conversions (L1000339) pursuant to decisions and negotiation outcomes
16 of the governor and relevant parties.

17 (4) The legislature intends to reassess funding for Bainbridge
18 Island terminal electrification based on progression of the
19 electrification program and future recommendations of the department.

20 (5) The appropriations in this section include savings assumed
21 under section 719 of this act. By October 15, 2026, Washington state
22 ferries must report to the transportation committees of the
23 legislature and the office of financial management any estimated
24 savings, efficiencies realized, and recommendations for further
25 improvements.

26 (6) \$6,000,000 of the Puget Sound capital construction account—
27 state appropriation is provided solely for modernization of the
28 ticketing and reservation system (990052C). The department must
29 prioritize integration of ORCA payment, Good to Go! payment, and
30 mobile payment platforms into the new system at the earliest possible
31 phase.

32 (7) The department may, subject to the conditions in this
33 subsection, enter into one or more financing contracts pursuant to
34 chapter 39.94 RCW through the state treasurer's lease-purchase
35 program for the purpose of securing hybrid electric vessels for the
36 Washington state ferry system. The department may use funds
37 appropriated for the hybrid vessel procurement program (L2021073),
38 for not more than the principal amounts necessary, plus financing
39 expenses and required reserves if any. Expenditures made by the

1 department for the indicated purposes before the issuance date of the
2 authorized financing contract and any certificates of participation
3 in the financing contract may be reimbursed from proceeds of the
4 financing contract and any certificates of participation in the
5 financing contract to the extent provided in the department's
6 financing plan approved by the state finance committee.

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

9	Carbon Emissions Reduction Account—State	
10	Appropriation.	\$88,019,000
11	Essential Rail Assistance Account—State	
12	Appropriation.	\$1,518,000
13	Motor Vehicle Account—State Appropriation.	\$316,000
14	Motor Vehicle Fund—Private/Local Appropriation.	\$326,000
15	Move Ahead WA Flexible Account—State Appropriation.	\$18,731,000
16	Transportation Infrastructure Account—State	
17	Appropriation.	\$7,193,000
18	Multimodal Transportation Account—State	
19	Appropriation.	\$79,468,000
20	Multimodal Transportation Account—Federal	
21	Appropriation.	\$113,163,000
22	TOTAL APPROPRIATION.	\$308,734,000

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 appropriations in this section are provided solely for the projects
27 and activities as listed by project and amount in LEAP Transportation
28 Document 2025-2 ALL PROJECTS as developed March 24, 2025, Program -
29 Rail Program (Y).

30 (2) \$1,500,000 of the transportation infrastructure account—state
31 appropriation is provided solely for new low-interest loans approved
32 by the department through the freight rail investment bank (FRIB)
33 program identified in the LEAP transportation document referenced in
34 subsection (1) of this section.

35 (3) \$6,899,000 of the multimodal transportation account—state
36 appropriation is provided solely for new statewide emergent freight
37 rail assistance projects identified in the LEAP transportation
38 document referenced in subsection (1) of this section.

1 (4) \$10,000,000 of the carbon emissions reduction account—state
2 appropriation is provided solely for state match contributions for
3 the federal corridor identification program for a new ultra high-
4 speed ground transportation corridor (L2021074). The department must
5 provide periodic grant application updates to the transportation
6 committees of the legislature.

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

9 Carbon Emissions Reduction Account—State

10	Appropriation.	\$311,052,000
11	Freight Mobility Investment Account—State	
12	Appropriation.	\$17,917,000
13	Freight Mobility Multimodal Account—State	
14	Appropriation.	\$23,752,000
15	Highway Infrastructure Account—State Appropriation. . . .	\$1,152,000
16	Highway Infrastructure Account—Federal Appropriation	
17	\$1,500,000
18	Move Ahead WA Account—State Appropriation.	\$190,080,000
19	Move Ahead WA Flexible Account—State Appropriation. . . .	\$49,500,000
20	Motor Vehicle Account—State Appropriation.	\$38,300,000
21	Motor Vehicle Account—Federal Appropriation.	\$106,461,000
22	Motor Vehicle Account—Private/Local Appropriation. . . .	\$75,000,000
23	Connecting Washington Account—State Appropriation. . . .	\$131,252,000
24	Multimodal Transportation Account—State	
25	Appropriation.	\$114,740,000
26	TOTAL APPROPRIATION.	\$1,060,706,000

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

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

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

37 (a) \$38,380,000 of the multimodal transportation account—state
38 appropriation and \$43,372,000 of the carbon emissions reduction

1 account—state appropriation are provided solely for pedestrian and
2 bicycle safety program projects (L2000188 and L1000335). Of the
3 amount of climate active transportation account funds appropriated in
4 this subsection, up to one percent may be used for program
5 administration and staffing.

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

14 (c) For future rounds of grant selection, the department must
15 reevaluate the criteria to increase geographic diversity of
16 jurisdictions consistent with the requirements of the healthy
17 environment for all (HEAL) act.

18 (3) The department shall submit a report to the transportation
19 committees of the legislature by December 1, 2025, and December 1,
20 2026, on the status of projects funded as part of the pedestrian
21 safety/safe routes to school grant program and the Sandy Williams
22 connecting communities grant program.

23 (4) \$22,000,000 of the motor vehicle account—state appropriation
24 is provided solely for a federal fund exchange pilot program. The
25 pilot program will allow exchanges of federal surface transportation
26 block grant population funding and state funds at an exchange rate of
27 95 cents in state funds per \$1.00 in federal funds. The entirety of
28 the appropriation in this subsection must be held in unallotted
29 status until: Surface transportation block grant population funding
30 has been offered to the state, the department determines that a
31 federalized project or projects funded in section 305 or 306 of this
32 act, is eligible to spend the surface transportation block grant
33 population funding, and state funds appropriated in section 305 or
34 306 of this act, for the eligible state project or projects in an
35 amount equal to 100 percent of the offered surface transportation
36 block grant population funding have been placed in unallotted status.
37 A report on the effectiveness of the exchange program, the total
38 estimated cost of program administration, and recommendations for
39 continuing the pilot program is due to the governor and

1 transportation committees of the legislature by December 1, 2026. The
2 department may issue additional calls for projects with any remaining
3 funds provided in this subsection. The legislature intends to
4 evaluate utilization and efficacy of this program, and if
5 underutilized, the program is intended not to continue into future
6 biennia.

7 (5) \$33,200,000 of the carbon emissions reduction account—state
8 appropriation is provided solely for the Sandy Williams connecting
9 communities pilot program (L1000308) to deliver projects to reconnect
10 communities that have been bifurcated by state highways. Priority
11 must be given to historically marginalized or overburdened
12 communities. The department may consult with the Cooper Jones active
13 transportation safety council to identify geographic locations where
14 there are high incidences of serious injuries and fatalities of
15 active transportation users among vulnerable populations.

16 (6) \$500,000 of the multimodal transportation account—state
17 appropriation is provided solely for the department to award grants
18 to local jurisdictions to implement network-wide traffic conflict
19 screening programs using video analytics in controlled intersections
20 with a disproportionate number of traffic violations and injuries to
21 active transportation users (L2021149). Grants must be awarded
22 proportionally across the state and include controlled intersections
23 in both urban and rural environments and along state highways and
24 county roads. Grant recipients must report back to the department all
25 traffic violation and active transportation facility data acquired
26 during the grant period and provide the department with appropriate
27 next steps for the state and the local jurisdiction to improve
28 traffic safety for active transportation users in such intersections.
29 The department must report such findings and recommendations to the
30 transportation committees of the legislature by December 1, 2025.

31 (7) (a) \$10,568,000 of the carbon emissions reduction account—
32 state appropriation is provided solely for the department to continue
33 providing rebates to qualifying persons who purchase e-bikes and
34 qualifying equipment and services from a qualifying retailer in
35 accordance with rebate program qualification, application, retailer,
36 and reimbursement requirements under section 310(16)(a), chapter 472,
37 Laws of 2023. Of this amount, \$4,000,000 is for rebate amounts as
38 described under (a)(i) of this subsection and \$3,000,000 is for
39 rebate amounts as described under (a)(ii) of this subsection.

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

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

8 (b) Of the amounts provided in this subsection (7), \$3,568,000 of
9 the carbon emissions reduction account—state appropriation is
10 provided solely for the department to continue its e-bike lending
11 library and ownership grant program in accordance with program
12 requirements under section 310(16)(b), chapter 472, Laws of 2023.

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

16 (8) The entire freight mobility investment account—state
17 appropriation and the entire freight mobility multimodal account—
18 state appropriation are provided solely for freight mobility
19 strategic investment board projects listed in the LEAP transportation
20 document referenced in subsection (1) of this section.

21 (9) \$2,000,000 of the move ahead WA flexible account—state
22 appropriation is provided solely for bicycle and pedestrian
23 improvements for cities hosting 2026 World Cup activities. Of the
24 amount provided in this subsection, \$1,000,000 is for the city of
25 Seattle, and up to \$110,000 is for each of the nine cities across
26 Washington hosting fan zones. Funding must be used for temporary or
27 permanent improvements or strategies that will improve bicycle and
28 pedestrian access, pedestrian and bicycle safety, and active
29 transportation utilization of streets near or connecting to areas
30 where large groups of people will gather for World Cup festivities.
31 Local agencies must submit plans to the department for review by
32 December 1, 2025, and all improvements must be implemented by June 1,
33 2026.

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

36 As part of its annual budget submittal, the department of
37 transportation shall provide an update to the report provided to the

1 legislature in the prior fiscal year in a manner consistent with past
2 practices as specified in section 312, chapter 333, Laws of 2021.

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

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

10 NEW SECTION. **Sec. 314. NOTIFICATION REQUIREMENTS FOR PAUSES AND**
11 **CANCELLATIONS**

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

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

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

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

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

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

3 (1) The federal grant programs it has applied for; and

4 (2) The federal competitive grant programs it could have applied
5 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.	\$3,194,000
8	Connecting Washington Account—State Appropriation.	\$14,273,000
9	Special Category C Account—State Appropriation.	\$644,000
10	Puget Sound Gateway Facility Account—State	
11	Appropriation.	\$350,000
12	Highway Bond Retirement Account—State Appropriation.	\$1,584,812,000
13	Transportation Improvement Board Bond Retirement	
14	Account—State Appropriation.	\$5,619,000
15	Nondebt-Limit Reimbursable Bond Retirement Account—	
16	State Appropriation.	\$28,212,000
17	Toll Facility Bond Retirement Account—State	
18	Appropriation.	\$88,842,000
19	Interstate 405 and State Route Number 167 Express	
20	Toll Lanes Account—State Appropriation.	\$1,877,000
21	TOTAL APPROPRIATION.	\$1,727,823,000

22 NEW SECTION. **Sec. 402. FOR THE STATE TREASURER—BOND RETIREMENT**
23 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
24 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**

25	Toll Facility Bond Retirement Account—State	
26	Appropriation.	\$39,742,000

27 NEW SECTION. **Sec. 403. FOR THE STATE TREASURER—BOND RETIREMENT**
28 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
29 **BOND SALE EXPENSES AND FISCAL AGENT CHARGES**

30	Transportation Partnership Account—State	
31	Appropriation.	\$639,000
32	Connecting Washington Account—State Appropriation.	\$2,854,000
33	Puget Sound Gateway Facility Account—State	
34	Appropriation.	\$450,000
35	Interstate 405 and State Route Number 167 Express	
36	Toll Lanes Account—State Appropriation.	\$375,000

1 TOTAL APPROPRIATION. \$4,318,000

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

3 **FOR DISTRIBUTION**

4 Motor Vehicle Account—State Appropriation: For motor

5 vehicle fuel tax statutory distributions to

6 cities and counties. \$443,860,000

7 Multimodal Transportation Account—State

8 Appropriation: For distribution to cities and

9 counties. \$26,786,000

10 Motor Vehicle Account—State Appropriation: For

11 distribution to cities and counties. \$23,438,000

12 TOTAL APPROPRIATION. \$494,084,000

13 NEW SECTION. **Sec. 405. FOR THE STATE TREASURER—TRANSFERS**

14 Motor Vehicle Account—State Appropriation: For motor

15 vehicle fuel tax refunds and statutory

16 transfers. \$1,877,014,000

17 NEW SECTION. **Sec. 406. FOR THE DEPARTMENT OF LICENSING—**

18 **TRANSFERS**

19 Motor Vehicle Account—State Appropriation: For motor

20 vehicle fuel tax refunds and transfers. \$206,302,000

21 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—ADMINISTRATIVE**

22 **TRANSFERS**

23 (1) (a) Transportation Partnership Account—State

24 Appropriation: For transfer to the Move Ahead WA

25 Account—State. \$603,000,000

26 (b) The amount transferred in this subsection represents proceeds

27 from the sale of bonds authorized in RCW 47.10.873. Transfers under

28 this subsection are deemed for projects or improvements identified as

29 transportation partnership projects or improvements for purposes of

30 RCW 47.10.873. Appropriations in the amount of this transfer are made

31 in this act to reflect proceeds from the sale of bonds authorized in

32 RCW 47.10.873.

33 (2) Transportation Partnership

34 Account—State Appropriation: For transfer to the

35 Tacoma Narrows Toll Bridge Account—State. \$4,436,000

1 (3) Transportation Partnership
2 Account—State Appropriation: For transfer to the
3 Move Ahead WA Account—State. \$29,000,000
4 (4) (a) Connecting Washington Account—State
5 Appropriation: For transfer to the Move Ahead WA
6 Account—State. \$330,000,000
7 (b) The amount transferred in this subsection represents proceeds
8 from the sale of bonds authorized in RCW 47.10.889. Transfers under
9 this subsection are deemed for projects or improvements identified as
10 connecting Washington projects or improvements for purposes of RCW
11 47.10.889. Appropriations in the amount of this transfer are made in
12 this act to reflect proceeds from the sale of bonds authorized in RCW
13 47.10.889.
14 (5) Move Ahead WA Account—State Appropriation:
15 For transfer to the Puget Sound Capital Construction
16 Account—State. \$105,000,000
17 (6) Move Ahead WA Account—State
18 Appropriation: For transfer to the Motor Vehicle
19 Account—State. \$55,000,000
20 (7) Move Ahead WA Account—State
21 Appropriation: For transfer to the Puget Sound Ferry
22 Operations Account—State. \$172,000,000
23 (8) Move Ahead WA Account—State Appropriation:
24 For transfer to the State Patrol Highway
25 Account—State. \$136,000,000
26 (9) Move Ahead WA Flexible Account—State
27 Appropriation: For transfer to the Move Ahead
28 WA Account—State. \$195,000,000
29 (10) Pilotage Account—State Appropriation:
30 For transfer to the Multimodal Transportation
31 Account—State. \$320,000
32 (11) Transportation Infrastructure Account—State
33 Appropriation: For transfer to the
34 Multimodal Transportation Account—State. \$9,000,000
35 (12) Regional Mobility Grant Program Account—State
36 Appropriation: For transfer to the Multimodal
37 Transportation Account—State. \$8,000,000
38 (13) Electric Vehicle Account—State
39 Appropriation: For transfer to Move Ahead WA

1 Flexible Account—State. \$3,600,000
2 (14) Special Category C Account—State
3 Appropriation: For transfer to the
4 Move Ahead WA Account—State. \$40,000,000
5 (15) (a) Alaskan Way Viaduct Replacement Project
6 Account—State Appropriation: For transfer to the
7 Transportation Partnership Account—State. \$22,896,000
8 (b) The amount transferred in this subsection represents
9 repayment of debt service incurred for the construction of the SR 99/
10 Alaskan Way Viaduct Replacement project (809936Z).
11 (16) Transportation 2003 Account (Nickel Account)—State
12 Appropriation: For transfer to the
13 Move Ahead WA Account—State. \$29,000,000
14 (17) Multiuse Roadway Safety Account—State
15 Appropriation: For transfer to the Motor
16 Vehicle Account—State. \$2,000,000
17 (18) Highway Safety Account—State Appropriation:
18 For transfer to the State Patrol Highway
19 Account—State. \$48,000,000
20 (19) Motor Vehicle Account—State Appropriation:
21 For transfer to the County Arterial Preservation
22 Account—State. \$4,844,000
23 (20) Motor Vehicle Account—State Appropriation:
24 For transfer to the Freight Mobility Investment
25 Account—State. \$8,511,000
26 (21) Motor Vehicle Account—State
27 Appropriation: For transfer to the Rural Arterial
28 Trust Account—State. \$4,844,000
29 (22) Motor Vehicle Account—State
30 Appropriation: For transfer to the Transportation
31 Improvement Account—State. \$9,688,000
32 (23) Puget Sound Ferry Operations Account—State
33 Appropriation: For transfer to the Puget Sound Capital
34 Construction Account—State. \$115,315,000
35 (24) State Route Number 520 Civil Penalties
36 Account—State Appropriation: For transfer to the Motor
37 Vehicle Account—State. \$3,000,000
38 (25) State Route Number 520 Civil Penalties

1 Account—State Appropriation: For transfer to the
2 State Route Number 520 Corridor Account—State. \$1,752,000
3 (26) Multimodal Transportation Account—State
4 Appropriation: For transfer to the Move Ahead WA
5 Account—State. \$18,000,000
6 (27) Multimodal Transportation Account—State
7 Appropriation: For transfer to the Move Ahead WA
8 Flexible Account—State. \$3,770,000
9 (28) Multimodal Transportation Account—State
10 Appropriation: For transfer to the Puget Sound
11 Ferry Operations Account—State. \$64,000,000
12 (29) Multimodal Transportation Account—State
13 Appropriation: For transfer to the Complete Streets
14 Grant Program Account—State. \$14,670,000
15 (30) Multimodal Transportation Account—State
16 Appropriation: For transfer to the Freight Mobility
17 Multimodal Account—State. \$8,511,000
18 (31) Multimodal Transportation Account—State
19 Appropriation: For transfer to the Puget Sound Capital
20 Construction Account—State. \$130,000,000
21 (32) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Regional Mobility
23 Grant Program Account—State. \$27,679,000
24 (33) Multimodal Transportation Account—State
25 Appropriation: For transfer to the Rural Mobility
26 Grant Program Account—State. \$12,223,000
27 (34) Multimodal Transportation Account—State
28 Appropriation: For transfer to the State Patrol
29 Highway Account—State. \$23,000,000
30 (35) Carbon Emissions Reduction Account—State
31 Appropriation: For transfer to the Puget Sound Ferry
32 Operations Account—State. \$4,200,000
33 (36) (a) General Fund Account—State
34 Appropriation: For transfer to the State Patrol Highway
35 Account—State. \$625,000
36 (b) The state treasurer shall transfer the funds under this
37 subsection only after receiving notification from the Washington
38 state patrol under section 207 of this act.

(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 (1) 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 and funding is provided in this act for
13 agreement with the following organizations:

- 14 (a) Washington federation of state employees, general government;
- 15 (b) Professional and technical engineers, local 17;
- 16 (c) The coalition of unions;
- 17 (d) Washington state patrol troopers association;
- 18 (e) Washington state patrol lieutenants and captains association;
- 19 (f) Office and professional employees international union local
20 8;
- 21 (g) Ferry agents, supervisors, and project administrators
22 association;
- 23 (h) Service employees international union local 6;
- 24 (i) Pacific Northwest regional council of carpenters;
- 25 (j) Puget Sound metal trades council;
- 26 (k) Marine engineers' beneficial association unlicensed engine
27 room employees;
- 28 (l) Marine engineers' beneficial association licensed engineer
29 officers;
- 30 (m) Marine engineers' beneficial association port engineers;
- 31 (n) Masters, mates, and pilots - mates;
- 32 (o) Masters, mates, and pilots - masters;
- 33 (p) Masters, mates, and pilots - watch center supervisors; and
- 34 (q) Inlandboatmen's union of the Pacific;

35 (2) Expenditures for agreements in this section may also be
36 funded from nonappropriated accounts. If positions are funded with
37 lidded grants or dedicated fund sources with insufficient revenue,
38 additional funding from other sources is not provided.

1 NEW SECTION. **Sec. 503. COMPENSATION—INSURANCE BENEFITS**

2 (1) (a) An agreement was reached for the 2025-2027 fiscal biennium
3 between the governor and the health care coalition under the
4 provisions of chapter 41.80 RCW. Appropriations in this act for state
5 agencies are sufficient to implement the provisions of the 2025-2027
6 collective bargaining agreement.

7 (b) Appropriations for state agencies in this act are sufficient
8 for represented employees outside the coalition and for
9 nonrepresented state employee health benefits.

10 (2) The appropriations for state agencies in this act for
11 benefits provided by the public employees' benefits board are subject
12 to conditions and limitations as provided in the omnibus operating
13 appropriations act.

14 NEW SECTION. **Sec. 504. GENERAL WAGE INCREASES**

15 Appropriations for state agency employee compensation in this act
16 are sufficient to provide general wage increases to state agency
17 employees and employees of institutions of higher education, who are
18 not represented or who bargain under statutory authority other than
19 chapter 41.80 or 47.64 RCW or RCW 41.56.473 or 41.56.475, as
20 described in the omnibus operating appropriations act.

21 NEW SECTION. **Sec. 505. COMPENSATION—PENSION CONTRIBUTIONS**

22 Appropriations in this act for state agencies are adjusted to
23 reflect pension contribution rates adopted by the pension funding
24 council and the law enforcement officers' and firefighters'
25 retirement system plan 2 board and as otherwise provided in the
26 omnibus operating appropriations act.

27 NEW SECTION. **Sec. 506. COMPENSATION—FURLONGHS**

28 Appropriations in this act for state agencies, including
29 institutions of higher education, are reduced for temporary
30 compensation reductions for state government employees as required
31 under chapter . . . (Senate Bill No. 5792), Laws of 2025 (state
32 employee compensation).

(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 24, 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 six-year plan. The department of transportation is expected to use
12 the flexibility provided in this section to assist in the delivery
13 and 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 and 2025-2027 project appropriations, unless otherwise
17 provided in this act, the director of the office of financial
18 management may provide written authorization for a transfer of
19 appropriation authority between projects funded with transportation
20 partnership account appropriations, connecting Washington account
21 appropriations, or move ahead WA account appropriations to manage
22 project spending and efficiently deliver all projects in the
23 respective program under the 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 \$100,000,000;

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 \$50,000,000 per fiscal biennium, and may not total more than the
9 amount identified for a project within the six-year plan;

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

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

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

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

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

39 (5) No fewer than 10 days after the receipt of a project transfer
40 request, the director of the office of financial management must

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

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

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

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

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

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

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

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

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

1 (b) Identifies, for each project, the amount of cost savings or
2 increases in funding that have been identified as compared to the
3 2023 enacted omnibus transportation appropriations act.

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

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

9 The department of transportation shall post on its website every
10 report that is due from the department to the legislature during the
11 2025-2027 fiscal biennium on one web page in a manner consistent with
12 past practices as specified in section 605, chapter 333, Laws of
13 2021.

14 NEW SECTION. **Sec. 606. TRANSIT, BICYCLE, AND PEDESTRIAN**
15 **ELEMENTS REPORTING**

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

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

24 (1) During the 2025-2027 fiscal biennium, while the legislature
25 is not in session, the director of the office of financial management
26 may approve project scope change requests to connecting Washington
27 projects and move ahead WA projects in the highway improvements
28 program, provided that the requests meet the criteria outlined in RCW
29 47.01.480 if a connecting Washington project, and are subject to the
30 limitations in this section.

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

35 (3) Before approval, the office of financial management shall
36 work with legislative staff of the house of representatives and

1 senate transportation committees to review the requested project
2 scope changes.

3 (4) No fewer than 10 days after the receipt of a scope change
4 request, the director of the office of financial management must
5 provide written notification to the department of any decision
6 regarding project scope changes, with copies submitted to the
7 transportation committees of the legislature.

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

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

13 (1) The department of transportation, and any local partner on a
14 project that may receive state funds, must indicate on any
15 application for federal grants for eligible transportation projects,
16 if and when possible, that toll credits may be used to fulfill state
17 and local match requirements for any federal grant award amount.

18 (2) The department of transportation may provide up to \$5,000,000
19 in toll credits to Kitsap transit for its role in delivering capital
20 projects related to Kitsap transit public transportation services
21 including, but not limited to, ferry service. The number of toll
22 credits provided must be equal to, but no more than, the number
23 sufficient to meet federal match requirements for grant funding for
24 passenger-only ferry service, but must not exceed the amount
25 authorized in this section.

(End of part)

NEW SECTION. **Sec. 701. INFORMATION TECHNOLOGY OVERSIGHT**

The following transportation projects are subject to the conditions, limitations, and review provided in section 701 (2) through (12), chapter . . ., Laws of 2025 (Substitute Senate Bill No. 5167) (omnibus operating appropriations act): For the department of transportation: Washington state ferries dispatch system replacement and Washington state ferries ticketing and reservations modernization.

Sec. 702. RCW 36.79.020 and 1997 c 81 s 2 are each amended to read as follows:

There is created in the motor vehicle fund the rural arterial trust account. All moneys deposited in the motor vehicle fund to be credited to the rural arterial trust account shall be expended for (1) the construction and improvement of county rural arterials and collectors, (2) the construction of replacement bridges funded by the federal bridge replacement program on access roads in rural areas, and (3) those expenses of the board associated with the administration of the rural arterial program. During the 2025-2027 fiscal biennium, the rural arterial trust account may also be used for staffing-related expenses of the board, contracting costs, and grants associated with bridge ratings.

Sec. 703. RCW 46.09.540 and 2021 c 333 s 720 are each amended to read as follows:

(1) The multiuse roadway safety account is created in the motor vehicle fund. All receipts from vehicle license fees under RCW 46.17.350(1)(r) must be deposited into the account. Moneys in the account may be spent only after appropriation. Expenditures from the account may be used only for grants administered by the department of transportation to: (a) Counties to perform safety engineering analysis of mixed vehicle use on any road within a county; (b) local governments to provide funding to erect signs providing notice to the motoring public that (i) wheeled all-terrain vehicles are present or (ii) wheeled all-terrain vehicles may be crossing; (c) the state patrol or local law enforcement for purposes of defraying the costs of enforcement of chapter 23, Laws of 2013 2nd sp. sess.; (d) law enforcement to investigate accidents involving wheeled all-terrain

1 vehicles; and (e) during the 2021-2023 biennium grants may be made to
2 counties to (i) enhance or maintain any segment of a road within the
3 county in which the segment has been designated as part of a travel
4 or tourism route for use by wheeled all-terrain vehicles; and (ii)
5 purchase, print, develop, or use educational brochures or mapping
6 technology that aids in the safety and direction of users of wheeled
7 all-terrain vehicle routes.

8 (2) The department of transportation must prioritize grant awards
9 in the following priority order:

10 (a) For the purpose of marking highway crossings with signs
11 warning motorists that wheeled all-terrain vehicles may be crossing
12 when an ORV recreation facility parking lot is on the other side of a
13 public roadway from the actual ORV recreation facility; and

14 (b) For the purpose of marking intersections with signs where a
15 wheeled all-terrain vehicle may cross a public road to advise
16 motorists of the upcoming intersection. Such signs must conform to
17 the manual on uniform traffic control devices.

18 (3) During the 2025-2027 fiscal biennium, the legislature may
19 direct the state treasurer to make transfers of moneys from the
20 multiuse roadway safety account to the motor vehicle account.

21 **Sec. 704.** RCW 46.20.745 and 2023 c 472 s 704 are each amended to
22 read as follows:

23 (1) The ignition interlock device revolving account program is
24 created within the department to assist in covering the monetary
25 costs of installing, removing, and leasing an ignition interlock
26 device, and applicable licensing, for indigent persons who are
27 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
28 ignition interlock device in all vehicles owned or operated by the
29 person. For purposes of this subsection, "indigent" has the same
30 meaning as in RCW 10.101.010, as determined by the department. During
31 the ~~((2021-2023 and))~~ 2023-2025 and 2025-2027 fiscal biennia, the
32 ignition interlock device revolving account program also includes
33 ignition interlock enforcement work conducted by the Washington state
34 patrol.

35 (2) A pilot program is created within the ignition interlock
36 device revolving account program for the purpose of monitoring
37 compliance by persons required to use ignition interlock devices and
38 by ignition interlock companies and vendors.

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

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

7 (a) Review the number of ignition interlock devices that are
8 required to be installed in the targeted county and the number of
9 ignition interlock devices actually installed;

10 (b) Work to identify those persons who are not complying with
11 ignition interlock requirements or are repeatedly violating ignition
12 interlock requirements; and

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

14 (5) As part of monitoring compliance, the Washington traffic
15 safety commission shall also track recidivism for violations of RCW
16 46.61.502 and 46.61.504 by persons required to have an ignition
17 interlock driver's license under RCW 46.20.385 and 46.20.720.

18 **Sec. 705.** RCW 46.68.063 and 2023 c 472 s 706 are each amended to
19 read as follows:

20 The department of licensing technology improvement and data
21 management account is created in the highway safety account. All
22 receipts from fees collected under RCW 46.12.630(5) must be deposited
23 into the account. Expenditures from the account may be used only for
24 investments in technology and data management at the department.
25 During the ((2021-2023 and)) 2023-2025 and 2025-2027 fiscal biennia,
26 the account may also be used for responding to public records
27 requests. Moneys in the account may be spent only after
28 appropriation.

29 **Sec. 706.** RCW 46.68.090 and 2015 3rd sp.s. c 44 s 105 are each
30 amended to read as follows:

31 (1) All moneys that have accrued or may accrue to the motor
32 vehicle fund from the fuel tax must be first expended for purposes
33 enumerated in (a) and (b) of this subsection. The remaining net tax
34 amount must be distributed monthly by the state treasurer in
35 accordance with subsections (2) through (8) of this section.

36 (a) For payment of refunds of fuel tax that has been paid and is
37 refundable as provided by law;

1 (b) For payment of amounts to be expended pursuant to
2 appropriations for the administrative expenses of the offices of
3 state treasurer, state auditor, and the department of licensing of
4 the state of Washington in the administration of the fuel tax, which
5 sums must be distributed monthly.

6 (2) All of the remaining net tax amount collected under RCW
7 82.38.030(1) must be distributed as set forth in (a) through (j) of
8 this subsection.

9 (a) For distribution to the motor vehicle fund an amount equal to
10 44.387 percent to be expended for highway purposes of the state as
11 defined in RCW 46.68.130;

12 (b)(i) For distribution to the special category C account, hereby
13 created in the motor vehicle fund, an amount equal to 3.2609 percent
14 to be expended for special category C projects. Special category C
15 projects are category C projects that, due to high cost only, will
16 require bond financing to complete construction.

17 (ii) The following criteria, listed in order of priority, must be
18 used in determining which special category C projects have the
19 highest priority:

20 (A) Accident experience;

21 (B) Fatal accident experience;

22 (C) Capacity to move people and goods safely and at reasonable
23 speeds without undue congestion; and

24 (D) Continuity of development of the highway transportation
25 network.

26 (iii) Moneys deposited in the special category C account in the
27 motor vehicle fund may be used for payment of debt service on bonds
28 the proceeds of which are used to finance special category C projects
29 under this subsection (2)(b);

30 (iv) During the 2025-2027 fiscal biennium, the legislature may
31 direct the state treasurer to make transfers of moneys from the
32 special category C account to the move ahead WA account;

33 (c) For distribution to the Puget Sound ferry operations account
34 in the motor vehicle fund an amount equal to 2.3283 percent;

35 (d) For distribution to the Puget Sound capital construction
36 account in the motor vehicle fund an amount equal to 2.3726 percent;

37 (e) For distribution to the transportation improvement account in
38 the motor vehicle fund an amount equal to 7.5597 percent;

1 (f) For distribution to the transportation improvement account in
2 the motor vehicle fund an amount equal to 5.6739 percent and expended
3 in accordance with RCW 47.26.086;

4 (g) For distribution to the cities and towns from the motor
5 vehicle fund an amount equal to 10.6961 percent in accordance with
6 RCW 46.68.110;

7 (h) For distribution to the counties from the motor vehicle fund
8 an amount equal to 19.2287 percent: (i) Out of which there must be
9 distributed from time to time, as directed by the department of
10 transportation, those sums as may be necessary to carry out the
11 provisions of RCW 47.56.725; and (ii) less any amounts appropriated
12 to the county road administration board to implement the provisions
13 of RCW 47.56.725(4), with the balance of such county share to be
14 distributed monthly as the same accrues for distribution in
15 accordance with RCW 46.68.120;

16 (i) For distribution to the county arterial preservation account,
17 hereby created in the motor vehicle fund an amount equal to 1.9565
18 percent. These funds must be distributed by the county road
19 administration board to counties in proportions corresponding to the
20 number of paved arterial lane miles in the unincorporated area of
21 each county and must be used for improvements to sustain the
22 structural, safety, and operational integrity of county arterials.
23 The county road administration board must adopt reasonable rules and
24 develop policies to implement this program and to assure that a
25 pavement management system is used. During the 2025-2027 fiscal
26 biennium, the county arterial preservation account may also be used
27 for staffing-related expenses of the board, contracting costs, and
28 grants associated with bridge ratings;

29 (j) For distribution to the rural arterial trust account in the
30 motor vehicle fund an amount equal to 2.5363 percent and expended in
31 accordance with RCW 36.79.020.

32 (3) The remaining net tax amount collected under RCW 82.38.030(2)
33 must be distributed to the transportation 2003 account (nickel
34 account).

35 (4) The remaining net tax amount collected under RCW 82.38.030(3)
36 must be distributed as follows:

37 (a) 8.3333 percent must be distributed to the incorporated cities
38 and towns of the state in accordance with RCW 46.68.110;

39 (b) 8.3333 percent must be distributed to counties of the state
40 in accordance with RCW 46.68.120; and

1 (c) The remainder must be distributed to the transportation
2 partnership account created in RCW 46.68.290.

3 (5) The remaining net tax amount collected under RCW 82.38.030(4)
4 must be distributed as follows:

5 (a) 8.3333 percent must be distributed to the incorporated cities
6 and towns of the state in accordance with RCW 46.68.110;

7 (b) 8.3333 percent must be distributed to counties of the state
8 in accordance with RCW 46.68.120; and

9 (c) The remainder must be distributed to the transportation
10 partnership account created in RCW 46.68.290.

11 (6) The remaining net tax amount collected under RCW 82.38.030
12 (5) and (6) must be distributed to the transportation partnership
13 account created in RCW 46.68.290.

14 (7) The remaining net tax amount collected under RCW 82.38.030
15 (7) and (8) must be distributed to the connecting Washington account
16 created in RCW 46.68.395.

17 (8) Nothing in this section or in RCW 46.68.130 may be construed
18 so as to violate any terms or conditions contained in any highway
19 construction bond issues now or hereafter authorized by statute and
20 whose payment is by such statute pledged to be paid from any excise
21 taxes on fuel.

22 **Sec. 707.** RCW 46.68.280 and 2019 c 416 s 706 are each amended to
23 read as follows:

24 (1) The transportation 2003 account (nickel account) is hereby
25 created in the motor vehicle fund. Money in the account may be spent
26 only after appropriation. Expenditures from the account must be used
27 only for projects or improvements identified as transportation 2003
28 projects or improvements in the omnibus transportation budget and to
29 pay the principal and interest on the bonds authorized for
30 transportation 2003 projects or improvements. Upon completion of the
31 projects or improvements identified as transportation 2003 projects
32 or improvements, moneys deposited in this account must only be used
33 to pay the principal and interest on the bonds authorized for
34 transportation 2003 projects or improvements, and any funds in the
35 account in excess of the amount necessary to make the principal and
36 interest payments may be used for maintenance on the completed
37 projects or improvements.

38 ~~(2) ((During the 2015-2017 fiscal biennium, the legislature may~~
39 ~~transfer from the transportation 2003 account (nickel account) to the~~

1 ~~connecting Washington account such amounts as reflect the excess fund~~
2 ~~balance of the transportation 2003 account (nickel account).~~

3 ~~(3) During the 2017-2019 and the 2019-2021 fiscal biennia, the~~
4 ~~legislature may direct the state treasurer to make transfers of~~
5 ~~moneys in the transportation 2003 account (nickel account) to the~~
6 ~~connecting Washington account, the Puget Sound capital construction~~
7 ~~account, and the Tacoma Narrows toll bridge account.)~~ During the
8 2025-2027 fiscal biennium, the legislature may direct the state
9 treasurer to make transfers of moneys in the transportation 2003
10 account (nickel account) to the move ahead WA account.

11 ~~((4))~~ (3) The "nickel account" means the transportation 2003
12 account.

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

15 (1) The transportation partnership account is hereby created in
16 the motor vehicle account. All distributions to the account from RCW
17 46.68.090 must be deposited into the account. Money in the account
18 may be spent only after appropriation. Expenditures from the account
19 must be used only for projects or improvements identified as 2005
20 transportation partnership projects or improvements in the omnibus
21 transportation appropriations act, including any principal and
22 interest on bonds authorized for the projects or improvements.

23 (2) The legislature finds that:

24 (a) Citizens demand and deserve accountability of transportation-
25 related programs and expenditures. Transportation-related programs
26 must continuously improve in quality, efficiency, and effectiveness
27 in order to increase public trust;

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

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

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

36 (a) "Performance audit" means an objective and systematic
37 assessment of a state agency or agencies or any of their programs,
38 functions, or activities by the state auditor or designee in order to
39 help improve agency efficiency, effectiveness, and accountability.

1 Performance audits include economy and efficiency audits and program
2 audits.

3 (b) "Transportation-related agency" means any state agency,
4 board, or commission that receives funding primarily for
5 transportation-related purposes. At a minimum, the department of
6 transportation, the transportation improvement board or its successor
7 entity, the county road administration board or its successor entity,
8 and the traffic safety commission are considered transportation-
9 related agencies. The Washington state patrol and the department of
10 licensing shall not be considered transportation-related agencies
11 under chapter 314, Laws of 2005.

12 (4) Within the authorities and duties under chapter 43.09 RCW,
13 the state auditor shall establish criteria and protocols for
14 performance audits. Transportation-related agencies shall be audited
15 using criteria that include generally accepted government auditing
16 standards as well as legislative mandates and performance objectives
17 established by state agencies. Mandates include, but are not limited
18 to, agency strategies, timelines, program objectives, and mission and
19 goals as required in RCW 43.88.090.

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

24 (6) The audits may include:

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

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

30 (c) Analysis of gaps and overlaps in programs and services and
31 recommendations for improving, dropping, blending, or separating
32 functions to correct gaps or overlaps;

33 (d) Analysis and recommendations for pooling information
34 technology systems used within the transportation-related agency, and
35 evaluation of information processing and telecommunications policy,
36 organization, and management;

37 (e) Analysis of the roles and functions of the transportation-
38 related agency, its programs, and its services and their compliance
39 with statutory authority and recommendations for eliminating or

1 changing those roles and functions and ensuring compliance with
2 statutory authority;

3 (f) Recommendations for eliminating or changing statutes, rules,
4 and policy directives as may be necessary to ensure that the
5 transportation-related agency carry out reasonably and properly those
6 functions vested in the agency by statute;

7 (g) Verification of the reliability and validity of
8 transportation-related agency performance data, self-assessments, and
9 performance measurement systems as required under RCW 43.88.090;

10 (h) Identification of potential cost savings in the
11 transportation-related agency, its programs, and its services;

12 (i) Identification and recognition of best practices;

13 (j) Evaluation of planning, budgeting, and program evaluation
14 policies and practices;

15 (k) Evaluation of personnel systems operation and management;

16 (l) Evaluation of purchasing operations and management policies
17 and practices;

18 (m) Evaluation of organizational structure and staffing levels,
19 particularly in terms of the ratio of managers and supervisors to
20 nonmanagement personnel; and

21 (n) Evaluation of transportation-related project costs, including
22 but not limited to environmental mitigation, competitive bidding
23 practices, permitting processes, and capital project management.

24 (7) Within the authorities and duties under chapter 43.09 RCW,
25 the state auditor must provide the preliminary performance audit
26 reports to the audited state agency for comment. The auditor also may
27 seek input on the preliminary report from other appropriate
28 officials. Comments must be received within 30 days after receipt of
29 the preliminary performance audit report unless a different time
30 period is approved by the state auditor. The final performance audit
31 report shall include the objectives, scope, and methodology; the
32 audit results, including findings and recommendations; the agency's
33 response and conclusions; and identification of best practices.

34 (8) The state auditor shall provide final performance audit
35 reports to the citizens of Washington, the governor, the joint
36 legislative audit and review committee, the appropriate legislative
37 committees, and other appropriate officials. Final performance audit
38 reports shall be posted on the internet.

39 (9) The audited transportation-related agency is responsible for
40 follow-up and corrective action on all performance audit findings and

1 recommendations. The audited agency's plan for addressing each audit
2 finding and recommendation shall be included in the final audit
3 report. The plan shall provide the name of the contact person
4 responsible for each action, the action planned, and the anticipated
5 completion date. If the audited agency does not agree with the audit
6 findings and recommendations or believes action is not required, then
7 the action plan shall include an explanation and specific reasons.

8 The office of financial management shall require periodic
9 progress reports from the audited agency until all resolution has
10 occurred. The office of financial management is responsible for
11 achieving audit resolution. The office of financial management shall
12 annually report by December 31st the status of performance audit
13 resolution to the appropriate legislative committees and the state
14 auditor. The legislature shall consider the performance audit results
15 in connection with the state budget process.

16 The auditor may request status reports on specific audits or
17 findings.

18 (10) For the period from July 1, 2005, until June 30, 2007, the
19 amount of \$4,000,000 is appropriated from the transportation
20 partnership account to the state auditors office for the purposes of
21 subsections (2) through (9) of this section.

22 (11) During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027 fiscal
23 biennia, the legislature may direct the state treasurer to make
24 transfers of moneys in the transportation partnership account to the
25 motor vehicle account, the move ahead WA account, and the Tacoma
26 Narrows toll bridge account.

27 **Sec. 709.** RCW 46.68.300 and 2024 c 310 s 603 are each amended to
28 read as follows:

29 The freight mobility investment account is hereby created in the
30 state treasury. Money in the account may be spent only after
31 appropriation. Expenditures from the account may be used only for
32 freight mobility projects that have been recommended by the freight
33 mobility strategic investment board in RCW 47.06A.020 and may include
34 any principal and interest on bonds authorized for the projects or
35 improvements. During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027
36 fiscal biennia, the expenditures from the account may also be used
37 for the administrative expenses of the freight mobility strategic
38 investment board.

1 **Sec. 710.** RCW 46.68.320 and 2024 c 310 s 604 are each amended to
2 read as follows:

3 (1) The regional mobility grant program account is hereby created
4 in the state treasury. Moneys in the account may be spent only after
5 appropriation. Expenditures from the account may be used only for the
6 grants provided under RCW 47.66.030.

7 (2) Beginning with September 2007, by the last day of September,
8 December, March, and June of each year, the state treasurer shall
9 transfer from the multimodal transportation account to the regional
10 mobility grant program account \$5,000,000.

11 (3) Beginning with September 2015, by the last day of September,
12 December, March, and June of each year, the state treasurer shall
13 transfer from the multimodal transportation account to the regional
14 mobility grant program account \$6,250,000.

15 (4) During the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~)
16 biennia, the legislature may direct the state treasurer to make
17 transfers of moneys from the regional mobility grant program account
18 to the multimodal transportation account.

19 **Sec. 711.** RCW 46.68.370 and 2023 c 472 s 709 are each amended to
20 read as follows:

21 The license plate technology account is created in the state
22 treasury. All receipts collected under RCW 46.17.015 must be
23 deposited into this account. Expenditures from this account must
24 support current and future license plate technology and systems
25 integration upgrades for both the department and correctional
26 industries. Moneys in the account may be spent only after
27 appropriation. Additionally, the moneys in this account may be used
28 to reimburse the motor vehicle (~~(account—[fund])~~) fund for any
29 appropriation made to implement the digital license plate system.
30 During the 2011-2013 and 2013-2015 fiscal biennia, the legislature
31 may transfer from the license plate technology account to the highway
32 safety fund such amounts as reflect the excess fund balance of the
33 license plate technology account. During the (~~(2021-2023—and)~~)
34 2023-2025 and 2025-2027 fiscal biennia, the account may also be used
35 for the maintenance of recently modernized information technology
36 systems for vehicle registrations.

37 **Sec. 712.** RCW 46.68.395 and 2023 c 472 s 710 are each amended to
38 read as follows:

1 (1) The connecting Washington account is created in the motor
2 vehicle account. Moneys in the account may be spent only after
3 appropriation. Expenditures from the account must be used only for
4 projects or improvements identified as connecting Washington projects
5 or improvements in a transportation appropriations act, including any
6 principal and interest on bonds authorized for the projects or
7 improvements.

8 (2) Moneys in the connecting Washington account may not be
9 expended on the state route number 99 Alaskan Way viaduct replacement
10 project.

11 (3) During the 2023-2025 and 2025-2027 fiscal (~~biennium~~)
12 biennia, the legislature may direct the state treasurer to make
13 transfers of moneys in the connecting Washington account to the move
14 ahead WA account.

15 **Sec. 713.** RCW 46.68.510 and 2024 c 310 s 605 are each amended to
16 read as follows:

17 The move ahead WA account is created in the motor vehicle fund.
18 Moneys in the account may be spent only after appropriation.
19 Expenditures from the account must be used only for projects or
20 improvements identified as move ahead WA projects or improvements in
21 an omnibus transportation appropriations act, including any principal
22 and interest on bonds authorized for the projects or improvements.
23 During the 2023-2025 and 2025-2027 fiscal (~~biennium~~) biennia, the
24 legislature may direct the state treasurer to make transfers of
25 moneys from the move ahead WA account to the motor vehicle fund.

26 **Sec. 714.** RCW 47.56.876 and 2023 c 472 s 713 are each amended to
27 read as follows:

28 (1) A special account to be known as the state route number 520
29 civil penalties account is created in the state treasury. All state
30 route number 520 bridge replacement and HOV program civil penalties
31 generated from the nonpayment of tolls on the state route number 520
32 corridor must be deposited into the account, as provided under RCW
33 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
34 appropriation. Expenditures from the account must be used to fund
35 legal obligations associated with bonds and loans associated with the
36 construction and operation of state route number 520 under
37 circumstances where the toll revenue collections at the time are not
38 sufficient to fully cover such legal obligations, and then may be

1 used to fund any project within the state route number 520 bridge
2 replacement and HOV program, including mitigation. The legislature
3 may direct the state treasurer to make transfers of moneys in the
4 state route number 520 civil penalties account to the state route
5 number 520 corridor account. During the (~~2021-2023 and~~) 2023-2025
6 and 2025-2027 fiscal biennia, the legislature may direct the state
7 treasurer to transfer moneys in the state route number 520 civil
8 penalties account to the motor vehicle (~~account-[fund]~~) fund.

9 (2) For purposes of this section, "legal obligations associated
10 with bonds and loans" includes, but is not limited to, debt service
11 and all other activities necessary to comply with financial covenants
12 associated with state route number 520, costs associated with the
13 civil penalties program, and operation and maintenance costs.

14 **Sec. 715.** RCW 47.60.315 and 2023 c 472 s 714 are each amended to
15 read as follows:

16 (1) The commission shall adopt fares and pricing policies by
17 rule, under chapter 34.05 RCW, according to the following schedule:

18 (a) Each year the department shall provide the commission a
19 report of its review of fares and pricing policies, with
20 recommendations for the revision of fares and pricing policies for
21 the ensuing year;

22 (b) By September 1st of each year, beginning in 2008, the
23 commission shall adopt by rule fares and pricing policies for the
24 ensuing year.

25 (2) The commission may adopt by rule fares that are effective for
26 more or less than one year for the purposes of transitioning to the
27 fare schedule in subsection (1) of this section.

28 (3) The commission may increase ferry fares included in the
29 schedule of charges adopted under this section by a percentage that
30 exceeds the fiscal growth factor.

31 (4) The chief executive officer of the ferry system may authorize
32 the use of promotional, discounted, and special event fares to the
33 general public and commercial enterprises for the purpose of
34 maximizing capacity use and the revenues collected by the ferry
35 system. The department shall report to the commission a summary of
36 the promotional, discounted, and special event fares offered during
37 each fiscal year and the financial results from these activities.

38 (5) Fare revenues and other revenues deposited in the Puget Sound
39 ferry operations account created in RCW 47.60.530 may not be used to

1 support the Puget Sound capital construction account created in RCW
2 47.60.505, unless the support for capital is separately identified in
3 the fare or except as provided in (~~section 715, chapter 333, Laws of~~
4 ~~2021 during the 2021-2023 biennium and~~) section 716, chapter 472,
5 Laws of 2023 during the 2023-2025 fiscal biennium and section 716,
6 chapter . . ., Laws of 2025 (this act) during the 2025-2027 fiscal
7 biennium.

8 (6) The commission may not raise fares until the fare rules
9 contain pricing policies developed under RCW 47.60.290, or September
10 1, 2009, whichever is later.

11 (7) The commission shall impose a vessel replacement surcharge of
12 25 cents on every one-way and round-trip ferry fare sold, including
13 multiride and monthly pass fares. This surcharge must be clearly
14 indicated to ferry passengers and drivers and, if possible, on the
15 fare media itself.

16 (8) Except as provided in subsection (10) of this section,
17 beginning May 1, 2020, the commission shall impose an additional
18 vessel replacement surcharge in an amount sufficient to fund 25 year
19 debt service on one 144-auto hybrid vessel taking into account funds
20 provided in chapter 417, Laws of 2019 or chapter . . . (SSB 5419),
21 Laws of 2019. The department of transportation shall provide to the
22 commission vessel and debt service cost estimates. Information on
23 vessels constructed or purchased with revenue from the surcharges
24 must be publicly posted including, but not limited to, the commission
25 website.

26 (9) The vessel replacement surcharges imposed in this section may
27 only be used for the construction or purchase of ferry vessels and to
28 pay the principal and interest on bonds authorized for the
29 construction or purchase of new ferry vessels.

30 (10) The commission shall not impose the additional vessel
31 replacement surcharge in subsection (8) of this section if doing so
32 would increase fares by more than 10 percent.

33 (11) For the 2023-2025 and 2025-2027 fiscal (~~biennium~~) biennia,
34 any ferry fuel surcharge imposed by the commission may not go into
35 effect until after the ensuing regular legislative session. If a fuel
36 surcharge is imposed as provided under this subsection, the
37 commission must reevaluate the need for the surcharge on at least a
38 quarterly basis to determine if the surcharge is still needed to
39 cover increased fuel costs, and revoke the surcharge if the

1 determination is that the surcharge is no longer needed for this
2 purpose.

3 **Sec. 716.** RCW 47.60.530 and 2023 c 472 s 716 are each amended to
4 read as follows:

5 (1) The Puget Sound ferry operations account is created in the
6 motor vehicle account.

7 (2) The following funds must be deposited into the account:

8 (a) All moneys directed by law;

9 (b) All revenues generated from ferry fares; and

10 (c) All revenues generated from commercial advertising,
11 concessions, parking, and leases as allowed under RCW 47.60.140.

12 (3) Moneys in the account may be spent only after appropriation.

13 (4) Expenditures from the account may be used only for the
14 maintenance, administration, and operation of the Washington state
15 ferry system.

16 (5) During the ((2021-2023 and)) 2023-2025 and 2025-2027 fiscal
17 biennia, the legislature may direct the state treasurer to make
18 transfers of moneys in the Puget Sound ferry operations account to
19 the Puget Sound capital construction account.

20 **Sec. 717.** RCW 47.66.120 and 2024 c 104 s 1 are each amended to
21 read as follows:

22 (1)(a) The department's public transportation division shall
23 establish a green transportation capital grant program. The purpose
24 of the grant program is to aid any transit authority in funding cost-
25 effective capital projects to reduce the carbon intensity of the
26 Washington transportation system, examples of which include:
27 Electrification of vehicle fleets, including battery and fuel cell
28 electric vehicles; modification or replacement of capital facilities
29 in order to facilitate fleet electrification and/or hydrogen
30 refueling; necessary upgrades to electrical transmission and
31 distribution systems; and construction of charging and fueling
32 stations. The department's public transportation division shall
33 identify projects and shall submit a prioritized list of all projects
34 requesting funding to the legislature by December 1st of each even-
35 numbered year.

36 (b) The department's public transportation division shall select
37 projects based on a competitive process that considers the following
38 criteria:

1 (i) The cost-effectiveness of the reductions in carbon emissions
2 provided by the project; and

3 (ii) The benefit provided to transitioning the entire state to a
4 transportation system with lower carbon intensity.

5 (c) During the 2023-2025 and 2025-2027 fiscal (~~biennium~~)
6 biennia, the department must incorporate principles into the grant
7 selection process with the goal of increasing the distribution of
8 funding to communities based on addressing environmental harms and
9 providing environmental benefits for overburdened communities, as
10 defined in RCW 70A.02.010, and vulnerable populations.

11 (2) The department's public transportation division must
12 establish an advisory committee to assist in identifying projects
13 under subsection (1) of this section. The advisory committee must
14 include representatives from the department of ecology, the
15 department of commerce, the utilities and transportation commission,
16 and at least one transit authority.

17 (3) In order to receive green transportation capital grant
18 program funding for a project, a transit authority must provide
19 matching funding at the level deemed appropriate by the department.

20 (4) The department's public transportation division must report
21 annually to the transportation committees of the legislature on the
22 status of any grant projects funded by the program created under this
23 section.

24 (5) For purposes of this section, "transit authority" means a
25 city transit system under RCW 35.58.2721 or chapter 35.95A RCW, a
26 county public transportation authority under chapter 36.57 RCW, a
27 metropolitan municipal corporation transit system under chapter 36.56
28 RCW, a public transportation benefit area under chapter 36.57A RCW,
29 an unincorporated transportation benefit area under RCW 36.57.100, a
30 regional transit authority under chapter 81.112 RCW, or any special
31 purpose district formed to operate a public transportation system.

32 (6) During the 2021-2023 fiscal biennium, the department may
33 provide up to 20 percent of the total green transportation capital
34 grant program funding for zero emissions capital transition planning
35 projects. During the 2023-2025 fiscal biennium, the department may
36 provide up to 10 percent of the total green transportation capital
37 grant program funding for zero emissions capital transition planning
38 projects. During the 2025-2027 fiscal biennium, the department may
39 only provide funding for green transportation capital grant program
40 projects for zero emissions capital transition planning that were

1 awarded in the 2023-2025 fiscal biennium and have continued
2 expenditures in the 2025-2027 fiscal biennium.

3 **Sec. 718.** RCW 82.44.200 and 2023 c 472 s 718 are each amended to
4 read as follows:

5 The electric vehicle account is created in the transportation
6 infrastructure account. Proceeds from the principal and interest
7 payments made on loans from the account must be deposited into the
8 account. Expenditures from the account may be used only for the
9 purposes specified in RCW 47.04.350, 82.08.9999, and 82.12.9999, and
10 the support of other transportation electrification and alternative
11 fuel related purposes, including RCW 47.01.520. Moneys in the account
12 may be spent only after appropriation. During the (~~(2021-2023 and)~~)
13 2023-2025 and 2025-2027 fiscal biennia, the legislature may direct
14 the state treasurer to make transfers of moneys in the electric
15 vehicle account to the move ahead WA flexible account and multimodal
16 transportation account.

17 **Sec. 719.** RCW 47.28.030 and 2015 c 282 s 1 are each amended to
18 read as follows:

19 (1)(a) A state highway shall be constructed, altered, repaired,
20 or improved, and improvements located on property acquired for
21 right-of-way purposes may be repaired or renovated pending the use of
22 such right-of-way for highway purposes, by contract or state forces.
23 The work or portions thereof may be done by state forces when the
24 estimated costs thereof are less than (~~(fifty thousand dollars)~~)
25 \$50,000 and effective July 1, 2005, (~~(sixty thousand dollars)~~)
26 \$60,000.

27 (b) When delay of performance of such work would jeopardize a
28 state highway or constitute a danger to the traveling public, the
29 work may be done by state forces when the estimated cost thereof is
30 less than (~~(eighty thousand dollars)~~) \$80,000 and effective July 1,
31 2005, (~~(one hundred thousand dollars)~~) \$100,000.

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

35 (d) To enable a larger number of small businesses and veteran,
36 minority, and women contractors to effectively compete for department
37 of transportation contracts, the department may adopt rules providing
38 for bids and award of contracts for the performance of work, or

1 furnishing equipment, materials, supplies, or operating services
2 whenever any work is to be performed and the engineer's estimate
3 indicates the cost of the work would not exceed (~~eighty thousand~~
4 ~~dollars~~) \$80,000 and effective July 1, 2005, (~~one hundred thousand~~
5 ~~dollars~~) \$100,000.

6 (2) The rules adopted under this section:

7 (a) Shall provide for competitive bids to the extent that
8 competitive sources are available except when delay of performance
9 would jeopardize life or property or inconvenience the traveling
10 public; and

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

17 (c) May establish prequalification standards and procedures as an
18 alternative to those set forth in RCW 47.28.070, but the
19 prequalification standards and procedures under RCW 47.28.070 shall
20 always be sufficient.

21 (3) The department of transportation shall comply with such goals
22 and rules as may be adopted by the office of minority and women's
23 business enterprises to implement chapter 39.19 RCW with respect to
24 contracts entered into under this chapter. The department may adopt
25 such rules as may be necessary to comply with the rules adopted by
26 the office of minority and women's business enterprises under chapter
27 39.19 RCW.

28 (4) (a) Work for less than (~~one hundred thousand dollars~~)
29 \$100,000 may be performed on ferry vessels and terminals by state
30 forces. During the 2025-2027 fiscal biennium, work for less than
31 \$500,000 may be performed on ferry vessels and terminals by state
32 forces.

33 (b) When the estimated cost of work to be performed on ferry
34 vessels and terminals is between (~~one hundred thousand dollars~~)
35 \$100,000 and (~~two hundred thousand dollars~~) \$200,000, or between
36 \$500,000 and \$600,000 during the 2025-2027 fiscal biennium, the
37 department shall contact, by mail or (~~electronic mail~~) email,
38 contractors that appear on the department's small works roster as
39 created pursuant to procedures in chapter 39.04 RCW to do specific
40 work the contractors are qualified to do to determine if any

1 contractor is interested and capable of doing the work. If there is a
2 response of interest within (~~seventy-two~~) 72 hours, the small works
3 roster procedures commence. If no qualified contractors respond with
4 interest and availability to do the work, the department may use its
5 regular contracting procedures. If the secretary determines that the
6 work to be completed is an emergency, procedures governing
7 emergencies apply.

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

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

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

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

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

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

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

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

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

6 (iv) A review of the department's vessel maintenance,
7 preservation, and improvement program contracting process and
8 contractual requirements;

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

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

14 (vii) Coordination with required United States coast guard dry
15 dockings;

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

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

21 **Sec. 720.** RCW 47.60.310 and 2016 c 25 s 1 are each amended to
22 read as follows:

23 (1) The department is further directed to conduct such review by
24 soliciting and obtaining expressions from local community groups in
25 order to be properly informed as to problems being experienced within
26 the area served by the Washington state ferries. In order that local
27 representation may be established, the department shall give prior
28 notice of the review to the ferry advisory committees.

29 (2) The legislative authorities of San Juan, Skagit, Clallam, and
30 Jefferson counties shall each appoint a committee to consist of five
31 members to serve as an advisory committee to the department or its
32 designated representative in such review. The legislative authorities
33 of other counties that contain ferry terminals shall appoint ferry
34 advisory committees consisting of three members for each terminal
35 area in each county, except for Vashon Island, which shall have one
36 committee, and its members shall be appointed by the Vashon/Maury
37 Island community council. If the Vashon/Maury Island community
38 council fails to appoint a qualified person to fill a vacancy within
39 (~~ninety~~) 90 days of the occurrence of the vacancy, the legislative

1 authority of King county shall appoint a qualified person to fill the
2 vacancy. At least one person appointed to each ferry advisory
3 committee shall be representative of an established ferry user group
4 or of frequent users of the ferry system. Each member shall reside in
5 the vicinity of the terminal that the advisory committee represents.

6 (3) The members of the San Juan, Clallam, and Jefferson county
7 ferry advisory committees shall be appointed for four-year terms. The
8 initial terms shall commence on July 1, 1982, and end on June 30,
9 1986. Any vacancy shall be filled for the remainder of the unexpired
10 term by the appointing authority. At least one person appointed to
11 the advisory committee shall be representative of an established
12 ferry-user group or of frequent users of the ferry system, at least
13 one shall be representative of persons or firms using or depending
14 upon the ferry system for commerce, and one member shall be
15 representative of a local government planning body or its staff.
16 Every member shall be a resident of the county upon whose advisory
17 committee he or she sits, and not more than three members shall at
18 the time of their appointment be members of the same major political
19 party.

20 (4) The members of each terminal area committee shall be
21 appointed for four-year terms. The initial terms of the members of
22 each terminal area committee shall be staggered as follows: All terms
23 shall commence September 1, 1988, with one member's term expiring
24 August 31, 1990, one member's term expiring August 31, 1991, and the
25 remaining member's term expiring August 31, 1992. Any vacancy shall
26 be filled for the remainder of the unexpired term by the appointing
27 authority. Not more than two members of any terminal-area committee
28 may be from the same political party at the time of their
29 appointment, and in a county having more than one committee, the
30 overall party representation shall be as nearly equal as possible.

31 (5) The chairs of the several committees constitute an executive
32 committee of the Washington state ferry users. The executive
33 committee shall meet twice each year with representatives of the
34 marine division of the department to review ferry system issues.

35 (6) The committees to be appointed by the county legislative
36 authorities shall serve without fee or compensation.

37 (7) This section has no force or effect during the 2025-2027
38 fiscal biennium.

1 **Sec. 721.** RCW 88.16.061 and 2018 c 107 s 13 are each amended to
2 read as follows:

3 The pilotage account is created in the state treasury. Moneys in
4 the account may be spent only after appropriation. Expenditures from
5 the account may be used only for the purposes of the board of
6 pilotage commissioners as prescribed under this chapter and by the
7 utilities and transportation commission for purposes related to
8 pilotage tariff rate setting. The account is subject to allotment
9 procedures under chapter 43.88 RCW. During the 2025-2027 fiscal
10 biennium, the legislature may direct the state treasurer to make
11 transfers of moneys in the pilotage account to the multimodal
12 transportation account.

(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.	((\$5,000,000))
	<u>\$80,000</u>
Electric Vehicle Account—State Appropriation.	\$220,000
TOTAL APPROPRIATION.	((\$5,220,000))
	<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

Motor Vehicle Account—State Appropriation.	\$1,000,000
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1	Multimodal Transportation Account—State	
2	Appropriation.	((\$5,000,000))
3		<u>\$2,700,000</u>
4	TOTAL APPROPRIATION.	((\$6,000,000))
5		<u>\$3,700,000</u>

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

8 (1) ((~~\$5,000,000~~)) \$2,700,000 of the multimodal transportation
9 account—state appropriation is provided solely for the University of
10 Washington's sidewalk inventory and accessibility mapping project to
11 develop a public dataset under an open license and develop the tools
12 needed to publish that data according to an open data specification.
13 The project must include, but is not limited to, utilization of
14 existing data sources, imagery, detailed surveys, and manually
15 collected, detailed data for city streets, county rural and urban
16 local access roads and collectors/arterials, state roads of all
17 types, and roads owned by other entities. The project may draw on
18 partially developed sidewalk data for all state facilities. To the
19 extent practicable, the final product must be suitable for use by the
20 department of transportation, local and regional agencies, tribal
21 governments, and the general public. For the 2023-2025 fiscal
22 biennium, the project will produce a base active transportation data
23 layer for all counties, with priority given to counties with high
24 proportions of overburdened communities. A project status report is
25 due to the transportation committees of the legislature on December
26 1st of each year until the work is completed. The legislature intends
27 that in the 2025-2027 fiscal biennium, \$5,000,000 of multimodal
28 transportation account funds be provided to complete a second phase
29 of work on the active transportation data.

30 (2) (a) \$1,000,000 of the motor vehicle account—state
31 appropriation is provided solely for the Washington state
32 transportation center to fund:

- 33 (i) Intern programs with the department of transportation;
- 34 (ii) A road scholars short-term training program; and
- 35 (iii) Professional master's degree fellowships between the
36 department of transportation and the University of Washington within
37 a program in civil and environmental engineering.

38 (b) Of the amounts provided in this subsection, \$81,000 is
39 provided solely for the center to consult with the board of

1 registration for professional engineers and land surveyors to conduct
2 a statewide survey and analysis assessing workforce shortages of
3 civil engineers, civil engineering technicians, land surveyors, land
4 surveyor technicians, and related disciplines. The center shall
5 create a recommended action plan, with input from the legislative
6 transportation committees, to address engineering workforce shortages
7 and to meet the increased demand for services. The analysis and
8 recommended action plan must include, for civil engineers, civil
9 engineering technicians, land surveyors, land surveyor technicians,
10 and related disciplines, at a minimum:

11 (i) Opportunities to create diverse and equitable engineering
12 workforce;

13 (ii) Workforce data and gaps;

14 (iii) Current education pathways and licensure processes;

15 (iv) Current programs focused on workforce development and
16 position skill-up opportunities;

17 (v) Strategies to retain workforce within the state;

18 (vi) Outreach opportunities and interinstitutional partnerships
19 with middle schools, high schools, postsecondary institutions, and
20 postgraduate programs; and

21 (vii) Recommendations for additional scholarships, internship and
22 apprenticeship opportunities, undergraduate and graduate fellowship
23 opportunities, and industry partnership opportunities.

24 (c) The center shall provide a preliminary plan with proposed
25 actions, budgets, and outcomes to the transportation committees of
26 the legislature by November 2024. The center shall provide a final
27 action plan report with relevant recommendations to the
28 transportation committees of the legislature by December 31, 2024.

29 **Sec. 803.** 2024 c 310 s 106 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

32 Carbon Emissions Reduction Account—State

33 Appropriation. (~~(\$18,000,000)~~)
34 \$6,000,000

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

37 (1) (a) \$6,000,000 of the carbon emissions reduction account—state
38 appropriation (~~(, and beginning January 1, 2025, \$12,000,000 of the~~

1 ~~carbon emissions reduction account state appropriation, are))~~ is
2 provided solely for zero emission electric vehicle supply equipment
3 infrastructure at facilities to accommodate charging station
4 installations. The electric vehicle charging equipment must be
5 coordinated with the state efficiency and environmental performance
6 program. The department must prioritize locations based on state
7 efficiency and environmental performance location priorities and
8 where zero emission fleet vehicles are located or are scheduled to be
9 purchased.

10 (b) The department must report when and where the equipment was
11 installed and the state agencies and facilities that benefit from the
12 installation of the charging station to the fiscal committees of the
13 legislature by June 30, 2025, with an interim report due January 2,
14 2024. The department shall collaborate with the interagency electric
15 vehicle coordinating council to implement this section and must work
16 to meet benchmarks established in chapter 182, Laws of 2022
17 (transportation resources).

18 (2) In carrying out this section, the department shall cooperate
19 and provide assistance, as requested, in the joint transportation
20 committee's development of program delivery evaluation tools and
21 methodologies provided under section 204, chapter 472, Laws of 2023
22 for programs that receive funding from the carbon emissions reduction
23 account.

24 (3) The department, with the assistance of designated staff in
25 the Washington state department of transportation, must register for
26 the clean fuels credit program and start tracking revenue generation
27 pursuant to chapter 70A.535 RCW for investments funded in an omnibus
28 transportation appropriations act.

29 (4) The department must provide a report to the transportation
30 committees of the legislature that estimates current biennial and
31 future carbon reduction impacts resulting from zero-emission electric
32 vehicles and supply equipment infrastructure funded in this section
33 by June 30, 2025.

34 **Sec. 804.** 2024 c 310 s 108 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF ECOLOGY**

37 Model Toxics Control Capital Account—State

38 Appropriation.	((\$15,715,000))
39	<u>\$4,000,000</u>

1 ((Carbon Emissions Reduction Account—State
2 Appropriation. \$4,000,000
3 TOTAL APPROPRIATION. \$19,715,000))

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

6 (1) ((\$15,715,000)) \$4,000,000 of the model toxics control
7 capital account—state appropriation((, and beginning January 1, 2025,
8 \$4,000,000—of the carbon emissions reduction account—state
9 appropriation, are)) is provided solely for the department to provide
10 grants to transition from diesel school buses and other student
11 transport vehicles to zero emission vehicles and for the necessary
12 fueling infrastructure needed for zero emission student
13 transportation. The department must prioritize school districts
14 serving tribes and vulnerable populations in overburdened communities
15 as defined under RCW 70A.02.010. Up to five percent of the
16 appropriation in this section may be used for technical assistance
17 and grant administration.

18 (2) In carrying out this section, the department shall cooperate
19 and provide assistance, as requested, in the joint transportation
20 committee's development of program delivery evaluation tools and
21 methodologies provided under section 204, chapter 472, Laws of 2023
22 for programs that receive funding from the carbon emissions reduction
23 account.

24 **Sec. 805.** 2024 c 310 s 110 (uncodified) is amended to read as
25 follows:

26 **FOR THE EVERGREEN STATE COLLEGE**

27 Aeronautics Account—State Appropriation. ((\$188,000))
28 \$94,000

29 The appropriation in this section is subject to the following
30 conditions and limitations: ((\$188,000)) \$94,000 of the aeronautics
31 account—state appropriation is provided solely for the Washington
32 state institute for public policy to:

33 (1) Conduct an independent assessment of the passenger and air
34 cargo forecasts cited in the Puget Sound regional council regional
35 aviation baseline study, including an evaluation of the underlying
36 data, assumptions, methodologies, and calculation of the level of
37 uncertainty around the forecast;

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

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

15 (4) Provide a report to the office of the governor and the
16 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.	((\$35,745,000))
	<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.	((\$45,333,000))
	<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.	(\$3,524,000)
17	<u>\$3,402,000</u>
18 County Arterial Preservation Account—State	
19 Appropriation.	\$1,839,000
20 TOTAL APPROPRIATION.	(\$6,978,000)
21	<u>\$6,856,000</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.	(\$3,477,000)
36	<u>\$1,207,000</u>
37 Multimodal Transportation Account—State	

1	Appropriation.	((\$552,000))
2		<u>\$480,000</u>
3	Motor Vehicle Account—State Appropriation.	((\$5,100,000))
4		<u>\$4,703,000</u>
5	((Puget Sound Ferry Operations Account—State	
6	Appropriation.	\$100,000))
7	TOTAL APPROPRIATION.	((\$9,229,000))
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 carbon
17 emissions reduction account—state appropriation is for the joint
18 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.	((\$3,289,000))
	<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.	((\$200,000))
	<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.	((\$4,273,000))
	<u>\$4,244,000</u>

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

1 (1) (~~(\$125,000)~~) \$110,000 of the multimodal transportation
2 account—state appropriation and (~~(\$125,000)~~) \$111,000 of the motor
3 vehicle account—state appropriation are provided solely for the
4 commission to update the statewide transportation plan required under
5 RCW 47.01.071(4). The update process must be informed by guidance
6 from a steering committee comprised of the commission, the joint
7 transportation committee's executive committee, the governor's
8 office, the secretary of the department of transportation, and
9 representatives of metropolitan and regional transportation planning
10 organizations. As part of the update process, the commission shall
11 undertake specific actions in the 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 \$621,814,000

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 \$657,330,000

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)~~) \$3,169,000 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~~)
21 accelerated training programs for lateral hires. It is the intent of
22 the legislature that the (~~second~~) accelerated training (~~program~~)
23 programs for lateral hires offered in fiscal year 2025 achieves at
24 least 40 qualified graduates based on the Washington state patrol
25 aggressively recruiting, advertising bonus policies, and taking other
26 steps to 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)~~) \$9,563,000 of the state patrol highway
13 account—state appropriation is provided solely for a third arming and
14 third trooper basic training class, the initiation of a fourth arming
15 and fourth trooper basic training class, and other additional academy
16 costs. The third cadet class is expected to graduate in June 2025,
17 and the fourth cadet class is expected to graduate in January 2026.

18 (17) (~~(\$2,381,000)~~) \$1,758,000 of the state patrol highway
19 account—state appropriation is provided solely for the Washington
20 state patrol to implement the provisions of the settlement agreement
21 under *Washington State Patrol Troopers Association v. Washington*
22 *State Patrol*, Public Employment Relations Commission Case No. 134557-
23 U-21.

24 (18) \$2,307,000 of the state patrol highway account—state
25 appropriation is provided solely for the migration of the agency's
26 active directory into the state enterprise active directory.

27 (19) \$250,000 of the state patrol highway account—state
28 appropriation is provided solely to expand the activities of the
29 license investigation unit to King county on a pilot basis beyond the
30 unit's current activities in southwestern Washington. By February 15,
31 2025, the Washington state patrol must provide a status report on the
32 pilot implementation.

33 (20) (~~(\$2,222,000)~~) \$2,640,000 of the state patrol highway
34 account—state appropriation is provided solely for the first planned
35 replacement of an aging Cessna aircraft, including infrared cameras,
36 and \$100,000 of the state patrol highway account—state appropriation
37 is provided solely for the downpayment and related costs of the
38 second planned replacement of another aging Cessna aircraft. It is
39 the intent of the legislature to fund the second planned Cessna

1 replacement without financing the acquisition as soon as the aircraft
2 can be received in the 2025-2027 fiscal biennium, and therefore, the
3 Washington state patrol may take the necessary steps to ensure
4 delivery of the aircraft as soon as possible in the 2025-2027 fiscal
5 biennium.

6 (21) \$300,000 of the state patrol highway account—state
7 appropriation is provided solely for individual gun safes for
8 troopers and other staff to allow the safe storage of firearms used
9 in the performance of their duties.

10 (22) \$35,000 of the state patrol highway account—state
11 appropriation is provided solely for implementation of chapter 207,
12 Laws of 2024 (tribal warrants). If chapter 207, Laws of 2024 is not
13 enacted by June 30, 2024, the amount provided in this subsection
14 lapses.

15 (23) \$250,000 of the ignition interlock device revolving account—
16 state appropriation is provided solely to improve compliance with
17 ignition interlock device requirements associated with impaired
18 driving offenses. By June 30, 2025, the Washington state patrol must
19 provide a report detailing the staff hired, the activities
20 undertaken, and outcome information associated with improving
21 ignition interlock device compliance rates.

22 (24) \$691,000 of the state patrol highway account—state
23 appropriation is provided solely for the implementation of chapter
24 237, Laws of 2024 (state patrol longevity bonus). If chapter 237,
25 Laws of 2024 is not enacted by June 30, 2024, the amount provided in
26 this subsection lapses.

27 (25) \$46,000 of the state patrol highway account—state
28 appropriation is provided solely for the implementation of chapter
29 301, Laws of 2024 (catalytic converters). If chapter 301, Laws of
30 2024 is not enacted by June 30, 2024, the amount provided in this
31 subsection lapses.

32 **Sec. 906.** 2024 c 310 s 208 (uncodified) is amended to read as
33 follows:

34 **FOR THE DEPARTMENT OF LICENSING**

35 Driver Licensing Technology Support Account—State
36 Appropriation. (~~(\$1,743,000)~~)
37 \$1,740,000
38 Marine Fuel Tax Refund Account—State Appropriation. \$34,000

1	Motorcycle Safety Education Account—State	
2	Appropriation.	((\$5,319,000))
3		<u>\$5,292,000</u>
4	Limited Fish and Wildlife Account—State	
5	Appropriation.	((\$768,000))
6		<u>\$632,000</u>
7	Highway Safety Account—State Appropriation.	((\$283,109,000))
8		<u>\$285,793,000</u>
9	Highway Safety Account—Federal Appropriation.	\$2,371,000
10	Motor Vehicle Account—State Appropriation.	((\$101,823,000))
11		<u>\$100,523,000</u>
12	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
13	Ignition Interlock Device Revolving Account—State	
14	Appropriation.	((\$6,415,000))
15		<u>\$6,509,000</u>
16	Department of Licensing Services Account—State	
17	Appropriation.	((\$9,150,000))
18		<u>\$8,741,000</u>
19	License Plate Technology Account—State Appropriation.	((\$4,398,000))
20		<u>\$4,369,000</u>
21	Abandoned Recreational Vehicle Account—State	
22	Appropriation.	((\$3,091,000))
23		<u>\$4,591,000</u>
24	Limousine Carriers Account—State Appropriation.	((\$126,000))
25		<u>\$134,000</u>
26	Electric Vehicle Account—State Appropriation.	\$443,000
27	DOL Technology Improvement & Data Management	
28	Account—State Appropriation.	\$943,000
29	Agency Financial Transaction Account—State	
30	Appropriation.	((\$16,998,000))
31		<u>\$16,430,000</u>
32	Move Ahead WA Flexible Account—State Appropriation.	((\$2,096,000))
33		<u>\$1,779,000</u>
34	TOTAL APPROPRIATION.	((\$440,163,000))
35		<u>\$441,660,000</u>

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

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

8 (a) The cost for a youth in foster care of any eligible age to
9 complete a driver training education course, as outlined in chapter
10 46.82 or 28A.220 RCW;

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

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

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

18 (2) \$150,000 of the highway safety account—state appropriation is
19 provided solely for the department to conduct a study on the
20 feasibility of implementing a mobile application for driver
21 licensing. The department must submit a report of the study findings
22 and any recommendations to the governor and the transportation
23 committees of the legislature by December 1, 2024. The study must:

24 (a) Review the adoption actions in other states, including
25 successes and lessons learned;

26 (b) Examine existing technical infrastructure and potential
27 changes needed to maximize interoperability, utility, and privacy
28 protection;

29 (c) Identify the technical investments and other costs associated
30 with issuing digital drivers' licenses through a mobile application;

31 (d) Identify how the technology may impact and can be used by
32 external stakeholders, such as law enforcement;

33 (e) Recommend any process changes required to implement the
34 program successfully and ensure customer satisfaction; and

35 (f) Recommend any statutory changes required to allow for the
36 usage of digital drivers' licenses, including recognition of
37 interstate travelers.

38 (3) (a) \$350,000 of the highway safety account—state appropriation
39 is provided solely for the department, in consultation with the

1 Washington traffic safety commission, the department of health, the
2 elder law section of the Washington state bar association,
3 organizations representing older drivers, and driver rehabilitation
4 specialists, to develop a comprehensive plan aimed at improving older
5 driver safety. The department must submit a report on the
6 comprehensive plan to the governor and the transportation committees
7 of the legislature by December 1, 2024. The plan must include, but is
8 not limited to:

9 (i) A comprehensive review of department policies surrounding
10 older drivers and medically at-risk drivers, including:

11 (A) The medical assessment review process; and

12 (B) The counter assessment process in licensing service offices;

13 (ii) A feasibility analysis of the department establishing a
14 medical advisory board to advise on general policy for at-risk
15 drivers, driving privileges for individual medically at-risk drivers,
16 and an appeals process for drivers whose privileges are revoked or
17 restricted due to medical conditions;

18 (iii) A recommended assessment tool to determine a driver's
19 potential risk to themselves or others when operating a motor vehicle
20 so the department may make informed decisions on appropriate courses
21 of action within the older driver program; and

22 (iv) Detailed information on how each component of the plan
23 improves the safety associated with older drivers, while preserving
24 the maximum level of older driver independence and privacy;

25 (b) The department may also use funds provided in this subsection
26 to implement improvements to older driver traffic safety within
27 existing authority.

28 (4) \$5,499,000 of the motor vehicle account—state appropriation
29 is provided solely for the department to upgrade and improve its
30 prorated and fuel tax system, and is subject to the conditions,
31 limitations, and review requirements of section 701, chapter 472,
32 Laws of 2023. In each phase of the project, the department must
33 ensure and document the increase in business capabilities and
34 customer service outcomes, the improvements in fuel tax collection
35 related information designed to resolve historical discrepancies in
36 reporting information, and how the implementation plan mitigates
37 risks associated with the proposed timeline and results in the
38 sustainability of systems and platforms for the future. Before
39 initiating the implementation phase of the project, the department
40 must report to the office of the chief information officer on how the

1 project meets its FAST act modernization roadmap, and vendor
2 management and resource plans.

3 (5) \$16,000 of the motorcycle safety education account—state
4 appropriation, \$2,000 of the limited fish and wildlife account—state
5 appropriation, \$947,000 of the highway safety account—state
6 appropriation, \$308,000 of the motor vehicle account—state
7 appropriation, \$14,000 of the ignition interlock device revolving
8 account—state appropriation, and \$14,000 of the department of
9 licensing services account—state appropriation are provided solely
10 for the department to redesign and improve its online services and
11 website, and are subject to the conditions, limitations, and review
12 requirements in section 701, chapter 472, Laws of 2023.

13 (6) The department shall report on a quarterly basis on licensing
14 service office operations, associated workload, and information with
15 comparative information with recent comparable months in prior years.
16 The report must include detailed statewide and by licensing service
17 office information on staffing levels, average monthly wait times,
18 the number of enhanced drivers' licenses and enhanced identicards
19 issued and renewed, and the number of primary drivers' licenses and
20 identicards issued and renewed. By November 1, 2024, the department
21 must prepare a report with recommendations on the future of licensing
22 service office operations based on the recent implementation of
23 efficiency measures designed to reduce the time for licensing
24 transactions and wait times, and the implementation of statutory and
25 policy changes made during the pandemic.

26 (7) For the 2023-2025 fiscal biennium, the department shall
27 charge \$1,336,000 for the administration and collection of a motor
28 vehicle excise tax on behalf of a regional transit authority, as
29 authorized under RCW 82.44.135. The amount in this subsection must be
30 deducted before distributing any revenues to a regional transit
31 authority.

32 (8) \$742,000 of the motor vehicle account—state appropriation is
33 provided solely for the increased costs associated with improvements
34 desired to resolve delays in the production of license plates,
35 including converting all subagents to the standard ordering process
36 as recommended in the December 2022 plate inventory report, and to
37 provide updated annual reports detailing changes in license plate
38 production, inventory, and other practices taken to guard against
39 plate production delays. The reports must be submitted to the

1 governor and the transportation committees of the legislature by
2 December 1, 2023, and December 1, 2024.

3 (9) \$243,000 of the highway safety account—state appropriation is
4 provided solely for the department to continue to provide written
5 materials on, place signage in licensing service offices regarding,
6 and include into new driver training curricula, the requirements of
7 RCW 46.61.212, the slow down and move over law.

8 (10) (~~(\$3,082,000)~~) \$4,591,000 of the abandoned recreational
9 vehicle disposal account—state appropriation is provided solely for
10 providing reimbursements in accordance with the department's
11 abandoned recreational vehicle disposal reimbursement program. It is
12 the intent of the legislature that the department prioritize this
13 funding for allowable and approved reimbursements and not to build a
14 reserve of funds within the account. During the 2023-2025 fiscal
15 biennium, the department must report any amounts recovered to the
16 office of financial management and appropriate committees of the
17 legislature on a quarterly basis.

18 (11) \$1,077,000 of the highway safety account—federal
19 appropriation is provided solely for implementation of chapter 35,
20 Laws of 2023 (CDL drug and alcohol clearinghouse). If chapter 35,
21 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
22 this subsection lapses.

23 (12) \$116,000 of the highway safety account—state appropriation
24 is provided solely for implementation of chapter 57, Laws of 2023
25 (streamlining CDL issuance). If chapter 57, Laws of 2023 is not
26 enacted by June 30, 2023, the amount provided in this subsection
27 lapses.

28 (13) \$845,000 of the highway safety account—state appropriation
29 is provided solely for the implementation of chapter 445, Laws of
30 2023 (improving young driver safety). If chapter 445, Laws of 2023 is
31 not enacted by June 30, 2023, the amount provided in this subsection
32 lapses.

33 (14) \$180,000 of the motor vehicle account—state appropriation is
34 provided solely for the implementation of chapter 440, Laws of 2023
35 (open motor vehicle safety recalls). If chapter 440, Laws of 2023 is
36 not enacted by June 30, 2023, the amount provided in this subsection
37 lapses.

38 (15) \$497,000 of the highway safety account—state appropriation
39 is provided solely for the implementation of chapter 466, Laws of

1 2023 (updating processes related to voter registration). If chapter
2 466, Laws of 2023 is not enacted by June 30, 2023, the amount
3 provided in this subsection lapses.

4 (16) \$29,000 of the highway safety account—state appropriation is
5 provided solely for the implementation of chapter 118, Laws of 2023
6 (driver's abstract changes). If chapter 118, Laws of 2023 is not
7 enacted by June 30, 2023, the amount provided in this subsection
8 lapses.

9 (17) \$47,000 of the highway safety account—state appropriation is
10 provided solely for the implementation of chapter 453, Laws of 2023
11 (competency evaluations). If chapter 453, Laws of 2023 is not enacted
12 by June 30, 2023, the amount provided in this subsection lapses.

13 (18) \$23,000 of the highway safety account—state appropriation is
14 provided solely for the implementation of chapter 283, Laws of 2023
15 (illegal racing). If chapter 283, Laws of 2023 is not enacted by June
16 30, 2023, the amount provided in this subsection lapses.

17 (19) \$155,000 of the highway safety account—state appropriation
18 is provided solely for the implementation of chapter 316, Laws of
19 2023 (jury diversity). If chapter 316, Laws of 2023 is not enacted by
20 June 30, 2023, the amount provided in this subsection lapses.

21 (20)(a) \$36,000 of the motor vehicle account—state appropriation
22 is provided solely for the issuance of nonemergency medical
23 transportation vehicle decals to implement the high occupancy vehicle
24 lane access pilot program established in section 217(2), chapter 472,
25 Laws of 2023. A for hire nonemergency medical transportation vehicle
26 is a vehicle that is a "for hire vehicle" under RCW 46.04.190 that
27 provides nonemergency medical transportation, including for life-
28 sustaining transportation purposes, to meet the medical
29 transportation needs of individuals traveling to medical practices
30 and clinics, cancer centers, dialysis facilities, hospitals, and
31 other care providers.

32 (b) As part of this pilot program, the owner of a for hire
33 nonemergency medical transportation vehicle may apply to the
34 department, county auditor or other agent, or subagent appointed by
35 the director, for a high occupancy vehicle exempt decal for a for
36 hire nonemergency medical transportation vehicle. The high occupancy
37 vehicle exempt decal allows the for hire nonemergency medical
38 transportation vehicle to use a high occupancy vehicle lane as

1 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
2 biennium.

3 (c) For the exemption in this subsection to apply to a for hire
4 nonemergency medical transportation vehicle, the decal:

5 (i) Must be displayed on the vehicle so that it is clearly
6 visible from outside the vehicle;

7 (ii) Must identify that the vehicle is exempt from the high
8 occupancy vehicle requirements; and

9 (iii) Must be visible from the rear of the vehicle.

10 (d) The owner of a for hire nonemergency medical transportation
11 vehicle or the owner's representative must apply for a high occupancy
12 vehicle exempt decal on a form provided or approved by the
13 department. The application must include:

14 (i) The name and address of the person who is the owner of the
15 vehicle;

16 (ii) A full description of the vehicle, including its make,
17 model, year, and the vehicle identification number;

18 (iii) The purpose for which the vehicle is principally used;

19 (iv) An attestation signed by the vehicle's owner or the owner's
20 representative that the vehicle's owner has a minimum of one contract
21 or service agreement to provide for hire transportation services for
22 medical purposes with one or more of the following entities: A health
23 insurance company; a hospital, clinic, dialysis center, or other
24 medical institution; a day care center, retirement home, or group
25 home; a federal, state, or local agency or jurisdiction; or a broker
26 who negotiates these services on behalf of one or more of these
27 entities; and

28 (v) Other information as required by the department upon
29 application.

30 (e) The department, county auditor or other agent, or subagent
31 appointed by the director shall collect the fee required under (f) of
32 this subsection when issuing or renewing a high occupancy vehicle
33 exempt decal.

34 (f) The department, county auditor or other agent, or subagent
35 must collect a \$5 fee when issuing or renewing a decal under this
36 subsection, in addition to any other fees and taxes required by law.

37 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
38 and must be marked to indicate its expiration date. The decal may be
39 renewed if the pilot program is continued past the date of a decal's
40 expiration. The status as an exempt vehicle continues until the high

1 occupancy vehicle exempt decal is suspended or revoked for misuse,
2 the vehicle is no longer used as a for hire nonemergency medical
3 transportation vehicle, or the pilot program established in section
4 217(2), chapter 472, Laws of 2023 is terminated.

5 (h) The department may adopt rules to implement this subsection.

6 (21)(a) \$265,000 of the highway safety account—state
7 appropriation is provided solely for the department to provide an
8 interagency transfer to the Washington center for deaf and hard of
9 hearing youth, in consultation with the department and the office of
10 the superintendent of public instruction, to fund the cost of
11 interpreters for driver training education for deaf and hard of
12 hearing youth to enable them to access driver training education at
13 the same cost as their peers, and to pilot a sustainable driver
14 training education program to determine how best to meet the driver
15 training education needs of deaf and hard of hearing youth in the
16 state in the future. The pilot must include:

17 (i) Determination of an appropriate number of instructors and an
18 appropriate method of certification for instructors who are fluent in
19 American Sign Language (ASL);

20 (ii) Determination of how best to provide driver training
21 education statewide to deaf and hard of hearing novice drivers;

22 (iii) Development of a program to offer the required curriculum
23 under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

24 (iv) Capped course instruction costs for deaf and hard of hearing
25 students at the average rate of their hearing peers.

26 (b) The department shall submit a report to the transportation
27 committees of the legislature developed by the Washington center for
28 deaf and hard of hearing youth by March 1, 2024, that provides
29 recommendations for a permanent program to make driver education
30 equitably accessible for deaf and hard of hearing students.

31 (22) \$350,000 of the highway safety account—state appropriation
32 is provided solely for the department to improve the process for
33 commercial driver's license (CDL) holders to submit medical
34 certification documents and update self-certification status to the
35 department. The department shall:

36 (a) Update license express to improve the process and make it
37 more user friendly;

38 (b) Add options for the driver to renew or replace the driver's
39 CDL credentials as part of the medical or self-certification process;

1 (c) Add a customer verification step confirming the requested
2 changes and clearly stating how this change will impact the driver's
3 CDL; and

4 (d) Add improved messaging throughout the process.

5 In addition, the department shall make available on the driving
6 record abstract a complete medical certificate downgrade history, and
7 provide a one-time mailing to all current CDL holders explaining the
8 process to update their medical certificate documents and self-
9 certification.

10 (23) \$1,962,000 of the highway safety account—state appropriation
11 is provided solely for the establishment of a pilot mobile licensing
12 unit to provide licensing and identicard services. By December 1,
13 2024, the department must submit a report to the governor and the
14 transportation committees of the legislature detailing the locations
15 served, the number and type of documents issued, and other outcome
16 measures associated with the mobile licensing unit. The report must
17 include consideration of the facility needs of licensing service
18 offices in the context of flexible mobile licensing services.

19 (24) \$2,750,000 of the highway safety account—state appropriation
20 is provided solely for organizations providing driver's license
21 assistance and support services. Of this amount:

22 (a) \$2,000,000 of the highway safety account—state appropriation
23 is provided solely for driver's license assistance and support
24 services in King county with an existing provider that is already
25 providing these services to low-income immigrant and refugee women;
26 and

27 (b) \$750,000 of the highway safety account—state appropriation is
28 provided solely for additional contracts in fiscal year 2025 with
29 organizations providing driver's license assistance and other related
30 support services in other parts of the state.

31 (c) By December 1st of each year, the department must submit
32 information on the contracted providers, including: The annual budget
33 of the contracted providers in the preceding year; information
34 regarding private and other governmental support for the activities
35 of the providers; and a description of the number of people served,
36 services delivered, and outcome measures. In developing its 2025-2027
37 biennial budget submittal, the department, after consulting with the
38 existing organization in King county and organizations receiving
39 funds with the fiscal year 2025 expansion, must develop a statewide

1 delivery plan that maximizes the number of people served, promotes
2 efficiency in service delivery, and recognizes different models based
3 on needs in particular areas of the state.

4 (25) \$8,000 of the motorcycle safety education account—state
5 appropriation is provided solely for the implementation of chapter
6 137, Laws of 2023 (motorcycle safety board). If chapter 137, Laws of
7 2023 is not enacted by June 30, 2023, the amount provided in this
8 subsection lapses.

9 (26) \$29,000 of the motor vehicle account—state appropriation is
10 provided solely for the implementation of chapter 431, Laws of 2023
11 (transportation resources). If chapter 431, Laws of 2023 is not
12 enacted by June 30, 2023, the amount provided in this subsection
13 lapses.

14 (27) \$282,000 of the highway safety account—state appropriation
15 is provided solely for the implementation of chapter 471, Laws of
16 2023 (negligent driving). If chapter 471, Laws of 2023 is not enacted
17 by June 30, 2023, the amount provided in this subsection lapses.

18 (28) \$4,464,000 of the highway safety account—state appropriation
19 is provided solely for costs associated with relocating licensing
20 service offices during the 2023-2025 fiscal biennium. This includes
21 \$2,790,000 provided for relocations in the 2023-2025 omnibus
22 transportation appropriations act. By June 30th of each year, the
23 department must submit a status report on licensing service offices
24 planned for relocation during the 2023-2025 fiscal biennium.

25 (29) \$1,395,000 of the motor vehicle account—state appropriation
26 is provided solely for implementation of chapter 1, Laws of 2024
27 (enhancing prorated and fuel tax collections). If chapter 1, Laws of
28 2024 is not enacted by June 30, 2024, the amount provided in this
29 subsection lapses.

30 (30) (~~(\$100,000)~~) \$65,000 of the highway safety account—state
31 appropriation is provided solely for implementation of chapter 162,
32 Laws of 2024 (improving access to department of licensing issued
33 documents). If chapter 162, Laws of 2024 is not enacted by June 30,
34 2024, the amount provided in this subsection lapses.

35 (31) \$150,000 of the motor vehicle account—state appropriation is
36 provided solely for the department to conduct a study on the
37 feasibility of implementing a process for the electronic submittal of
38 title and registration documents for motor vehicles, within the
39 current vehicle licensing model. The department must submit a report

1 of the study findings and any recommendations to the governor and the
2 transportation committees of the legislature by September 1, 2025.
3 The study must: (a) Review the current processes in Washington and
4 other states, including how such processes addressed fraud prevention
5 and document security; (b) examine existing technical infrastructure
6 and potential changes needed to allow for completion and submittal of
7 lien and titling documents by financial institutions and vehicle
8 dealers to subagents, county auditors, and the department of
9 licensing, while maximizing interoperability, utility, data security,
10 and customer privacy; (c) identify the technical investments and
11 other costs associated with the submission of electronic documents by
12 financial institutions and vehicle dealers to subagents, county
13 auditors, and the department of licensing; (d) recommend any
14 statutory changes required to allow for the submission of electronic
15 documentation to subagents, county auditors, and the department of
16 licensing; and (e) examine the impact of these technology changes on
17 external stakeholders including, but not limited to, subagents,
18 county auditors, financial institutions, vehicle dealers, and
19 insurance companies.

20 (32) \$6,000 of the motorcycle safety education account—state
21 appropriation, \$1,000 of the limited fish and wildlife account—state
22 appropriation, \$406,000 of the highway safety account—state
23 appropriation, \$137,000 of the motor vehicle account—state
24 appropriation, \$5,000 of the ignition interlock device revolving
25 account—state appropriation, and \$6,000 of the department of
26 licensing services account—state appropriation are provided solely
27 for the department of licensing for additional finance and budget
28 staff. By December 1, 2024, the department shall submit a report to
29 the governor and appropriate committees of the legislature on the
30 specific steps the department has taken to address the findings of
31 the State Auditor's Office FY2022 Accountability Audit Report No.
32 1032793.

33 (33) \$225,000 of the highway safety account—state appropriation
34 is provided solely for the department, for incorporation into its
35 comprehensive implementation plan required under chapter 445, Laws of
36 2023 (improving young driver safety), to expand driver training
37 education requirements for driver's license purposes to persons age
38 18 through 24 to include: (a) An assessment of opportunities to close
39 availability and accessibility gaps in rural and underserved areas,

1 as specified in section ((612)) 1202 of this act; and (b) an analysis
2 of the potential inclusion of a mandatory driver's education
3 refresher course requirement consisting of in-person or virtual
4 classroom-based instruction on risk management and hazard protections
5 one year after licensure, as specified in section ((612)) 1302 of
6 this act.

7 (34) \$38,000 of the motor vehicle account—state appropriation is
8 provided solely for implementation of chapter 308, Laws of 2024
9 (speed safety cameras). If chapter 308, Laws of 2024 is not enacted
10 by June 30, 2024, the amount provided in this subsection lapses.

11 (35) \$34,000 of the motor vehicle account—state appropriation is
12 provided solely for the implementation of chapter 146, Laws of 2024
13 (definition of veteran). If chapter 146, Laws of 2024 is not enacted
14 by June 30, 2024, the amount provided in this subsection lapses.

15 (36) \$159,000 of the highway safety account—state appropriation
16 is provided solely for the implementation of chapter 306, Laws of
17 2024 (impaired driving). If chapter 306, Laws of 2024 is not enacted
18 by June 30, 2024, the amount provided in this subsection lapses.

19 (37) \$300,000 of the highway safety account—state appropriation
20 is provided solely for the implementation of chapter 315, Laws of
21 2024 (state custody/ID cards). If chapter 315, Laws of 2024 is not
22 enacted by June 30, 2024, the amount provided in this subsection
23 lapses.

24 (38) \$50,000 of the motor vehicle account—state appropriation is
25 provided solely for the department to conduct a study on the
26 feasibility of implementing and administering a per mile fee program.
27 The study must identify the staffing and resources needed to
28 implement and administer the program, including possible technical
29 investments, leveraging existing technology platforms. A preliminary
30 report of the study findings relating to internal costs to administer
31 the program is due to the governor and transportation committees of
32 the legislature by December 31, 2024. The legislature intends to
33 require a final report that includes potential third-party costs and
34 options to the governor and the transportation committees of the
35 legislature by December 31, 2025.

36 (39) \$2,100,000 of the highway safety account—state appropriation
37 is provided solely for the department to increase public awareness of
38 REAL ID. Of the amounts appropriated in this subsection, \$1,000,000
39 is for the department to directly contract with a communications

1 group with experience spreading awareness about REAL ID to community-
2 based organizations and ethnic media outlets.

3 **Sec. 907.** 2024 c 310 s 209 (uncodified) is amended to read as
4 follows:

5 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
6 **—PROGRAM B**

7 State Route Number 520 Corridor Account—State	
8 Appropriation.	((\$67,199,000))
9	<u>\$55,639,000</u>
10 State Route Number 520 Civil Penalties Account—State	
11 Appropriation.	((\$4,178,000))
12	<u>\$2,378,000</u>
13 Tacoma Narrows Toll Bridge Account—State	
14 Appropriation.	((\$34,398,000))
15	<u>\$36,510,000</u>
16 Alaskan Way Viaduct Replacement Project Account—	
17 State Appropriation.	((\$22,541,000))
18	<u>\$24,614,000</u>
19 Interstate 405 and State Route Number 167 Express	
20 Toll Lanes Account—State Appropriation.	((\$25,523,000))
21	<u>\$25,764,000</u>
22 TOTAL APPROPRIATION.	((\$153,839,000))
23	<u>\$144,905,000</u>

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

26 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
27 appropriation and \$12,820,000 of the state route number 520 corridor
28 account—state appropriation are provided solely for the purposes of
29 addressing unforeseen operations and maintenance costs on the Tacoma
30 Narrows bridge and the state route number 520 bridge, respectively.
31 The office of financial management shall place the amounts provided
32 in this subsection, which represent a portion of the required minimum
33 fund balance under the policy of the state treasurer, in unallotted
34 status. The office may release the funds only when it determines that
35 all other funds designated for operations and maintenance purposes
36 have been exhausted.

37 (2) As long as the facility is tolled, the department must
38 provide annual reports to the transportation committees of the

1 legislature on the Interstate 405 express toll lane project
2 performance measures listed in RCW 47.56.880(4). These reports must
3 include:

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

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

17 (3) \$535,000 of the Interstate 405 and state route number 167
18 express toll lanes account—state appropriation, \$1,245,000 of the
19 state route number 520 corridor account—state appropriation, \$535,000
20 of the Tacoma Narrows toll bridge account—state appropriation, and
21 \$702,000 of the Alaskan Way viaduct replacement project account—state
22 appropriation are provided solely for the reappropriation of unspent
23 funds on the new tolling back office system from the 2021-2023 fiscal
24 biennium.

25 (4) 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 (5) As part of the department's 2025-2027 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 (6) Up to \$16,648,000 of the amounts provided for operations and
38 maintenance expenses on the state route number 520 facility from the
39 state route number 520 corridor account during the 2023-2025 fiscal

1 biennium in this act are derived from the receipt of federal American
2 rescue plan act of 2021 funds and not toll revenues.

3 (7) \$500,000 of the state route number 520 corridor account—state
4 appropriation is provided solely for the department to begin a
5 traffic and revenue study of tolling on the state route number 520
6 corridor. The department, in consultation with the transportation
7 commission, shall initiate planning work regarding updated tolling on
8 the state route number 520 corridor.

9 (8) (~~(\$19,248,000)~~) \$10,188,000 of the state route number 520
10 corridor account—state appropriation is provided solely for the costs
11 of insurance for the state route number 520 floating bridge.

12 (9) \$75,000 of the state route number 520 corridor account—state
13 appropriation is provided solely for the department to (a) conduct an
14 actuarial analysis of the short and long-term costs and benefits,
15 including risk mitigation of self-insurance as compared to the
16 commercial insurance option for the state route number 520 floating
17 bridge, as allowed under the terms of the state route number 520
18 master bond resolution, and (b) develop a plan to implement a self-
19 insurance program for the state route number 520 floating bridge. By
20 December 15, 2024, the department shall report to the governor and
21 the transportation committees of the legislature on the results of
22 the actuarial analysis and the self-insurance program. It is the
23 intent of the legislature to implement a self-insurance program for
24 the state route number 520 floating bridge by July 1, 2025.

25 **Sec. 908.** 2024 c 310 s 210 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
28 **C**

29 Transportation Partnership Account—State	
30 Appropriation.	\$1,494,000
31 Motor Vehicle Account—State Appropriation.	((\$122,732,000))
32	<u>\$122,717,000</u>
33 Puget Sound Ferry Operations Account—State	
34 Appropriation.	\$307,000
35 Multimodal Transportation Account—State	
36 Appropriation.	\$2,988,000
37 Transportation 2003 Account (Nickel Account)—State	
38 Appropriation.	\$1,488,000

1 TOTAL APPROPRIATION. ((~~\$129,009,000~~))
2 \$128,994,000

3 The appropriations in this section are subject to the following
4 conditions and limitations: \$2,006,000 of the motor vehicle account—
5 state appropriation is provided solely for hardware cost increases.
6 Before any hardware replacement, the department, in consultation with
7 WaTech, must further review leasing options.

8 **Sec. 909.** 2024 c 310 s 211 (uncodified) is amended to read as
9 follows:

10 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
11 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**
12 Motor Vehicle Account—State Appropriation. ((~~\$40,362,000~~))
13 \$40,310,000
14 Move Ahead WA Account—State Appropriation. \$2,532,000
15 State Route Number 520 Corridor Account—State
16 Appropriation. \$34,000
17 TOTAL APPROPRIATION. ((~~\$42,928,000~~))
18 \$42,876,000

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

21 (1) \$500,000 of the move ahead WA account—state appropriation is
22 provided solely for the department to conduct a detailed space study
23 and develop an implementation plan that builds off the findings and
24 recommendations of the department's "Telework Impact Study" completed
25 in September 2022. Such efforts must also incorporate office space
26 use reduction requirements for the department in this act as well as
27 current and planned telework levels. The detailed space study and
28 development of the implementation plan must be conducted in
29 consultation with the office of financial management and the
30 department of enterprise services, and must focus on office and
31 administrative space efficiency, providing specific recommendations,
32 cost estimates, and cost savings. While focused on office and
33 administrative space, the department is encouraged to review other
34 types of facilities where efficiencies can be achieved. The final
35 study report must include:

36 (a) The development of low, medium, and high scenarios based on
37 reducing space use, with the high space reduction scenario being
38 based on a minimum of a 30 percent reduction by 2030;

1 (b) Detailed information on any increased capital and other
2 implementation costs under each scenario;

3 (c) Detailed information on reduced costs, such as leases,
4 facility maintenance, and utilities, under each scenario;

5 (d) An analysis of opportunities to collocate with other state,
6 local, and other public agencies to reduce costs and improve cost-
7 efficiency while meeting utilization standards; and

8 (e) An assessment of the commercial value and return to the state
9 transportation funds associated with the sale of the property from
10 consolidation and other space efficiency measures.

11 (2)(a) The department must submit the implementation plan and
12 final report from the detailed space study to the office of financial
13 management and the transportation committees of the legislature by
14 October 1, 2024.

15 (b) Conducting the detailed space study under subsection (1) of
16 this section must not prevent or delay the department from meeting
17 other space use and related requirements, or where warranted by
18 current information or opportunities.

19 (c) In addition to the reporting requirement under subsection (1)
20 of this section, the department must provide information to the
21 office of financial management in its comparative analysis of office
22 space, leases, and relocation costs required by the omnibus operating
23 appropriations act.

24 **Sec. 910.** 2024 c 310 s 212 (uncodified) is amended to read as
25 follows:

26 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION EQUIPMENT FUND—**
27 **PROGRAM E**

28	Motor Vehicle Account—State Appropriation.	\$700,000
29	Move Ahead WA Account—State Appropriation.	\$20,000,000
30	Multimodal Transportation Account—State	
31	Appropriation.	\$433,000
32	TOTAL APPROPRIATION.	\$21,133,000

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

35 (1) The entire move ahead WA account—state appropriation is
36 provided solely for the department's costs related to replacing
37 obsolete transportation equipment and replacing fuel sites. Beginning
38 December 1, 2024, and annually thereafter, the department must

1 provide a report to the office of financial management and the
2 transportation committees of the legislature detailing the current
3 progress on replacing obsolete equipment, progress towards reaching a
4 level purchasing state, and the status of a fuel site replacement
5 prioritization plan. The report must also include:

6 (a) A list of department owned and managed fuel sites prioritized
7 by urgency of replacement;

8 (b) A discussion of department practices that would create a
9 sustained revenue source for capital repair and replacement of fuel
10 sites; and

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

13 (2)(a) \$100,000 of the multimodal transportation account—state
14 appropriation is provided solely for the department to administer a
15 pilot program to install and test intelligent speed monitoring
16 technology in a portion of the department's fleet of vehicles while
17 using global positioning system technology and other mapping tools to
18 monitor vehicle location and corresponding speed limits on traveled
19 roadways.

20 (b) The pilot program must begin by January 1, 2024, for a 12-
21 month period. By June 30, 2025, the department must report to the
22 transportation committees of the legislature the results of the pilot
23 program and provide any legislative or policy recommendations,
24 including information on the potential impact of lawsuits related to
25 vehicle operations.

26 **Sec. 911.** 2024 c 310 s 213 (uncodified) is amended to read as
27 follows:

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

29 Aeronautics Account—State Appropriation.	((\$17,448,000))
	<u>\$17,134,000</u>
31 Aeronautics Account—Federal Appropriation.	((\$5,579,000))
	<u>\$5,129,000</u>
33 Aeronautics Account—Private/Local Appropriation.	\$60,000
34 TOTAL APPROPRIATION.	((\$23,087,000))
	<u>\$22,323,000</u>

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

1 (1) (~~(\$2,000,000)~~) \$1,900,000 of the aeronautics account—state
2 appropriation is provided solely for the move ahead WA aviation
3 grants. The department shall prioritize projects eligible for federal
4 funding.

5 (2) (~~(\$1,476,000)~~) \$1,376,000 of the aeronautics account—state
6 appropriation is provided solely for sustainable aviation grants
7 recommended by the department under the sustainable aviation grants
8 program. The department shall submit a report to the transportation
9 committees of the legislature by October 1, 2024, identifying a
10 selection of sustainable aviation projects for funding by the
11 legislature. In considering projects to recommend to fund, the
12 department shall only consider projects that advance the state of
13 sustainable aviation technology and lead to future innovation.
14 Innovative sustainable aviation projects may include, but are not
15 limited to, pilot projects demonstrating the use of:

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

20 (3) \$300,000 of the aeronautics account—state appropriation is
21 provided solely for the department to develop a statewide advanced
22 air mobility aircraft plan to develop and integrate advanced air
23 mobility aircraft into current modal systems. The department shall
24 submit a report by June 1, 2025, to the office of financial
25 management and the transportation committees of the legislature
26 including, but not limited to:

27 (a) Near, medium, and long-term recommendations for land use
28 planning for advanced and urban air mobility vertiports and
29 vertistops;

30 (b) An inventory of infrastructure needs to support a statewide
31 vertiport network and a recommended program to deploy funds to local
32 governments to share costs;

33 (c) Proposed state governance structures and regulatory
34 mechanisms to adequately complement federal aviation administration
35 oversight;

36 (d) Recommended policies to foster vertiport and vertistop
37 infrastructure development that ensure open public access, efficiency
38 in land use siting, and equitable distribution across the state; and

1 (e) In consultation with local jurisdictions, planning
2 organizations, and other modal managers, recommendations on advanced
3 air mobility aircraft integration into statewide transportation
4 plans.

5 (4) \$1,931,000 of the aeronautics account—state appropriation is
6 provided solely for the implementation of chapter 463, Laws of 2023
7 (commercial aviation services). Funding is provided for the
8 activities of the work group and for support of the work group by the
9 department. The activities of the work group include the issuance of
10 the initial progress report, required in section 4, chapter 463, Laws
11 of 2023, which requires the listing of areas that will not have
12 further review as the areas are in conflict with the operations of a
13 military installation. The report must also identify unsuitable
14 geographies due to either environmental impacts or impacts to
15 overburdened communities. Additionally, within the funding provided,
16 the work group must:

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

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

23 (5) \$300,000 of the aeronautics account—state appropriation is
24 provided solely for the Port of Bremerton to conduct a study on the
25 feasibility of offering commercial service at the Port of Bremerton
26 airport. Pursuant to RCW 47.68.090(2)(c), the department may not
27 require a match for this project.

28 (6) \$2,575,000 of the aeronautics account—state appropriation is
29 provided solely for the Pullman-Moscow regional airport. Pursuant to
30 RCW 47.68.090(2)(c), the department may not require a match for this
31 project.

32 **Sec. 912.** 2024 c 310 s 214 (uncodified) is amended to read as
33 follows:

34 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
35 **SUPPORT—PROGRAM H**

36 Motor Vehicle Account—State Appropriation.	(\$65,161,000)
37	<u>\$63,539,000</u>
38 Motor Vehicle Account—Federal Appropriation.	\$500,000

1 new hybrid electric vessels, active transportation, transit programs
2 and projects, alternative fuel infrastructure, connecting
3 communities, and multimodal investments.

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

8 (5) \$93,000 of the multimodal transportation account—state
9 appropriation is provided solely for the implementation of chapter
10 169, Laws of 2023 (climate resilience strategy).

11 (~~(7)~~) (6)(a) (~~(\$500,000)~~) \$150,000 of the multimodal
12 transportation account—state appropriation is provided solely for the
13 department to explore alternative uses of the state's highway rights-
14 of-way to address pressing public needs relating to climate change,
15 equitable communications, renewable energy generation, electrical
16 transmission and distribution projects, broadband projects,
17 vegetation management, inductive charging in travel lanes,
18 alternative fueling facilities, and other appropriate uses. In
19 exploring alternative uses of the state's highway rights-of-way, the
20 department shall:

21 (i) Review the utility accommodation policy and make
22 recommendations to update the policy to include clean energy and
23 connectivity projects under 23 C.F.R. Part 645. At a minimum, the
24 recommendations for updated clean energy and connectivity projects
25 must include renewable energy and electrical transmission and
26 distribution;

27 (ii) Review and update the department's integrated roadside
28 vegetation management plans to maximize carbon sequestration and
29 develop habitat and forage for native pollinators, Monarch
30 butterflies, and honeybees through plantings of native noninvasive
31 flowering plants and grasses on the state highways rights-of-way and
32 at safety rest areas;

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

36 (iv) Identify existing highway rights-of-way suitable as
37 designated energy corridors for electric transmission and
38 distribution and other energy infrastructure.

39 (b) In carrying out the requirements in (a) of this subsection,
40 the department may consult with an organization that uses an advanced

1 rights-of-way solar mapping tool that uses ArcGIS Pro software for
2 faster and more precise analysis of rights-of-way solar using the
3 state's full spatial rights-of-way data sets.

4 (c) The department must report its findings, recommendations, and
5 status of its updates to the transportation committees of the
6 legislature by January 15, 2025.

7 ~~((8))~~ (7) To assist the department as it continues to make
8 progress on meeting the requirements of the federal *U.S. v.*
9 *Washington* court injunction and to address estimated programmatic
10 cost increases, within the funding provided in this section, the
11 department shall analyze contracting methods, alternative bundling
12 concepts, and other options to manage costs. The department shall
13 provide a report outlining recommendations to the governor and
14 transportation committees of the legislature by December 15, 2024.

15 **Sec. 913.** 2024 c 310 s 215 (uncodified) is amended to read as
16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
18 **PROGRAM K**

19	Motor Vehicle Account—State Appropriation.	\$703,000
20	Electric Vehicle Account—State Appropriation.	\$4,746,000
21	Multimodal Transportation Account—State	
22	Appropriation.	\$4,400,000
23	Multimodal Transportation Account—Federal	
24	Appropriation.	((25,000,000))
25		<u>\$26,770,000</u>
26	Carbon Emissions Reduction Account—State	
27	Appropriation.	((195,025,000))
28		<u>\$43,223,000</u>
29	TOTAL APPROPRIATION.	((229,874,000))
30		<u>\$79,842,000</u>

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

33 (1) \$3,746,000 of the electric vehicle account—state
34 appropriation~~((7))~~ and \$30,000,000 of the carbon emissions reduction
35 account—state appropriation~~((7 and beginning January 1, 2025,~~
36 ~~\$15,000,000 of the carbon emissions reduction account state~~
37 ~~appropriation))~~ are provided solely for the clean alternative fuel
38 vehicle charging and refueling infrastructure program in ~~((chapter~~

1 ~~287, Laws of 2019 (advancing green transportation adoption))~~ RCW
2 47.04.350.

3 (2) \$1,000,000 of the electric vehicle account—state
4 appropriation and \$500,000 of the multimodal transportation account—
5 state appropriation are provided solely for a colocated DC fast
6 charging and hydrogen fueling station near the Wenatchee or East
7 Wenatchee area near a state route or near or on a publicly owned
8 facility to service passenger, light-duty and heavy-duty vehicles.
9 The hydrogen fueling station must include a DC fast charging station
10 colocated at the hydrogen fueling station site. Funds may be used for
11 one or more fuel cell electric vehicles that would utilize the
12 fueling stations. The department must contract with a public utility
13 district that produces hydrogen in the area to own and/or manage and
14 provide technical assistance for the design, planning, permitting,
15 construction, maintenance and operation of the hydrogen fueling
16 station. The department and public utility district are encouraged to
17 collaborate with and seek contributions from additional public and
18 private partners for the fueling station.

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

22 (4) \$1,200,000 of the multimodal transportation account—state
23 appropriation(~~(7)~~) and \$2,000,000 of the carbon emissions reduction
24 account—state appropriation(~~(7, and beginning January 1, 2025,~~
25 ~~\$3,400,000 of the carbon emissions reduction account—state~~
26 ~~appropriation,)) are provided solely for the pilot program
27 established under (~~chapter 287, Laws of 2019 (advancing green~~
28 ~~transportation adoption))~~ RCW 47.04.355 to provide clean alternative
29 fuel vehicle use opportunities to underserved communities and low to
30 moderate income members of the workforce not readily served by
31 transit or located in transportation corridors with emissions that
32 exceed federal or state emissions standards. Consistent with the
33 geographical diversity element described in RCW 47.04.355(4), the
34 legislature strongly encourages the department to consider
35 implementing the pilot in both urban and rural communities if
36 possible, to obtain valuable information on the needs of underserved
37 communities located in different geographical locations in
38 Washington.~~

1 (5) (~~(\$120,000,000)~~) \$7,849,000 of the carbon emissions reduction
2 account—state appropriation (~~(, and beginning January 1, 2025,~~
3 ~~\$10,000,000 of the carbon emissions reduction account state~~
4 ~~appropriation, are))~~ is provided solely for implementation of zero-
5 emission medium and heavy-duty vehicle and equipment infrastructure
6 and incentive programs and for the replacement of school buses
7 powered by fossil fuels with zero-emission school buses, including
8 the purchase and installation of zero-emission school bus refueling
9 infrastructure.

10 (a) Of this amount, (~~(\$20,000,000)~~) \$3,700,000 is for the
11 department to administer an early action grant program to provide
12 expedited funding for the replacement of school buses powered by
13 fossil fuels with zero-emission school buses, including the purchase
14 and installation of zero-emission school bus refueling
15 infrastructure. The department must contract with the department of
16 ecology to implement the early action grant program.

17 (b) (i) The remaining (~~(\$110,000,000)~~) \$4,149,000, inclusive of
18 costs for program administration and staffing, is for a point-of-sale
19 voucher incentive program to encourage the faster adoption of zero-
20 emission medium and heavy-duty vehicles to further state climate
21 goals under RCW 70A.45.020 and state equity goals under chapter
22 70A.02 RCW. The voucher incentive program must be administered by a
23 third-party administrator that has experience administering voucher
24 incentive programs, with oversight conducted by the department.

25 (ii) The voucher program is required to be designed based on the
26 recommendations of the Joint Transportation Committee report
27 *Washington State Infrastructure and Incentive Program Design for MHD*
28 *ZEVs*, and to include:

29 (A) Simplified zero-emission vehicle eligibility requirements;
30 (B) Vehicle and infrastructure incentives aligned with programs
31 in other jurisdictions, where appropriate, to streamline user
32 planning;

33 (C) Financial enhancements for select populations based on equity
34 considerations, including for vehicles in disadvantaged communities
35 and vehicles to be purchased by small, minority-owned businesses,
36 with consideration for support of the secondary vehicle market;

37 (D) A centralized user and manufacturer portal for information,
38 application, and assistance;

39 (E) A fleet assistance and qualification program to assist in
40 zero-emission vehicle and infrastructure planning, to be administered

1 by the Washington State University extension energy program in
2 coordination with the department and the voucher program's third-
3 party administrator; and

4 (F) A voucher preapproval process to evaluate participant
5 eligibility, readiness for fleet deployment, and infrastructure
6 preparedness.

7 (iii) The following battery electric and hydrogen fuel cell
8 electric vehicle categories and associated charging, as well as
9 refueling infrastructure for these categories, are eligible for the
10 voucher program, subject to additional qualification criteria to be
11 determined by the department and the voucher program third-party
12 administrator:

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

15 (B) Cargo handling and off-road equipment.

16 (iv) School buses and transit vehicles eligible for state grant
17 programs for the purchase of zero-emission vehicles are not eligible
18 for vouchers under this program, but are eligible for fleet
19 assistance provided in association with the voucher program, which
20 must include assistance in determining state and federal grant
21 eligibility for these vehicles.

22 (v) The voucher amounts selected by the department and voucher
23 program third-party administrator must further the policy goals of
24 the program cited in (b)(i) of this subsection by offsetting
25 investments required for medium and heavy-duty vehicle and equipment
26 owners to transition to zero-emission vehicles and equipment. The
27 department and voucher program third-party administrator must
28 condition vehicle and infrastructure voucher funding to ensure these
29 program policy goals are furthered through the voucher funding
30 provided.

31 (vi) Consistent with voucher program design, the department is
32 required to distribute funds to the voucher program third-party
33 administrator sufficiently in advance of final requirements for
34 voucher distribution being met to facilitate the voucher's timely
35 distribution by the third-party administrator to sellers of zero-
36 emission vehicles and infrastructure.

37 (6) \$2,100,000 of the carbon emissions reduction account—state
38 appropriation is provided solely to fund electric vehicle charging
39 infrastructure for the electric charging megasite project at Mount
40 Vernon library commons.

1 (7) \$2,500,000 of the multimodal transportation account—state
2 appropriation is provided solely for the department to coordinate
3 with cities, counties, ports, and private entities to develop
4 actionable recommendations for state assistance in the development of
5 specific candidate truck parking sites to be developed with
6 amenities, identified by location. The department shall identify
7 private land parcels for potential development of sites, which may
8 include, but should not be limited to, a feasibility analysis of
9 sites adjacent to Interstate 90 near North Bend for a 400 to 600
10 space truck parking site. The public benefit of each potential truck
11 parking site must be included in this assessment. The department
12 shall consider opportunities for the state to provide assistance in
13 the development of truck parking sites, including possible
14 opportunities to provide assistance in land acquisition and
15 evaluating land use requirements. The department must update the
16 transportation committees of the legislature on agency activities and
17 their status by December 1, 2023, and to provide a final report to
18 the transportation committees of the legislature by December 1, 2024.

19 ~~(8) ((Beginning January 1, 2025, \$10,000,000 of the carbon~~
20 ~~emissions reduction account—state appropriation is provided solely~~
21 ~~for grants, and to serve as a state match for secured federal funds,~~
22 ~~to finance hydrogen refueling infrastructure for medium and heavy-~~
23 ~~duty vehicles with a focus on locations in disadvantaged and~~
24 ~~overburdened communities, where possible. The department, in~~
25 ~~consultation with the interagency electric vehicle coordinating~~
26 ~~council, should pursue any federal funding available through the~~
27 ~~charging and fueling infrastructure discretionary grant program and~~
28 ~~any other sources under the federal infrastructure investment and~~
29 ~~jobs act (P.L. 29 117-58).~~

30 ~~(9) Beginning January 1, 2025, \$800,000)~~ \$400,000 of the carbon
31 emissions reduction account—state appropriation is provided solely
32 for the cities of Bellevue and Redmond to each purchase an electric
33 fire engine.

34 ~~((10) Beginning January 1, 2025, \$1,725,000))~~ (9) \$874,000 of
35 the carbon emissions reduction account—state appropriation is
36 provided solely for a Tacoma Public Utilities medium-duty zero-
37 emission utility service vehicle pilot project that includes charging
38 infrastructure and mobile battery units.

1 **Sec. 914.** 2024 c 310 s 216 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

4	Motor Vehicle Account—State Appropriation.	((\$545,500,000))
5		<u>\$556,639,000</u>
6	Motor Vehicle Account—Federal Appropriation.	\$7,000,000
7	Move Ahead WA Account—State Appropriation.	\$50,000,000
8	RV Account—State Appropriation.	\$1,100,000
9	State Route Number 520 Corridor Account—State	
10	Appropriation.	\$4,841,000
11	Tacoma Narrows Toll Bridge Account—State	
12	Appropriation.	\$1,585,000
13	Alaskan Way Viaduct Replacement Project Account—	
14	State Appropriation.	\$8,752,000
15	Interstate 405 and State Route Number 167 Express	
16	Toll Lanes Account—State Appropriation.	\$2,624,000
17	TOTAL APPROPRIATION.	((\$621,402,000))
18		<u>\$632,541,000</u>

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

21 (1) \$5,000,000 of the motor vehicle account—state appropriation
22 is provided solely for a contingency pool for snow and ice removal.
23 The department must notify the office of financial management and the
24 transportation committees of the legislature when they have spent the
25 base budget for snow and ice removal and will begin using the
26 contingency pool funding.

27 (2) (a) \$115,000 of the state route number 520 corridor account—
28 state appropriation is provided solely for the department to enter
29 into a dispute resolution process with local jurisdictions to produce
30 interagency agreements to address the ongoing facility and landscape
31 maintenance of the three state route number 520 eastside lids and
32 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
33 92nd Avenue NE.

34 (b) The agreements pursuant to (a) of this subsection must be
35 executed by June 30, 2024.

36 (3) (a) \$9,000,000 of the motor vehicle account—state
37 appropriation is provided solely for the department to address the
38 risks to safety and public health associated with homeless
39 encampments on department owned rights-of-way. The department must

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

18 (b) Beginning November 1, 2023, and semiannually thereafter, the
19 Washington state patrol and the department of transportation must
20 jointly submit a report to the governor and the transportation
21 committees of the legislature on the status of these efforts,
22 including:

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

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

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

32 (4) \$1,000,000 of the motor vehicle account—state appropriation
33 is provided solely for a partnership program between the department
34 and the city of Spokane, to be administered in conjunction with
35 subsection (3) of this section. The program must address the safety
36 and public health problems created by homeless encampments on the
37 department's property along state highways within the city limits.
38 \$555,000 of the motor vehicle account—state appropriation is for
39 dedicated department maintenance staff and associated clean-up costs.
40 The department and the city of Spokane shall enter into a

1 reimbursable agreement to cover up to \$445,000 of the city's expenses
2 for clean-up crews and landfill costs.

3 (5) \$1,025,000 of the motor vehicle account—state appropriation
4 is provided solely for the department to implement safety
5 improvements and debris clean up on department-owned rights-of-way in
6 the city of Seattle at levels above that being implemented as of
7 January 1, 2019, to be administered in conjunction with subsection
8 (3) of this section. The department must maintain a crew dedicated
9 solely to collecting and disposing of garbage, clearing debris or
10 hazardous material, and implementing safety improvements where
11 hazards exist to the traveling public, department employees, or
12 people encamped upon department-owned rights-of-way. The department
13 may request assistance from the Washington state patrol as necessary
14 in order for both agencies to provide enhanced safety-related
15 activities regarding the emergency hazards along state highway
16 rights-of-way in the Seattle area.

17 (6) \$1,015,000 of the motor vehicle account—state appropriation
18 is provided solely for a partnership program between the department
19 and the city of Tacoma, to be administered in conjunction with
20 subsection (3) of this section. The program must address the safety
21 and public health problems created by homeless encampments on the
22 department's property along state highways within the city limits.
23 \$570,000 of the motor vehicle account—state appropriation is for
24 dedicated department maintenance staff and associated clean-up costs.
25 The department and the city of Tacoma shall enter into a reimbursable
26 agreement to cover up to \$445,000 of the city's expenses for clean-up
27 crews and landfill costs.

28 (7) (~~(\$1,500,000)~~) \$1,300,000 of the motor vehicle account—state
29 appropriation is provided solely for the department to contract with
30 the city of Fife to address the risks to safety and public health
31 associated with homeless encampments on department-owned rights-of-
32 way along the SR 167/SR 509 Puget Sound Gateway project corridor in
33 and adjacent to the city limits pursuant to section 216(10), chapter
34 186, Laws of 2022. However, the amount provided in this subsection
35 must be placed in unallotted status and may not be spent prior to
36 November 1, 2023. If, after November 1, 2023, the department, in
37 consultation with the office of financial management, determines that
38 the department fully spent the \$2,000,000 appropriated in section
39 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal

1 biennium for this purpose, the amount provided in this subsection
 2 must remain in unallotted status and unspent. If the department did
 3 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,
 4 the department may only spend from the appropriation in this
 5 subsection an amount not in excess of the amount unspent from the
 6 \$2,000,000 within the 2021-2023 fiscal biennium, with any remaining
 7 amount to remain in unallotted status and unspent. In no event may
 8 the department spend more than \$2,000,000 within the 2021-2023 and
 9 2023-2025 fiscal biennia for this purpose.

10 (8) To the greatest extent practicable, the department shall
 11 schedule mowing along state highways to occur after litter pickup has
 12 been performed in the area to be mowed. This subsection is not
 13 intended to prevent mowing or other similar maintenance activities
 14 from being undertaken in the event litter pickup has not been
 15 performed.

16 **Sec. 915.** 2024 c 310 s 217 (uncodified) is amended to read as
 17 follows:

18 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
 19 **PROGRAM Q—OPERATING**

20	Highway Safety Fund—State Appropriation.	((\$5,529,000))
21		<u>\$4,897,000</u>
22	Motor Vehicle Account—State Appropriation.	((\$88,566,000))
23		<u>\$86,659,000</u>
24	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
25	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
26	Move Ahead WA Account—State Appropriation.	\$3,090,000
27	Multimodal Transportation Account—State	
28	Appropriation.	\$5,000,000
29	State Route Number 520 Corridor Account—State	
30	Appropriation.	\$247,000
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation.	\$44,000
33	Alaskan Way Viaduct Replacement Project Account—	
34	State Appropriation.	\$1,122,000
35	Interstate 405 and State Route Number 167 Express	
36	Toll Lanes Account—State Appropriation.	\$37,000
37	TOTAL APPROPRIATION.	((\$105,979,000))
38		<u>\$103,440,000</u>

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

3 (1) \$6,000,000 of the motor vehicle account—state appropriation
4 is provided solely for low-cost enhancements. The department shall
5 give priority to low-cost enhancement projects that improve safety or
6 provide congestion relief. By December 15th of each odd-numbered
7 year, the department shall provide a report to the legislature
8 listing all low-cost enhancement projects completed in the prior
9 fiscal biennium.

10 (2) (a) During the 2023-2025 fiscal biennium, the department shall
11 continue a pilot program that expands private transportation
12 providers' access to high occupancy vehicle lanes. Under the pilot
13 program, when the department reserves a portion of a highway based on
14 the number of passengers in a vehicle, the following vehicles must be
15 authorized to use the reserved portion of the highway if the vehicle
16 has the capacity to carry eight or more passengers, regardless of the
17 number of passengers in the vehicle: (i) Auto transportation company
18 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
19 carrier vehicles 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; (iii) private nonprofit
22 transportation provider vehicles regulated under chapter 81.66 RCW;
23 and (iv) private employer transportation service vehicles. For
24 purposes of this subsection, "private employer transportation
25 service" means regularly scheduled, fixed-route transportation
26 service that is offered by an employer for the benefit of its
27 employees. Nothing in this subsection is intended to authorize the
28 conversion of public infrastructure to private, for-profit purposes
29 or to otherwise create an entitlement or other claim by private users
30 to public infrastructure.

31 (b) The department shall expand the high occupancy vehicle lane
32 access pilot program to vehicles that deliver or collect blood,
33 tissue, or blood components for a blood-collecting or distributing
34 establishment regulated under chapter 70.335 RCW. Under the pilot
35 program, when the department reserves a portion of a highway based on
36 the number of passengers in a vehicle, blood-collecting or
37 distributing establishment vehicles that are clearly and identifiably
38 marked as such on all sides of the vehicle are considered emergency

1 vehicles and must be authorized to use the reserved portion of the
2 highway.

3 (c) The department shall expand the high occupancy vehicle lane
4 access pilot program to for hire nonemergency medical transportation
5 vehicles, when in use for medical purposes, as described in section
6 208(20), chapter 472, Laws of 2023. Under the pilot program, when the
7 department reserves a portion of a highway based on the number of
8 passengers in a vehicle, nonemergency medical transportation vehicles
9 that meet the requirements identified in section 208(20), chapter
10 472, Laws of 2023 must be authorized to use the reserved portion of
11 the highway.

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

15 (3) The appropriations in this section assume implementation of
16 additional cost recovery mechanisms to recoup at least \$100,000 in
17 credit card and other financial transaction costs related to the
18 collection of fees imposed under RCW 46.17.400, 46.44.090, and
19 46.44.0941 for driver and vehicle fee transactions beginning January
20 1, 2023. The department may recover transaction fees incurred through
21 credit card transactions.

22 (4) The department shall promote safety messages encouraging
23 drivers to slow down and move over and pay attention when emergency
24 lights are flashing on the side of the road and other suitable safety
25 messages on electronic message boards the department operates across
26 the state. The messages must be promoted through June 30, 2025. The
27 department may coordinate such messaging with any statewide public
28 awareness campaigns being developed by the department of licensing or
29 the Washington state traffic safety commission, or both.

30 (5) \$5,000,000 of the multimodal transportation account—state
31 appropriation is provided solely for the department to address
32 emergent issues related to safety for pedestrians and bicyclists.
33 Funds may only be spent after approval from the office of financial
34 management. By December 15th of each odd-numbered year, the
35 department shall provide a report to the legislature listing all
36 emergent issues addressed in the prior fiscal biennium.

37 (6) (~~(\$3,529,000)~~) \$2,897,000 of the highway safety account—state
38 appropriation is provided solely for implementation of chapter 17,
39 Laws of 2023 (speed safety cameras).

1 (7) (~~(\$1,279,000 of the move ahead WA account state appropriation~~
2 ~~is provided solely for maintenance and operations of the virtual~~
3 ~~coordination center. The department is encouraged to apply for~~
4 ~~federal grant funds for the virtual coordination center and may use~~
5 ~~state funds as a match. By December 1, 2023, the department shall~~
6 ~~report to the transportation committees of the legislature: (a)~~
7 ~~Recommendations to expand the center's operations, including specific~~
8 ~~additional jurisdictions and corridors across the state; and (b)~~
9 ~~amounts received and dates of receipt of any new cash and in-kind~~
10 ~~matches from virtual coordination center partners including, but not~~
11 ~~limited to, the city of Seattle, King county, other state and local~~
12 ~~jurisdictions, and private sector partners.~~

13 ~~(8))~~ \$100,000 of the motor vehicle account—state appropriation
14 is provided solely for the department to prepare and submit a report
15 to the transportation committees of the legislature by December 1,
16 2024, with a prioritized list of recommendations for improving safety
17 and mobility on Interstate 90 between North Bend and Cle Elum during
18 winter weather events, including estimated costs. The recommendations
19 must include, but are not limited to, options to improve compliance
20 with traction tire and chain requirements and reduce snow-related
21 closures.

22 ~~((9))~~ (8) (a) ~~(\$5,000,000)~~ \$3,100,000 of the motor vehicle
23 account—state appropriation is provided solely for the department, in
24 coordination with the independent review team of the joint
25 transportation committee, to conduct an analysis of highway, road,
26 and freight rail transportation needs, options, and impacts from
27 shifting the movement of freight and goods that currently move by
28 barge through the lower Snake river dams to highways, other roads,
29 and rail. The study should generate volume estimates and evaluate
30 scenarios for changes in infrastructure and operations that would be
31 necessary to address those additional volumes. The assessment must
32 include quantitative analysis based on available data in terms of
33 both financial and carbon emission costs; and qualitative input
34 gathered from tribal governments, local governments, freight
35 interests, and other key stakeholders, including impacts on
36 disadvantaged/underserved communities. The analysis must include a
37 robust public engagement process to solicit feedback from interested
38 stakeholders including but not limited to: Residents and officials in
39 affected cities and counties; stakeholders involved in railroad,

1 agriculture, fishing, trucking, shipping and other related
2 industries; appropriate Native American tribes; representatives of
3 advocacy and community organizations; and transportation, public
4 works, and economic development organizations in the affected areas,
5 federal highway administration and army corps of engineers. The
6 analysis must be informed by the work of the joint transportation
7 committee's independent review team, and must include the following:

8 (i) Existing volumes and traffic patterns;

9 (ii) Potential changes in volumes and traffic patterns
10 immediately following the loss of freight movement by barge and over
11 the following 20 years, including the carbon emissions impact of this
12 mode shift;

13 (iii) Identification of whether regional geography, land
14 availability, and state and federal regulatory processes would allow
15 for rail and road expansions and increased capacity;

16 (iv) Identification of potential infrastructure and operational
17 improvements to existing highways, other roads, and rail, including
18 additional access to facilities, needed to accommodate the higher
19 freight volumes and impacts and potential opportunities to mitigate
20 impacts on shipping rates;

21 (v) Identification of rail line development options, including
22 impacts and potential opportunities to mitigate impacts on grain
23 storage and handling facilities at regional unit train yards and port
24 export facilities;

25 (vi) An assessment of costs associated with mitigating potential
26 slope failure and stabilization necessitated by the drawdown of the
27 river. An assessment of impacts and potential opportunities to
28 mitigate impacts on adjacent roads, bridges, railroads, and utility
29 corridors shall be included;

30 (vii) Both financial and carbon cost estimates for development
31 and implementation of identified needs and options, including
32 planning, design, and construction;

33 (viii) Analysis of the impacts and potential opportunities to
34 mitigate impacts of these infrastructure changes on environmental
35 justice and disadvantaged/underserved communities during
36 construction, as well as from future operations;

37 (ix) Analysis of safety impacts and potential opportunities to
38 mitigate impacts for a shift from barge transportation to rail or
39 truck, including increases in rural community traffic and consistency
40 with the Washington State Strategic Highway Safety Plan: Target Zero;

1 (x) Impacts and potential opportunities to mitigate impacts on
2 highly affected commodities, including agriculture, petroleum,
3 project cargo, and wind energy components;

4 (xi) Analysis of the impacts and potential opportunities to
5 mitigate impacts that reduced competition resulting from removing
6 barging of agricultural products on the Snake river would have on
7 Washington's agricultural industry along with impacts modal shifts
8 would have on the entire supply chain, including export facilities
9 and ports on the Lower Columbia River; and

10 (xii) Determination of the feasibility that additional east-west
11 freight rail capacity can be achieved, particularly through Columbia
12 River Gorge, and the alternative routes that exist in the event that
13 adding more infrastructure on these routes is not feasible.

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

18 ~~((10))~~ (9) \$2,000,000 of the highway safety account—state
19 appropriation is provided solely for the department, in consultation
20 with the Washington traffic safety commission, to evaluate and
21 identify geographical locations in both urban and rural highway
22 settings to install and implement wrong-way driving prevention
23 strategies. Such prevention strategies may include improved signage
24 and pavement markings as recommended by the traffic safety
25 commission's report on wrong-way driving, "Strategies and
26 Technologies to Prevent and Respond to Wrong-Way Driving Crashes."
27 The department must report to the legislature any crash data or
28 wrong-way violations that occur at the selected locations by June 30,
29 2025.

30 ~~((11))~~ (10) \$1,000,000 of the motor vehicle account—state
31 appropriation is provided solely for the department to develop an
32 automated highway speed safety camera pilot program to test two to
33 three automated traffic safety cameras on state highways. The goals
34 of the automated highway speed safety camera pilot program are to
35 test speed camera technology, determine the impact on speeding
36 behavior in areas of testing, and compile public response to the use
37 of traffic safety cameras on highways.

38 (a) The department must work with the Washington state patrol and
39 the traffic safety commission to develop the pilot program to
40 include, but not be limited to, the following program elements:

- 1 (i) Selection of technology;
- 2 (ii) Placement of cameras in high speed, collision, or fatality
3 locations;
- 4 (iii) Establishment of public notification and warning signs
5 prior to entering into an area with a speed safety camera;
- 6 (iv) Outreach and public engagement about the program and site
7 selection process; and
- 8 (v) Development and implementation of a process to collect and
9 report relevant pilot program data, including rates of speed prior
10 to, during, and after the use of pilot program cameras, and public
11 response to pilot program cameras.
- 12 (b) Automated traffic safety cameras may only take pictures of
13 the vehicle and the vehicle license plates.
- 14 (c) Ticketing of violators using vehicle speed information
15 captured by automated traffic safety cameras authorized under the
16 pilot program is prohibited during the pilot program.
- 17 (d) As part of the pilot program, the department may inform
18 registered vehicle owners of a vehicle's rate of speed exceeding the
19 posted speed limit and the amount of the fine the law would have
20 allowed to be imposed by providing notification by mail.
- 21 (e) The department is required to provide a program progress
22 report to the governor and transportation committees of the
23 legislature by (~~September 30, 2024~~) June 30, 2025, to include a
24 summary of public input on the use of safety cameras, including
25 objections, evaluation of technologies used, and changes in speeding
26 behavior.
- 27 (f) Photographs, microphotographs, electronic images, and other
28 personally identifying data captured and collected for the purposes
29 of the pilot program are for the exclusive use of the Washington
30 state patrol and department of transportation in carrying out the
31 pilot program, are not open to the public, and may not be used in
32 court in a pending action or proceeding.
- 33 (~~(12)~~) (11) \$1,000,000 of the motor vehicle account—state
34 appropriation is provided solely for implementation of chapter 111,
35 Laws of 2024 (graffiti abatement and reduction pilot). If chapter
36 111, Laws of 2024 is not enacted by June 30, 2024, the amount
37 provided in this subsection lapses.

38 **Sec. 916.** 2024 c 310 s 218 (uncodified) is amended to read as
39 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
 2 **SUPPORT—PROGRAM S**

3	Motor Vehicle Account—State Appropriation.	((\$63,497,000))
4		<u>\$63,501,000</u>
5	Motor Vehicle Account—Federal Appropriation.	\$780,000
6	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
7	Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
8	Puget Sound Ferry Operations Account—State	
9	Appropriation.	\$509,000
10	Multimodal Transportation Account—State	
11	Appropriation.	((\$22,723,000))
12		<u>\$15,932,000</u>
13	State Route Number 520 Corridor Account—State	
14	Appropriation.	\$220,000
15	Tacoma Narrows Toll Bridge Account—State	
16	Appropriation.	\$136,000
17	Alaskan Way Viaduct Replacement Project Account—	
18	State Appropriation.	\$127,000
19	Interstate 405 and State Route Number 167 Express	
20	Toll Lanes Account—State Appropriation.	\$114,000
21	TOTAL APPROPRIATION.	((\$94,006,000))
22		<u>\$87,219,000</u>

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

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

29 (i) The preapprenticeship support services (PASS) and career
 30 opportunity maritime preapprenticeship support services (COMPASS)
 31 programs, which aim to increase diversity in the highway construction
 32 and maritime workforces and prepare individuals interested in
 33 entering the highway construction and maritime workforces. In
 34 addition to the services allowed under RCW 47.01.435, the PASS and
 35 COMPASS programs may provide housing assistance for youth aging out
 36 of the foster care and juvenile rehabilitation systems to support
 37 their participation in a transportation-related preapprenticeship
 38 program and support services to obtain necessary maritime documents
 39 and coast guard certification; and

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

3 (b) The department shall report annually to the transportation
4 committees of the legislature on efforts to increase diversity in the
5 transportation construction workforce.

6 (2) \$1,512,000 of the motor vehicle account—state appropriation
7 and \$488,000 of the Puget Sound ferry operations account—state
8 appropriation are provided solely for the department to develop,
9 track, and monitor the progress of community workforce agreements,
10 and to assist with the development and implementation of internal
11 diversity, equity, and inclusion efforts and serve as subject matter
12 experts on federal and state civil rights provisions. The department
13 shall engage with relevant stakeholders, and provide a progress
14 report on the implementation of efforts under this subsection to the
15 transportation committees of the legislature and the governor by
16 December 1, 2024.

17 (3) For Washington state department of transportation small works
18 roster projects under RCW 39.04.155, the department may only allow
19 firms certified as small business enterprises, under 49 C.F.R. 26.39,
20 to bid on the contract, unless the department determines there would
21 be insufficient bidders for a particular project. The department
22 shall report on the effectiveness of this policy to the
23 transportation committees of the legislature by December 1, 2024.

24 (4) \$21,195,000 of the motor vehicle account—state appropriation
25 and (~~(\$21,194,000)~~) \$14,403,000 of the multimodal transportation
26 account—state appropriation are provided solely for the department to
27 upgrade the transportation reporting and accounting information
28 system to the current cloud version of the software, and is subject
29 to the conditions, limitations, and review requirements of section
30 701, chapter 472, Laws of 2023.

31 (5) \$56,000 of the motor vehicle account—state appropriation is
32 provided solely for the implementation of chapter 230, Laws of 2023
33 (clean energy siting).

34 **Sec. 917.** 2024 c 310 s 219 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,
37 AND RESEARCH—PROGRAM T**

38 Carbon Emissions Reduction Account—State

1	Appropriation.	\$4,000,000
2	Motor Vehicle Account—State Appropriation.	((\$32,044,000))
3		<u>\$30,471,000</u>
4	Motor Vehicle Account—Federal Appropriation.	((\$31,527,000))
5		<u>\$31,891,000</u>
6	Motor Vehicle Account—Private/Local Appropriation.	\$400,000
7	Move Ahead WA Flexible Account—State Appropriation.	\$11,922,000
8	Multimodal Transportation Account—State	
9	Appropriation.	((\$2,714,000))
10		<u>\$2,574,000</u>
11	Multimodal Transportation Account—Federal	
12	Appropriation.	\$2,809,000
13	Multimodal Transportation Account—Private/Local	
14	Appropriation.	\$100,000
15	TOTAL APPROPRIATION.	((\$85,516,000))
16		<u>\$84,167,000</u>

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

19 (1) \$750,000 of the multimodal transportation account—state
20 appropriation is provided solely for the department to partner with
21 the department of commerce and regional transportation planning
22 organizations in implementing vehicle miles traveled targets and
23 supporting actions. As part of target setting, important factors that
24 must be considered include land use patterns, safety, and vulnerable
25 populations. The department shall provide an interim report by June
26 30, 2024, and a final report by June 30, 2025.

27 (2) \$150,000 of the motor vehicle account—state appropriation is
28 provided solely for the department to continue implementation of a
29 performance-based project evaluation model. The department must issue
30 a report by September 1, 2024.

31 (3)(a) \$180,000 of the multimodal transportation account—state
32 appropriation is provided solely for Thurston regional planning
33 council (TRPC) to conduct a study examining options for multimodal
34 high capacity transportation (HCT) to serve travelers on the
35 Interstate 5 corridor between central Thurston county (Olympia area)
36 and Pierce county.

37 (b) The study will include an assessment of travelsheds and
38 ridership potential and identify and provide an evaluation of options
39 to enhance connectivity and accessibility for the greater south Puget

1 Sound region with an emphasis on linking to planned or existing
2 commuter or regional light rail. The study must account for previous
3 and ongoing efforts by transit agencies and the department. The study
4 will emphasize collaboration with a diverse community of interests,
5 including but not limited to transit, business, public agencies,
6 tribes, and providers and users of transportation who because of age,
7 income, or ability may face barriers and challenges.

8 (c) The study is due to the governor and transportation
9 committees of the legislature by September 1, 2024.

10 (4) (~~(\$700,000)~~) \$560,000 of the multimodal transportation
11 account—state appropriation is provided solely for the city of
12 Seattle's office of planning and community development to support an
13 equitable development initiative to reconnect the South Park
14 neighborhood, currently divided by state route number 99.

15 (a) The support work must include:

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

18 (ii) A feasibility study of decommissioning state route number 99
19 in the South Park neighborhood to include, but not be limited to,
20 traffic studies, environmental impact analysis, and development of
21 alternatives, including the transfer of the land to a neighborhood-
22 led community land trust.

23 (b) The support work must be conducted in coordination and
24 partnership with neighborhood residents, neighborhood industrial and
25 commercial representatives, the state department of transportation,
26 and other entities and neighborhoods potentially impacted by changes
27 to the operation of state route number 99.

28 (c) The city must provide (~~a report on the plan that includes~~
29 ~~recommendations~~) an interim report on progress to date to the
30 Seattle city council, state department of transportation, and the
31 transportation committees of the legislature by June 30, 2025.

32 (5) (~~(\$2,557,000)~~) \$1,000,000 of the motor vehicle account—state
33 appropriation is provided solely for the department to upgrade the
34 department's linear referencing system (LRS) and highway performance
35 monitoring system (HPMS) (~~(, and is subject to the conditions,~~
36 ~~limitations, and review requirements in section 701, chapter 472,~~
37 ~~Laws of 2023)~~).

38 (6) \$306,000 of the multimodal transportation account—state
39 appropriation is provided solely for the department to appoint or

1 designate a liaison to serve as a point of contact and resource for
2 the department, local governments, and project proponents regarding
3 land use decisions and processing development permit applications.
4 The liaison must, as a priority, facilitate and expedite any
5 department decisions required for project approval.

6 (7) \$742,000 of the motor vehicle account—federal appropriation
7 is provided solely for remaining work on the "Forward Drive" road
8 usage charge research project overseen by the transportation
9 commission using the remaining amounts of the federal grant award.
10 The remaining work of this project includes:

11 (a) Analysis of road usage charge simulation and participant
12 surveys;

13 (b) Follow up on road usage charge experiences related to payment
14 installments, mileage exemptions, and vehicle-based mileage
15 reporting;

16 (c) Completion of technology research; and

17 (d) Development of the final "Forward Drive" research program
18 report.

19 (8) (a) \$11,922,000 of the move ahead WA flexible account—state
20 appropriation is provided solely for an Interstate 5 planning and
21 environmental linkage study and a statewide Interstate 5 master plan,
22 building upon existing work under way in the corridor. It is the
23 intent of the legislature to provide a total of \$40,000,000 for this
24 work by 2029.

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

27 (i) Seismic resiliency planning to refine the level of effort and
28 develop informed cost estimates for the seismic vulnerability
29 analysis;

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

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

38 (iv) A report to the transportation committees of the legislature
39 by December 1, 2024, with recommendations for future phases and a
40 detailed funding request for work planned through 2029.

1 (c) Of the amounts provided in this subsection, \$300,000 is
2 provided solely for the department to conduct a Seattle Interstate 5
3 ramp reconfiguration study. The study must be conducted in
4 coordination and partnership with the city of Seattle's department of
5 transportation, informed by the input of Interstate 5 lid
6 stakeholders, and coordinated with work under (a) and (b) of this
7 subsection. The department must provide a study report, including
8 recommendations, to the city of Seattle's department of
9 transportation and the transportation committees of the legislature
10 by December 1, 2024. The study must include an analysis of:

11 (i) Options and opportunities to reconfigure, relocate, or remove
12 Interstate 5 ramps within and between Chinatown-International
13 District and the University District for the purpose of improving
14 through-traffic operations, enhancing multimodal transportation
15 safety, and enabling more efficient air rights development;

16 (ii) Potential mitigation needs and cost estimates of ramp
17 changes and demolitions;

18 (iii) Benefits of ramp changes and demolitions to pedestrian and
19 bicycle travel, transit operations, and future lid design;

20 (iv) Ramps for the mainline, collector-distributor lanes and
21 express lanes including, at a minimum, ramps connecting to and from
22 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca
23 Street, Spring Street, University Street, Union Street, Olive Way,
24 Yale Avenue, NE 45th Street, and NE 50th Street;

25 (v) Removal of the existing ramps at Seneca Street, Spring
26 Street, and University Street; and

27 (vi) Removal and consolidation options of the existing NE 45th
28 Street and NE 50th Street ramps.

29 (d) The department shall work with the emergency management
30 division of the military department to identify strategic
31 transportation corridors, opportunities to improve resilience and
32 reinforce the corridors against natural disasters, and opportunities
33 to secure federal funding for investments in the resilience of the
34 transportation network. The department shall provide a report to the
35 transportation committees of the legislature by December 1, 2023, on:

36 (i) Strategic transportation corridors and opportunities to
37 improve their resilience;

38 (ii) Federal funding opportunities the state should pursue; and

39 (iii) Recommendations for actions to maximize federal funding for
40 the state of Washington.

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

16 (10) \$3,000,000 of the carbon emissions reduction account—state
17 appropriation is provided solely for the department, in coordination
18 with the department's HEAL act team and environmental services
19 office, to develop and implement a community outreach, education, and
20 technical assistance program for overburdened communities and their
21 community partners in order to develop community-centered carbon
22 reduction strategies to make meaningful impacts in a community, and
23 to provide assistance in gaining access to available funding to
24 implement these strategies, where applicable. The department may
25 provide appropriate compensation to members of overburdened
26 communities who provide solicited community participation and input
27 needed by the department to implement and administer the program
28 established in this subsection. By June 1, 2024, and by June 1, 2025,
29 the department must submit a report to the transportation committees
30 of the legislature and to the governor that provides an update on the
31 department's community outreach, education, and technical assistance
32 program development and implementation efforts.

33 (11) \$200,000 of the motor vehicle account—state appropriation is
34 provided solely for planning and intersection improvements along
35 state route number 904 and improvements to the local network that
36 would feed intersections with state route number 904. This work must
37 include, but is not limited to, the Medical Lake/Four Lakes Road/West
38 3rd Ave intersection and feeding local network. The department must
39 collaborate with Spokane county and the city of Cheney on this work
40 and other improvement ideas along the corridor.

1 (12) Beginning January 1, 2025, \$1,000,000 of the carbon
 2 emissions reduction account—state appropriation is provided solely
 3 for the department to contract with a world cup organizing committee
 4 based in Seattle to undertake low carbon transportation planning
 5 efforts that will help prepare for the increase in visitors due to
 6 the 2026 FIFA world cup soccer matches in Seattle and other venues in
 7 the state. The planning, to be developed in coordination with the
 8 department and local mobility agencies, must identify critical
 9 infrastructure and operational improvements that will support active
 10 transportation and reliability of transit, making it easier for the
 11 public to choose options other than single-occupancy vehicles. A
 12 progress report including best practices for future events must be
 13 delivered to the department, office of the governor, and
 14 transportation committees of the legislature by June 30, 2025.

15 **Sec. 918.** 2024 c 310 s 220 (uncodified) is amended to read as
 16 follows:

17 **FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—**
 18 **PROGRAM U**

19	Aeronautics Account—State Appropriation.	\$1,000
20	Transportation Partnership Account—State	
21	Appropriation.	\$56,000
22	Motor Vehicle Account—State Appropriation.	(((\$112,419,000))
23		<u>\$149,441,000</u>
24	Puget Sound Ferry Operations Account—State	
25	Appropriation.	\$244,000
26	State Route Number 520 Corridor Account—State	
27	Appropriation.	\$69,000
28	Connecting Washington Account—State Appropriation.	\$452,000
29	Multimodal Transportation Account—State	
30	Appropriation.	(((\$6,335,000))
31		<u>\$8,706,000</u>
32	Tacoma Narrows Toll Bridge Account—State	
33	Appropriation.	\$43,000
34	Alaskan Way Viaduct Replacement Project Account—	
35	State Appropriation.	\$38,000
36	Interstate 405 and State Route Number 167 Express	
37	Toll Lanes Account—State Appropriation.	\$43,000
38	TOTAL APPROPRIATION.	(((\$119,700,000))

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

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

(2) On August 1, 2023, and semiannually thereafter, the department, in conjunction with the attorney general and the department of enterprise services, shall provide a report with judgments and settlements dealing with the Washington state ferry system to the director of the office of financial management and the transportation committees of the legislature. The report must include information on: (a) The number of claims and settlements by type; (b) the average claim and settlement by type; (c) defense costs associated with those claims and settlements; and (d) information on the impacts of moving legal costs associated with the Washington state ferry system into the statewide self-insurance pool.

(3) On August 1, 2023, and semiannually thereafter, the department, in conjunction with the attorney general and the department of enterprise services, shall provide a report with judgments and settlements dealing with the nonferry operations of the department to the director of the office of financial management and the transportation committees of the legislature. The report must include information on: (a) The number of claims and settlements by type; (b) the average claim and settlement by type; and (c) defense costs associated with those claims and settlements.

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

Sec. 919. 2024 c 310 s 221 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V
Carbon Emissions Reduction Account—State

1	Appropriation.	((\$30,400,000))
2		<u>\$2,290,000</u>
3	Climate Transit Programs Account—State Appropriation ((\$410,645,000))	
4		<u>\$378,895,000</u>
5	State Vehicle Parking Account—State Appropriation.	\$784,000
6	Regional Mobility Grant Program Account—State	
7	Appropriation.	((\$120,177,000))
8		<u>\$61,730,000</u>
9	Rural Mobility Grant Program Account—State	
10	Appropriation.	\$33,077,000
11	Multimodal Transportation Account—State	
12	Appropriation.	((\$126,238,000))
13		<u>\$119,509,000</u>
14	Multimodal Transportation Account—Federal	
15	Appropriation.	\$4,374,000
16	Multimodal Transportation Account—Private/Local	
17	Appropriation.	\$100,000
18	TOTAL APPROPRIATION.	((\$725,795,000))
19		<u>\$600,759,000</u>

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

22 (1) \$64,906,000 of the multimodal transportation account—state
23 appropriation and ((~~\$78,325,000~~)) \$77,900,000 of the climate transit
24 programs account—state appropriation are provided solely for a grant
25 program for special needs transportation provided by transit agencies
26 and nonprofit providers of transportation. Of this amount:

27 (a) \$14,420,000 of the multimodal transportation account—state
28 appropriation and ((~~\$17,963,000~~)) \$17,713,000 of the climate transit
29 programs account—state appropriation are provided solely for grants
30 to nonprofit providers of special needs transportation. Grants for
31 nonprofit providers must be based on need, including the availability
32 of other providers of service in the area, efforts to coordinate
33 trips among providers and riders, and the cost effectiveness of trips
34 provided.

35 (b) \$48,278,000 of the multimodal transportation account—state
36 appropriation and ((~~\$60,137,000~~)) \$59,962,000 of the climate transit
37 programs account—state appropriation are provided solely for grants
38 to transit agencies to transport persons with special transportation
39 needs. To receive a grant, the transit agency must, to the greatest

1 extent practicable, have a maintenance of effort for special needs
2 transportation that is no less than the previous year's maintenance
3 of effort for special needs transportation. Grants for transit
4 agencies must be prorated based on the amount expended for demand
5 response service and route deviated service in calendar year 2021 as
6 reported in the "2021 Summary of Public Transportation" published by
7 the department of transportation. No transit agency may receive more
8 than 30 percent of these distributions. Fuel type may not be a factor
9 in the grant selection process.

10 (c) \$2,208,000 of the multimodal transportation account—state
11 appropriation and \$225,000 of the climate transit programs account—
12 state appropriation are provided solely for the reappropriation of
13 amounts provided for this purpose in the 2021-2023 fiscal biennium.

14 (2) \$33,077,000 of the rural mobility grant program account—state
15 appropriation is provided solely for grants to aid small cities in
16 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
17 factor in the grant selection process.

18 (3) (~~(\$11,598,000)~~) \$9,925,000 of the multimodal transportation
19 account—state appropriation is provided solely for a public transit
20 rideshare grant program for: (a) Public transit agencies to add or
21 replace rideshare vehicles; and (b) incentives and outreach to
22 increase rideshare use. The grant program for public transit agencies
23 may cover capital costs only, and costs for operating vanpools at
24 public transit agencies are not eligible for funding under this grant
25 program. Awards from the grant program must not be used to supplant
26 transit funds currently funding ride share programs, or to hire
27 additional employees. Fuel type may not be a factor in the grant
28 selection process. Of the amounts provided in this subsection,
29 \$1,308,000 is for the reappropriation of amounts provided for this
30 purpose in the 2021-2023 fiscal biennium.

31 (4) \$48,597,000 of the regional mobility grant program account—
32 state appropriation is reappropriated and provided solely for the
33 regional mobility grant projects identified in LEAP Transportation
34 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6,~~
35 ~~2024)~~) 24, 2025, Program - Public Transportation Program (V).

36 (5) (a) (~~(\$71,581,000)~~) \$13,104,000 of the regional mobility grant
37 program account—state appropriation is provided solely for the
38 regional mobility grant projects identified in LEAP Transportation
39 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6,~~

1 2024)) 24, 2025, Program - Public Transportation Program (V). The
2 department shall review all projects receiving grant awards under
3 this program at least semiannually to determine whether the projects
4 are making satisfactory progress. Any project that has been awarded
5 funds, but does not report activity on the project within one year of
6 the grant award, must be reviewed by the department to determine
7 whether the grant should be terminated. The department shall promptly
8 close out grants when projects have been completed, and any remaining
9 funds must be used only to fund projects identified in the LEAP
10 transportation document referenced in this subsection. The department
11 shall provide annual status reports on December 15, 2023, and
12 December 15, 2024, to the office of financial management and the
13 transportation committees of the legislature regarding the projects
14 receiving the grants. It is the intent of the legislature to
15 appropriate funds through the regional mobility grant program only
16 for projects that will be completed on schedule. A grantee may not
17 receive more than 25 percent of the amount appropriated in this
18 subsection unless all other funding is awarded. Additionally, when
19 allocating funding for the 2023-2025 fiscal biennium, no more than 30
20 percent of the total grant program may directly benefit or support
21 one grantee unless all other funding is awarded. Fuel type may not be
22 a factor in the grant selection process.

23 (b) In order to be eligible to receive a grant under (a) of this
24 subsection during the 2023-2025 fiscal biennium, a transit agency
25 must establish a process for private transportation providers to
26 apply for the use of park and ride facilities. For purposes of this
27 subsection, (i) "private transportation provider" means: An auto
28 transportation company regulated under chapter 81.68 RCW; a passenger
29 charter carrier regulated under chapter 81.70 RCW, except marked or
30 unmarked stretch limousines and stretch sport utility vehicles as
31 defined under department of licensing rules; a private nonprofit
32 transportation provider regulated under chapter 81.66 RCW; or a
33 private employer transportation service provider; and (ii) "private
34 employer transportation service" means regularly scheduled, fixed-
35 route transportation service that is offered by an employer for the
36 benefit of its employees.

37 (c) (~~(\$1,500,000)~~) \$749,000 of the amount appropriated in this
38 subsection is provided solely for a contingency fund to assist
39 current regional mobility grantees with cost escalations and
40 overages. The department shall create a system for grantees to

1 request funds, and set a cap of contingency funds per grantee to
2 ensure an equitable distribution among requesters.

3 (d) During the 2023-2025 fiscal biennium, the department shall
4 consider applications submitted by regional transportation planning
5 organizations and metropolitan planning organizations for the
6 regional mobility grant program funding in the 2025-2027 fiscal
7 biennium.

8 (6) \$6,195,000 of the multimodal transportation account—state
9 appropriation, \$3,300,000 of the climate transit programs account—
10 state appropriation, and \$784,000 of the state vehicle parking
11 account—state appropriation are provided solely for CTR grants and
12 activities. Fuel type may not be a factor in the grant selection
13 process. Of this amount, \$495,000 of the multimodal transportation
14 account—state appropriation is reappropriated and provided solely for
15 continuation of previously approved projects under the first mile/
16 last mile connections grant program.

17 (7) (~~(\$16,319,000)~~) \$12,911,000 of the multimodal transportation
18 account—state appropriation is provided solely for connecting
19 Washington transit projects identified in LEAP Transportation
20 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6,~~
21 ~~2024)~~) 24, 2025. It is the intent of the legislature that entities
22 identified to receive funding in the LEAP transportation document
23 referenced in this subsection receive the amounts specified in the
24 time frame specified in that LEAP document. If an entity has already
25 completed a project in the LEAP transportation document referenced in
26 this subsection before the time frame identified, the entity may
27 substitute another transit project or projects that cost a similar or
28 lesser amount.

29 (8) The department shall not require more than a 10 percent match
30 from nonprofit transportation providers for state grants.

31 (9) (~~(\$12,000,000)~~) \$10,351,000 of the multimodal transportation
32 account—state appropriation and (~~(\$39,400,000)~~) \$28,306,000 of the
33 climate transit programs account—state appropriation are provided
34 solely for the green transportation capital projects identified in
35 LEAP Transportation Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as
36 developed March (~~(6, 2024)~~) 24, 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)) 2025-2 ALL PROJECTS as developed
6 March ((6, 2024)) 24, 2025, Program - Public Transportation Program
7 (V).

8 ((Beginning January 1, 2025, \$7,442,000 of the carbon
9 emissions reduction account state appropriation is provided solely
10 for additional green transportation capital projects identified in
11 LEAP Transportation Document 2024-2 ALL PROJECTS as developed March
12 6, 2024. Of the amounts provided in this subsection, \$1,000,000 is
13 for the Jefferson Transit - Electric Bus Replacement project
14 (GT23250A), \$1,023,000 is for the Pacific Transit - Electrification
15 of the Paratransit Fleet project (GT23250C), \$3,795,000 is for the C-
16 TRAN - Hydrogen Fueling Station Infrastructure project (GT23250D),
17 and \$1,623,000 is for the Island Transit - Fleet Expansion project
18 (GT23250E).

19 ~~((12) \$10,267,000))~~ \$8,632,000 of the climate transit programs
20 account—state appropriation is provided solely for tribal transit
21 grants. Up to one percent of the amount provided in this subsection
22 may be used for program administration and staffing.

23 (a) The department must establish a tribal transit competitive
24 grant program. Grants to federally recognized tribes may be for any
25 transit purpose, including planning, operating costs, maintenance,
26 and capital costs. The department shall report to the transportation
27 committees of the legislature and the office of financial management
28 with a list of projects recommended for funding by September 1, 2024,
29 along with recommendations on how to remove barriers for tribes to
30 access grant funds, including removal of grant match requirements,
31 and recommendations for how the department can provide technical
32 assistance.

33 (b) Within the amount provided in this subsection,
34 ~~(((\$10,167,000))~~ \$8,532,000 is provided solely for move ahead
35 Washington tribal transit grant projects as listed in LEAP
36 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed
37 March ((6, 2024)) 24, 2025. Of this amount, \$529,000 is for the Sauk-
38 Suiattle Commuter project (L1000318).

1 ~~((13))~~ (12) \$188,930,000 of the climate transit programs
2 account—state appropriation is provided solely for transit support
3 grants for public transit agencies that have adopted a zero-fare
4 policy for youth 18 years of age and under by October 1, 2022. The
5 department must confirm zero-fare policies are in effect at transit
6 agencies to be eligible for biennial distributions.

7 ~~((14) \$38,000,000))~~ (13) \$34,256,000 of the climate transit
8 programs account—state appropriation is provided solely for the bus
9 and bus facility grant program for replacement, rehabilitation, and
10 purchase of transit rolling stock, or construction, modification, or
11 rehabilitation of transit facilities.

12 ~~((15) Beginning January 1, 2025, \$7,758,000 of the carbon
13 emissions reduction account state appropriation is provided solely
14 for additional bus and bus facility projects. Of the amounts provided
15 in this subsection, \$1,467,000 is for Kitsap Transit for inductive
16 charging units for transit centers, \$1,891,000 is for Twin Transit
17 for zero-emission vehicle acquisition, \$4,400,000 is for C-TRAN for
18 highway 99 BRT hydrogen fuel cell buses.~~

19 ~~(16))~~ (14) \$2,000,000 of the climate transit programs account—
20 state appropriation is provided solely for newly selected transit
21 coordination grants. The department shall prioritize grant proposals
22 that promote the formation of joint partnerships between transit
23 agencies or merge service delivery across entities.

24 ~~((17) \$46,587,000))~~ (15) \$31,544,000 of the climate transit
25 programs account—state appropriation is provided solely for move
26 ahead Washington transit projects as listed in LEAP Transportation
27 Document ~~((2024-2))~~ 2025-2 ALL PROJECTS as developed March ~~((6,~~
28 2024)) 24, 2025, Move Ahead WA - Transit Projects.

29 (a) For projects funded as part of this subsection, if the
30 department expects to have substantial reappropriations for the
31 2023-2025 fiscal biennium, the department may, on a pilot basis,
32 apply funding from a project with an appropriation that is unable to
33 be used within the 2023-2025 fiscal biennium to advance one or more
34 of the projects listed, prioritizing projects first by tier then by
35 project readiness.

36 (b) In instances when projects listed in the LEAP transportation
37 document referenced in this subsection (15) are no longer viable or
38 have been completed, the department may recommend in its next budget
39 submittal alternative project proposals from the local jurisdictions

1 if the project is similar in type and scope and consistent with
2 limitations on certain funds provided. In the event that the listed
3 project has been completed, the local jurisdictions may, rather than
4 submitting an alternative project, be reimbursed in the year in which
5 it was scheduled for documented costs incurred implementing the
6 listed project, not in excess of the amount awarded from the funding
7 program.

8 (c) At least 10 business days before advancing or swapping a
9 project pursuant to this subsection, the department must notify the
10 office of financial management and the transportation committees of
11 the legislature. The advancement of a project may not hinder the
12 delivery of the projects for which the reappropriations are necessary
13 for the 2023-2025 fiscal biennium.

14 ~~((+18))~~ (16) \$702,000 of the multimodal transportation account—
15 state appropriation is provided solely for the department to provide
16 a statewide vanpool benefit for all state employees. For department
17 employees working in remote job sites, such as mountain passes, the
18 department must ensure employees are able to access job sites via a
19 subsidized vanpool or provide a modal alternative for the "last mile"
20 to ensure employees can access the job site without additional
21 charge.

22 ~~((+19))~~ (17) \$200,000 of the multimodal transportation account—
23 state appropriation is provided solely for the department to update
24 the 2019 feasibility study to add a fifth travel Washington intercity
25 bus line in the Yakima Valley. The department must provide a summary
26 report of the updated feasibility and cost estimates to the
27 transportation committees of the legislature by December 1, 2024.

28 ~~((+20))~~ (18) \$555,000 of the multimodal transportation account—
29 state appropriation and \$500,000 of the carbon emissions reduction
30 account—state appropriation are provided solely for an interagency
31 transfer to the Washington State University extension energy program
32 to administer a technical assistance and education program for public
33 agencies on the use of alternative fuel vehicles. The Washington
34 State University extension energy program shall prepare a report
35 regarding the utilization of the program and submit this report to
36 the transportation committees of the legislature by November 15,
37 2023.

38 ~~((+21))~~ (19) (a) \$500,000 of the multimodal transportation
39 account—state appropriation is provided solely for King county metro

1 to develop a pilot program to place teams, including human services
2 personnel, along routes that are enduring significant public safety
3 issues and various disruptive behavior in south King county. The team
4 would be available to deescalate disruptions, provide immediate
5 access to transit resources, and refer customers to community
6 resources to break cycles of inappropriate behavior. The teams must
7 consist of individuals trained in deescalation and outreach. Team
8 functions and duties should be cocreated with community stakeholders.

9 (b) King county metro must provide a report to the transportation
10 committees of the legislature by June 30, 2024, regarding the
11 effectiveness of the program, any suggestions for improving its
12 efficacy, and any modifications that might be necessary for other
13 transit providers to institute similar programs.

14 (c) King county metro must provide at least a 50 percent match to
15 develop the pilot program funded under this subsection.

16 ~~((22))~~ (20) \$500,000 of the multimodal transportation account—
17 state appropriation is provided solely for planning to move Grays
18 Harbor transit operation and administration facilities from the
19 current location.

20 ~~((23))~~ (21) As part of the department's 2025-2027 biennial
21 budget request, the department must submit budget materials for the
22 public transportation division separated into operating and capital
23 budgeted programs.

24 ~~((24) Beginning January 1, 2025, \$2,000,000)~~ (22) \$290,000 of
25 the carbon emissions reduction account—state appropriation is
26 provided solely for new transit coordination grants, prioritizing
27 projects that coordinate transit service to and from Washington state
28 ferry terminals. Program eligibility must be expanded to include
29 proposals from transit agencies in counties with populations fewer
30 than 700,000 that coordinate service to and from Washington state
31 ferry terminals.

32 ~~((25) Beginning January 1, 2025, \$900,000 of the carbon~~
33 ~~emissions reduction account state appropriation is provided solely~~
34 ~~for the department to implement certain recommendations from the 2023~~
35 ~~frequent transit service study. The department shall define levels~~
36 ~~and types of demand-response service and measure access to these~~
37 ~~services within Washington for the purpose of gaining a fuller~~
38 ~~picture of transit access. The department must collect ongoing~~
39 ~~transportation data and develop systems to allow for analysis of~~

1 ~~disparities in access to existing fixed route transit. The data~~
2 ~~collection should prioritize collecting information on accessibility~~
3 ~~and inclusion of people with disabilities, vulnerable populations in~~
4 ~~overburdened communities, and other underserved communities. The~~
5 ~~department shall submit a report on data collection efforts to the~~
6 ~~transportation committees of the legislature and the office of~~
7 ~~financial management by June 30, 2025.~~

8 ~~(26) Beginning January 1, 2025, \$11,800,000 of the carbon~~
9 ~~emissions reduction account state appropriation is provided solely~~
10 ~~for the following projects identified in LEAP Transportation Document~~
11 ~~2024-2 ALL PROJECTS as developed March 6, 2024:~~

12 ~~(a) Base Refurbish & Expansion for Growth/Columbia County Public~~
13 ~~Transportation (L4000182);~~

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

15 ~~(c) Pierce Transit - Meridian (L2021197); and~~

16 ~~(d) King County Metro South Annex Base - Electrification Elements~~
17 ~~(L4000174).~~

18 ~~(27))~~ (23) \$100,000 of the multimodal transportation account—
19 state appropriation is provided solely for King county metro to
20 implement a pilot program to provide funds to nonprofit organizations
21 to offer rideshare vouchers to persons who are low-income and people
22 with disabilities who rely on paratransit to get to and from work or
23 medical appointments. King county metro must work with a group who
24 provides dialysis services in King county and with a group who
25 provides employment services and supports to adults with disabilities
26 in the four most populous counties in Washington. The department must
27 submit a report to the office of financial management and the
28 transportation committees of the legislature by June 1, 2025. The
29 report must incorporate feedback from participants to the extent
30 possible and evaluate the effectiveness of the program as an
31 alternative to current public transportation programs.

32 **Sec. 920.** 2024 c 310 s 222 (uncodified) is amended to read as
33 follows:

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

35 Puget Sound Ferry Operations Account—State

36 Appropriation. ((\$571,594,000))

37 \$527,605,000

38 Puget Sound Ferry Operations Account—Federal

1	Appropriation.	((\$198,650,000))
2		<u>\$197,187,000</u>
3	Puget Sound Ferry Operations Account—Private/Local	
4	Appropriation.	\$121,000
5	TOTAL APPROPRIATION.	((\$770,365,000))
6		<u>\$724,913,000</u>

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

9 (1) The office of financial management budget instructions
10 require agencies to recast enacted budgets into activities. The
11 Washington state ferries shall include a greater level of detail in
12 its 2023-2025 supplemental and 2025-2027 omnibus transportation
13 appropriations act requests, as determined jointly by the office of
14 financial management, the Washington state ferries, and the
15 transportation committees of the legislature. This level of detail
16 must include the administrative functions in the operating as well as
17 capital programs. The data in the tables in the report must be
18 supplied in a digital file format.

19 (2) ((~~\$97,060,000~~)) \$88,553,000 of the Puget Sound ferry
20 operations account—federal appropriation and ((~~\$51,450,000~~))
21 \$15,884,000 of the Puget Sound ferry operations account—state
22 appropriation are provided solely for auto ferry vessel operating
23 fuel in the 2023-2025 fiscal biennium, which reflect cost savings
24 from a reduced biodiesel fuel requirement and, therefore, is
25 contingent upon the enactment of section 703, chapter 472, Laws of
26 2023. The amount provided in this subsection represents the fuel
27 budget for the purposes of calculating any ferry fare fuel surcharge.
28 The department shall review future use of alternative fuels and dual
29 fuel configurations, including hydrogen.

30 (3) \$500,000 of the Puget Sound ferry operations account—state
31 appropriation is provided solely for operating costs related to
32 moving vessels for emergency capital repairs. Funds may only be spent
33 after approval by the office of financial management.

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

1 (5) \$175,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the department to continue a
3 study of passenger demographics. The study may be included as part of
4 a larger origin and destination study. The department shall report
5 study results to the transportation committees of the legislature by
6 December 1, 2023. Following completion of the study, the department
7 must compare study results to the composition of groups outlined in
8 RCW 47.60.310, both by overall representation of ferry riders and by
9 route. A summary is due to the office of the governor and
10 transportation committees of the legislature by December 1, 2024.

11 (6) The department shall continue to oversee a consultant study
12 to identify and recommend cost-effective strategies to maximize walk-
13 on passenger ridership of the Anacortes - San Juan ferry routes. The
14 study is due to the transportation committees of the legislature by
15 December 1, 2023. By December 1, 2024, any feasible near to medium
16 term solutions identified from the study must be reported to the
17 office of the governor and transportation committees of the
18 legislature and include cost estimates for implementation.

19 (7) (~~(\$16,973,000)~~) \$8,873,000 of the Puget Sound ferry
20 operations account—state appropriation is provided solely for
21 Washington state ferries to:

22 (a) Provide scholarships, coursework fees, and stipends for
23 candidates to become licensed deck officers (mates);

24 (b) Improve the process for unlicensed candidates who have
25 achieved able-bodied sailor (AB) status to earn their mate's license;

26 (c) Annually hire, orient, train, and develop entry level engine
27 room staff at the wiper classification with the intention of
28 successfully promoting to oiler classification;

29 (d) Create an operations project management office;

30 (e) Increase human resources capacity to expand recruitment
31 efforts including to communities currently underrepresented within
32 the Washington state ferries, and add a workforce ombuds; and

33 (f) Hire additional dispatch staff, or any other staff mandatory
34 for system operations.

35 (8) \$169,000 of the Puget Sound ferry operations account—state
36 appropriation is provided solely for hiring an additional service
37 planner.

38 (9)(a) During negotiations of the 2025-2027 collective bargaining
39 agreements, the department must conduct a review and analysis of the

1 collective bargaining agreements governing state ferry employees, to
2 identify provisions that create barriers for, or contribute to
3 creating a disparate impact on, newly hired ferry employees,
4 including those who are women, people of color, veterans, and other
5 employees belonging to communities that have historically been
6 underrepresented in the workforce. The review and analysis must
7 incorporate, to the extent practicable, the findings and
8 recommendations from the December 2022 joint transportation committee
9 study on Washington state ferries' workforce, and must also include,
10 but not be limited to, provisions regarding seniority, work
11 assignments, and work shifts. The review and analysis must also
12 include consultation with the governor's office of labor relations,
13 the governor's office of equity, and the attorney general's office.

14 (b) For future negotiations or modifications of the collective
15 bargaining agreements, it is the intent of the legislature that the
16 collective bargaining representatives for the state and ferry
17 employee organizations may consider the findings of the review and
18 analysis required in (a) of this subsection and negotiate in a manner
19 to remove identified barriers and address identified impacts so as
20 not to perpetuate negative impacts.

21 (10) \$1,504,000 of the Puget Sound ferry operations account—state
22 appropriation is provided solely for the implementation of chapter
23 188, Laws of 2023 (state ferry workforce development issues). If
24 chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount
25 provided in this subsection lapses.

26 (11) \$5,000,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for support of the Kitsap transit
28 passenger ferry to supplement service on the Seattle-Bremerton route.

29 (12) \$100,000 of the Puget Sound ferry operations account—state
30 appropriation is provided solely to assess temporary service
31 restoration options for the Sidney, British Columbia route until
32 Washington state ferries can resume its service. Washington state
33 ferries must provide service options and recommendations to the
34 office of financial management and the transportation committees of
35 the legislature by December 15, 2023.

36 (13) \$2,549,000 of the Puget Sound ferry operations account—state
37 appropriation is provided solely for security services at Colman
38 Dock.

1 (14) \$13,856,000 of the Puget Sound ferry operations account—
2 state appropriation is provided solely for overtime and
3 familiarization expenses incurred by engine, deck, and terminal
4 staff. The department must provide updated staffing cost estimates
5 for fiscal years 2024 and 2025 with its annual budget submittal and
6 updated estimates by January 1, 2024.

7 (15) \$1,064,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for traffic control at ferry
9 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
10 Bainbridge Island, during peak ferry travel times, with a particular
11 focus on Sundays and holiday weekends.

12 (16) \$93,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for the Washington state ferries to
14 secure housing for workforce training sessions and to pay in advance
15 for the costs of transportation worker identification credentials,
16 merchant mariner credentials, and medical examinations for incoming
17 ferry system employees and trainees.

18 (17) \$10,417,000 of the Puget Sound ferry operations account—
19 state appropriation is provided solely for vessel maintenance
20 initiatives to:

- 21 (a) Add a second shift at the Eagle Harbor maintenance facility;
- 22 (b) Establish maintenance management project controls to maximize
23 vessel maintenance work at the Eagle Harbor facility;
- 24 (c) Expand the existing Washington state ferries Eagle Harbor
25 apprenticeship program from two to eight apprentices; and
- 26 (d) Maintain assets in a state of good repair by investing in
27 enterprise asset management operating capacity.

28 (18)(a) \$855,000 of the Puget Sound ferry operations account—
29 state appropriation is provided solely for Washington state ferries
30 to provide to Seattle Central Community College for a pilot with the
31 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding
32 may not be expended until Washington state ferries certifies to the
33 office of financial management that a memorandum of agreement with
34 Seattle Central Community College has been executed, and the office
35 of financial management determines that funds provided in this
36 subsection are utilized for programs that are a benefit to the
37 Washington state ferries or the prospective workforce pipeline of the
38 Washington state ferries. The memorandum of agreement with Seattle
39 Central Community College must address:

1 (i) Prioritized use of training and other facilities and
2 implementation of joint training opportunities for Washington state
3 ferries' employees and trainees;

4 (ii) Development of a joint recruitment plan with Seattle Central
5 Community College aimed at increasing enrollment of women and people
6 of color, with specific strategies to recruit existing community and
7 technical college students, maritime skills center students, high
8 school students from maritime programs, including maritime skills
9 center students, foster care graduates, and former juvenile
10 rehabilitation and adult incarcerated individuals; and

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

14 (b) The joint training and recruitment plan must be submitted to
15 the appropriate policy and fiscal committees of the legislature by
16 December 1, 2023. The Washington state ferries must submit findings
17 of program effectiveness and recommendations for continuation of the
18 pilot, to the appropriate committees of the legislature by December
19 1, 2024.

20 (19) \$420,000 of the Puget Sound ferry operations account
21 appropriation—state is provided solely for a contract with an
22 organization with experience evaluating and developing
23 recommendations for the Washington state ferries' workforce to
24 provide expertise on short-term strategies including, but not limited
25 to, addressing recruitment, retention, diversity, training needs,
26 leadership development, and succession planning. The consultant shall
27 provide additional assistance as deemed necessary by the Washington
28 state ferries to implement recommendations from the joint
29 transportation committee 2022 workforce study. Periodic updates must
30 be given to the joint transportation committee and the governor.

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

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

3 (b) Current level of service compared to the full-service
4 schedules in effect in 2019; and

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

7 (21) (~~(\$10,000,000)~~) \$5,000,000 of the Puget Sound ferry
8 operations account—state appropriation is provided solely for the
9 department to increase deck and engine positions across the system,
10 prioritizing positions that will mitigate crew related cancellations
11 and reduce overtime expenditures. The department must include an
12 update on the number of positions hired by job class as part of the
13 annual performance report. The legislature intends to provide
14 \$16,000,000 on an ongoing basis to support additional crew efforts.

15 (22) \$500,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for the department to evaluate
17 options for the state to return to providing state passenger-only
18 ferry service to support existing ferry service routes.

19 (a) The study must focus on the routes recommended for further
20 study by the 2020 study of passenger-only ferry service by the Puget
21 Sound regional council as well as San Juan county interisland
22 passenger-only ferry service. The department must contract with a
23 third-party entity with experience in passenger-only ferry service.

24 (b) The evaluation must study options for the state to return to
25 providing state passenger-only ferry service to support existing
26 ferry service routes. The study must include estimated ridership,
27 operating costs including labor, vessel procurement options with
28 prioritization given to clean fueled ferries such as electric
29 ferries, funding options including state subsidies of passenger-only
30 ferry districts, and schedule and timing to implement passenger-only
31 ferry options in evaluated routes.

32 (c) A progress report is due to the governor and transportation
33 committees of the legislature by October 30, 2024. A final report is
34 due to the governor and transportation committees of the legislature
35 by June 1, 2025.

36 (23) \$100,000 of the Puget Sound ferry operations account—state
37 appropriation is provided solely for the department to reimburse
38 walk-on customers for emergency expenses incurred as a result of a
39 cancellation of the last sailing of the day. In consideration for

1 receiving the reimbursement, an applicant must sign a release of
2 claims drafted by the department. The department shall create a
3 process for reimbursement and set a per diem limit for reimbursement
4 per individual.

5 (24) \$3,170,000 of the Puget Sound ferry operations account—state
6 appropriation is provided solely for temporary expanded weekday
7 midday King county water taxi service support to and from Vashon
8 Island.

9 **Sec. 921.** 2024 c 310 s 223 (uncodified) is amended to read as
10 follows:

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

12 Carbon Emissions Reduction Account—State	
13 Appropriation.	\$2,250,000
14 Multimodal Transportation Account—State	
15 Appropriation.	((\$83,043,000))
16	<u>\$82,991,000</u>
17 Multimodal Transportation Account—Federal	
18 Appropriation.	\$1,335,000
19 Multimodal Transportation Account—Private/Local	
20 Appropriation.	\$46,000
21 TOTAL APPROPRIATION.	((\$86,674,000))
22	<u>\$86,622,000</u>

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

25 (1) The department shall continue to pursue restoring Amtrak
26 Cascades service to pre-COVID service levels, and to the service
27 levels committed to through the department's obligation of funding
28 from the federal American recovery and reinvestment act. A status
29 report must be provided to the transportation committees of the
30 legislature and the office of financial management by September 1,
31 2023.

32 (2) (a) \$2,250,000 of the multimodal transportation account—state
33 appropriation is provided solely for the continued coordination,
34 engagement, and planning for a new ultra high-speed ground
35 transportation corridor with participation from Washington state,
36 Oregon state, and British Columbia, and is a reappropriation of funds
37 appropriated in the 2021-2023 fiscal biennium. For purposes of this
38 subsection, "ultra high-speed" means a maximum testing speed of at

1 least 250 miles per hour. These efforts are to support and advance
2 activities and must abide by the memorandum of understanding signed
3 by the governors of Washington and Oregon states, and the premier of
4 the province of British Columbia in November 2021. The department
5 shall establish a policy committee with participation from Washington
6 state, Oregon state, and British Columbia, including representation
7 from the two largest caucuses of each chamber of the Washington state
8 legislature, and coordinate the activities of the policy committee to
9 include:

10 (i) Developing an organizational framework that facilitates input
11 in decision-making from all parties;

12 (ii) Developing a public engagement approach with a focus on
13 equity, inclusion, and meaningful engagement with communities,
14 businesses, federal, state, provincial, and local governments
15 including indigenous communities;

16 (iii) Developing and leading a collaborative approach to prepare
17 and apply for potential future federal, state, and provincial funding
18 opportunities, including development of strategies for incorporating
19 private sector participation and private sector contributions to
20 funding, including through the possible use of public-private
21 partnerships;

22 (iv) Beginning work on scenario analysis addressing advanced
23 transportation technologies, land use and growth assumptions, and an
24 agreed to and defined corridor vision statement; and

25 (v) Developing a recommendation on the structure and membership
26 of a formal coordinating entity that will be responsible for
27 advancing the project through the project initiation stage to project
28 development and recommended next steps for establishment of the
29 coordinating entity. Project development processes must include
30 consideration of negative and positive impacts on communities of
31 color, low-income households, indigenous peoples, and other
32 disadvantaged communities.

33 (b) By June 30, 2024, the department shall provide to the
34 governor and the transportation committees of the legislature a high-
35 level status update that includes, but is not limited to, the status
36 of the items included in (a)(i) through (v) of this subsection.

37 (c) By June 30, 2025, the department shall provide to the
38 governor and the transportation committees of the legislature a
39 report detailing the work conducted by the policy committee and
40 recommendations for establishing a coordinating entity. The report

1 must also include an assessment of current activities and results
2 relating to stakeholder engagement, planning, and any federal funding
3 application. As applicable, the assessment should also be sent to the
4 executive and legislative branches of government in Oregon state and
5 appropriate government bodies in the province of British Columbia.

6 (3) Consistent with the ongoing planning and service improvement
7 for the intercity passenger rail program, \$335,000 of the multimodal
8 transportation account—federal appropriation is provided solely for
9 the Cascades service development plan, to be used to analyze current
10 and future market conditions and to develop a structured assessment
11 of service options and goals based on anticipated demand and the
12 results of the state and federally required 2019 state rail plan,
13 including identifying implementation alternatives to meet the future
14 service goals for the Amtrak Cascades route. The work must be
15 consistent with federal railroad administration guidance and
16 direction on developing service development plans, and must be
17 completed by June 30, 2024.

18 (4) The department shall continue to provide high quality
19 intercity passenger rail service, align planning efforts for
20 continued growth and on-time performance improvements consistent with
21 federally recognized corridor development programs, and implement
22 improvements consistent with planning efforts through leveraging
23 federal funding opportunities. New passenger rail equipment is
24 essential to service enhancements. The department shall make every
25 effort to coordinate with service partners to prepare for the arrival
26 of new trainsets and implementation of service enhancements. A status
27 report must be provided to the transportation committees of the
28 legislature and the office of financial management by December 1,
29 2024.

30 (5) \$500,000 of the multimodal transportation account—federal
31 appropriation is provided solely for the Cascades corridor planning
32 as part of the corridor identification and development program, in
33 coordination with the Oregon state department of transportation. The
34 department must continue to pursue funding opportunities for the
35 Cascades corridor through the corridor identification and development
36 program and the federal-state partnership programs at the federal
37 rail administration. The department must notify the office of the
38 governor and the transportation committees of the legislature of
39 funding opportunities from the programs and any corresponding state
40 match needs.

1 engagement plans to address environmental health disparities for
2 identified overburdened communities;

3 (d) Contract for a study to identify best practices within public
4 works for the recruitment and retention of employees, including:
5 Recommendations for improving outreach and recruitment to
6 underrepresented populations, methods to partner with local community
7 colleges and universities, methods to expand apprenticeship and
8 internship programs, strategies to increase training and development
9 opportunities, and recommendations for career advancement programs
10 and better work-life balance outcomes;

11 (e) Update the 2020 county transportation revenue study; and

12 (f) By December 15, 2024, report to the office of financial
13 management and the appropriate committees of the legislature the
14 deliverables from and the amounts expended on the purposes enumerated
15 in this subsection.

16 (~~(4)~~) (3)(a) \$200,000 of the multimodal transportation account—
17 state appropriation is provided solely for the department to develop
18 the preliminary phase of an action plan for the establishment of
19 cycle highways in locations that connect population centers and
20 support mode shift.

21 (b) The action plan may complement and incorporate existing
22 resources, including the state trails database maintained by the
23 recreation and conservation office, local and regional plans, and the
24 state active transportation plan.

25 (c) The action plan may also include, but is not limited to:

26 (i) Recommended design; geometric and operational criteria and
27 typologies appropriate to urban, suburban, and rural settings;
28 settings that include shared use; and incremental approaches to
29 achieve desired facility types;

30 (ii) A model or methodology to project potential demand and
31 carrying capacity based on facility quality, level of traffic stress,
32 location, directness, land use, and other key attributes;

33 (iii) Examination of the feasibility of developing high-capacity
34 infrastructure for bicycle and micromobility device use within a
35 variety of contexts and recommendations for pilot projects;

36 (iv) Identification of key gaps in regional networks, including
37 planned and aspirational routes and locations within three miles of
38 high-capacity transit or existing shared-use paths and trails
39 suitable for transportation;

1 (v) Identification of legal, regulatory, financial,
2 collaboration, and practical barriers to development and community
3 acceptance and support of such facilities; and

4 (vi) Recommended strategies to consider and address issues to
5 avoid unintended consequences such as displacement, and to ensure
6 equity in long-term development of such facilities.

7 (d) The department must provide a report with its initial
8 findings, and recommendations for next steps, to the transportation
9 committees of the legislature by June 30, 2025.

10 (~~(+5)~~) (4) \$750,000 of the multimodal transportation account—
11 state appropriation is provided solely for a grant program to support
12 local initiatives that expand or establish civilian intervention
13 programs for nonmoving violations, focusing on nonpunitive
14 interventions such as helmet voucher programs, fee offset programs,
15 fix-it tickets, and repair vouchers that provide solutions for
16 vehicle equipment failures for low-income road users.

17 (a) Grants must be awarded to local jurisdictions based on
18 locally developed proposals to establish or expand existing programs,
19 including programs with community led organizations. Eligible
20 jurisdictions under the grant program include cities, counties,
21 tribal government entities, tribal organizations, law enforcement
22 agencies, or nonprofit organizations.

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

26 (~~(+6)~~) (5) \$146,000 of the motor vehicle account—state
27 appropriation is provided solely for the implementation of chapter
28 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is
29 not enacted by June 30, 2023, the amount provided in this subsection
30 lapses.

31 (~~(+7)~~) (6)(a) \$50,000 of the multimodal transportation account—
32 state appropriation is provided solely for the department to examine
33 the feasibility of creating a new budget program for the active
34 transportation division, including, but not limited to, examining:

35 (i) Estimated cost, new staffing needs, and time frame to
36 establish the program;

37 (ii) A proposed budget structure, and whether both operating and
38 capital components should be established; and

1 (iii) Identification of staff, capital projects, and other
2 resources that would need to be transferred from other existing
3 programs.

4 (b) By December 1, 2024, the department shall report examination
5 findings and recommendations to the office of financial management
6 and the transportation committees of the legislature.

7 ~~((8))~~ (7) \$275,000 of the carbon emissions reduction account—
8 state appropriation is provided solely to support Pierce, Skagit,
9 Whatcom, and Wahkiakum county ferries with youth zero-fare policies.

10 ~~((9))~~ (8) \$500,000 of the multimodal transportation account—
11 state appropriation is provided solely for the city of Seattle
12 department of transportation to create a digital conflict area
13 awareness management program to provide machine-readable information
14 for transportation operators, such as autonomous vehicle fleet
15 operators, to be aware of conflict areas, such as emergency response
16 zones, work zones, schools, pick up and drop off locations, and other
17 areas where vulnerable road users may be present.

18 (a) Program work must include:

19 (i) The city of Seattle engaging with first responders and
20 transportation management officials and other relevant stakeholders,
21 to determine program implementation needs and processes; and

22 (ii) A feasibility study of implementing the program's mobility
23 and curb data specifications to include, but not be limited to,
24 necessary partners, data platforms, ability to integrate real-time
25 911 dispatch, emergency vehicles, work zones, and other areas to
26 reduce conflicts for transportation operators of autonomous vehicle
27 fleets on public roads and in the right-of-way.

28 (b) Program work must also be conducted in coordination and
29 partnership with city of Seattle departments, the nonprofit steward
30 of the program's mobility and curb data specifications, the
31 Washington state department of transportation, and other entities
32 potentially impacted by the implementation of the program.

33 (c) As feasible, the city of Seattle shall prepare an
34 implementation pilot of the program to make a standardized data feed
35 available publicly for transportation operator use.

36 (d) The city of Seattle must provide a report on any findings and
37 recommendations of the program and any implementation needs and
38 process mapping for use by other jurisdictions to the Washington
39 state department of transportation and the transportation committees
40 of the legislature by June 30, 2025.

1 (~~(10)~~) (9) \$150,000 of the motor vehicle account—state
2 appropriation is provided solely for the department to fund one full-
3 time equivalent liaison position within the local program multiagency
4 permit program. Within the amounts provided in this subsection, the
5 department shall work to enhance its multiagency permit program
6 capabilities, with an emphasis on multiagency agreements that
7 streamline, prioritize, and expedite project-level and programmatic
8 permits and approvals. The department shall review current
9 multiagency permit program practices and provide a report with
10 recommendations on the enhancement of the program to the
11 transportation committees of the legislature by December 1, 2024.

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

2 **Sec. 1001.** 2023 c 472 s 303 (uncodified) is amended to read as
3 follows:

4 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

5	Small City Pavement and Sidewalk Account—State	
6	Appropriation.	\$3,975,000
7	Transportation Improvement Account—State	
8	Appropriation.	(\$240,000,000)
9		<u>\$220,000,000</u>
10	Complete Streets Grant Program Account—State	
11	Appropriation.	(\$14,670,000)
12		<u>\$4,670,000</u>
13	Move Ahead WA Account—State Appropriation.	\$9,333,000
14	Climate Active Transportation Account—State	
15	Appropriation.	(\$19,067,000)
16		<u>\$16,567,000</u>
17	TOTAL APPROPRIATION.	(\$287,045,000)
18		<u>\$254,545,000</u>

19 **Sec. 1002.** 2024 c 310 s 301 (uncodified) is amended to read as
20 follows:

21 **FOR THE WASHINGTON STATE PATROL**

22	State Patrol Highway Account—State Appropriation.	(\$7,888,000)
23		<u>\$6,683,000</u>

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

- 26 (1) ~~(\$7,888,000)~~ \$6,683,000 of the state patrol highway account
- 27 —state appropriation is provided solely for the following projects:
- 28 (a) \$250,000 is for emergency repairs;
- 29 (b) \$2,000,000 is for roof replacements;
- 30 (c) \$350,000 is for fuel tank decommissioning;
- 31 (d) ~~(\$500,000 is for generator and electrical replacement;~~
- 32 ~~(e) \$500,000)~~ \$200,000 is for the exterior envelope of the
- 33 Yakima office;
- 34 ~~((f))~~ (e) \$2,000,000 is for energy efficiency projects;
- 35 ~~((g) \$1,000,000)~~ (f) \$505,000 is for pavement surface
- 36 improvements;
- 37 ~~((h))~~ (g) \$300,000 is for fire alarm panel replacement;

1 ~~((i))~~ (h) \$188,000 is for repairs at the Bellevue district
2 office;

3 ~~((j))~~ (i) \$200,000 is for an academy master plan. As part of
4 the academy master plan, the Washington state patrol must review and
5 provide an analysis on the potential to colocate some training
6 programs with other state agencies, including the department of
7 corrections, the department fish and wildlife, the liquor and
8 cannabis board, and the criminal justice training commission. The
9 Washington state patrol must consult with the other state agencies to
10 determine where cost efficiencies and mutually beneficial shared
11 arrangements for training delivery could occur. The funding for this
12 academy master plan is not a commitment to fund any components
13 related to the expansion of the academy in the future;

14 ~~((k))~~ (j) \$500,000 reappropriation is for the Tacoma district
15 office generator replacement project; and

16 ~~((l))~~ (k) \$100,000 reappropriation is for the energy
17 improvement project at the SeaTac northbound facility.

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

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

28 (4) By December 1, 2023, the Washington state patrol shall
29 provide a report to the transportation committees of the legislature
30 detailing utility incentives that will reduce the cost of heating,
31 ventilating, and air conditioning systems funded in this section.

32 (5) By December 1, 2023, the Washington state patrol shall
33 provide its capital improvement and preservation plan for agency
34 facilities to the appropriate committees of the legislature.

35 **Sec. 1003.** 2024 c 310 s 303 (uncodified) is amended to read as
36 follows:

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

1	((Connecting Washington Account—State	
2	Appropriation.	\$3,000))
3	Motor Vehicle Account—State Appropriation.	((\$29,810,000))
4		<u>\$15,353,000</u>
5	Move Ahead WA Account—State Appropriation.	\$12,011,000
6	Multimodal Transportation Account—State	
7	Appropriation.	\$1,200,000
8	TOTAL APPROPRIATION.	((\$43,024,000))
9		<u>\$28,564,000</u>

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

12 (1) \$4,025,000 of the motor vehicle account—state appropriation
13 is provided solely for payments of a financing contract issued
14 pursuant to chapter 39.94 RCW for the department facility located at
15 15700 Dayton Ave N in Shoreline. All payments from the department of
16 ecology pursuant to the agreement with the department to pay a share
17 of the financing contract for this facility must be deposited into
18 the motor vehicle account.

19 (2) (a) \$10,011,000 of the move ahead WA account—state
20 appropriation is provided solely for the department to improve its
21 ability to keep facility assets in a state of good repair. In using
22 the funds appropriated in this subsection, the department, with
23 periodic reporting to the joint transportation committee, must
24 develop and implement a prioritization of facility capital
25 preservation needs and repair projects. The legislature intends these
26 to be reasonable, forward-thinking investments that consider
27 potential future space efficiency measures and consolidations,
28 including those assessed as having high commercial value and
29 potential returns to state transportation funds associated with the
30 sale of the property. Prioritization must be based on, but not
31 limited to, the following criteria: (i) Employee safety and facility
32 security; (ii) state and federal regulatory and statutory
33 requirements and compliance issues, including clean buildings
34 requirements; (iii) quality of work issues; (iv) facility condition
35 assessment evaluations and scoring; (v) asset preservation; and (vi)
36 amount of operational support provided by the facility to the
37 achievement of the department's performance measures and outcomes,
38 including facility utilization based on field operations work

1 supported at the location. "Field operations" include maintenance,
2 transportation operations, materials testing, and construction.

3 (b) By October 15, 2024, covering the first 15 months of the
4 2023-2025 fiscal biennium, the department must provide a report based
5 on the prioritization of facility preservation needs and repair
6 projects developed pursuant to (a) of this subsection to the office
7 of financial management and the transportation committees of the
8 legislature. The report must include: (i) A by facility ranking based
9 on the criteria implemented; (ii) detailed information on the actions
10 taken in the previous period to address the identified issues and
11 deficiencies; and (iii) the plan, by facility, to address issues and
12 deficiencies for the remainder of the 2023-2025 fiscal biennium and
13 the 2025-2027 fiscal biennium.

14 (c) The by facility ranking developed under (b) of this
15 subsection must be the basis of an agency budget submittal for the
16 2025-2027 fiscal biennium.

17 (3) (a) \$1,200,000 of the multimodal transportation account—state
18 appropriation is provided solely for the department to evaluate
19 safety rest areas along Interstate 5 and Interstate 90 for potential
20 truck parking expansion opportunities. The department shall also
21 evaluate commercial vehicle inspection locations, in coordination
22 with the Washington state patrol, for potential truck parking
23 expansion opportunities.

24 (b) These evaluations must include assessments of opportunities
25 to provide additional truck parking through rest stop and inspection
26 location reconfiguration, expansion, and conversion, as well as
27 evaluation of potential improvements to restroom facilities at weigh
28 stations with truck parking. The department shall consider
29 opportunities to expand rest stop footprints onto additional
30 department-owned property, as well as opportunities to acquire
31 property for rest stop expansion. Opportunities to convert a rest
32 stop to a commercial vehicle-only rest stop must be considered if
33 property is available to develop a new light-duty vehicle rest stop
34 within a reasonable distance. The department shall include an
35 evaluation of a potential truck parking site at John Hill Rest Area
36 along the Interstate 90 corridor identified in the joint
37 transportation committee's "Truck Parking Action Plan." Evaluations
38 must include cost estimates for reconfiguration, expansion, and
39 conversion, as well as other recommendations for the development of
40 these sites.

1 (c) The department should consult with the federal highway
2 administration, the Washington state patrol, the Washington trucking
3 association, the freight mobility strategic investment board, and
4 local communities.

5 (d) The department must update the transportation committees of
6 the legislature on agency activities and their status by December 1,
7 2023, and to provide a final report to the transportation committees
8 of the legislature by December 1, 2024.

9 (4) \$15,457,000 of the motor vehicle account—state appropriation
10 is provided solely for making improvements to the department facility
11 located at 11018 NE 51st Cir in Vancouver to meet the Washington
12 state clean buildings performance standard.

13 (5) (a) \$4,100,000 of the move ahead WA account—state
14 appropriation is provided solely for preliminary engineering and
15 design associated with the demolition and replacement of the
16 department's vehicle repair and parts building at 6431 Corson Avenue
17 South in Seattle. The department must include any requested
18 construction costs of the facility as a separate project as part of
19 its agency budget submittal for the 2025-2027 fiscal biennium
20 utilizing form C-100 for capital projects. The design information
21 must also include detailed information on square footage, components
22 of the facility, and cost comparisons with similar maintenance
23 facilities.

24 (b) By September 1, 2024, the office of financial management, in
25 consultation with the department, must develop criteria for
26 preservation and improvement minor works lists for the department's
27 facilities program. The criteria must incorporate, adjusted where
28 appropriate, provisions already in use in the omnibus capital budget
29 act for minor works, including: (i) The dollar limitation for each
30 project to be included in the list; (ii) the types of projects
31 appropriate to be included in the list; (iii) the project length
32 limitation appropriate to be included in the list; and (iv) a
33 recommended initial allotment, revision request approval, and
34 revision notification process associated with the list. The criteria
35 must be the basis of the preservation and improvement minor works
36 list included in the agency budget submittal beginning with the
37 2025-2027 fiscal biennium.

38 (c) By September 1, 2024, the office of financial management, in
39 consultation with the department, must also develop criteria for
40 providing building related capital requests in a comparable format,

1 adjusted where appropriate, to provisions already in use in the
2 omnibus capital appropriations act for building projects, including
3 the C-100 capital request form and other detail requirements for
4 omnibus capital appropriations act building submissions.

5 **Sec. 1004.** 2024 c 310 s 304 (uncodified) is amended to read as
6 follows:

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

8	Alaskan Way Viaduct Replacement Project Account—	
9	State Appropriation.	((\$23,794,000))
10		<u>\$16,388,000</u>
11	<u>Carbon Emissions Reduction Account—State</u>	
12	Appropriation.	\$250,000
13	Climate Active Transportation Account—State	
14	Appropriation.	((\$2,000,000))
15		<u>\$1,100,000</u>
16	Move Ahead WA Account—Private/Local Appropriation. . . .	\$137,500,000
17	State Route Number 520 Civil Penalties Account—State	
18	Appropriation.	\$10,000,000
19	Transportation 2003 Account (Nickel Account)—State	
20	Appropriation.	\$634,000
21	Transportation Partnership Account—State	
22	Appropriation.	((\$46,899,000))
23		<u>\$94,330,000</u>
24	Motor Vehicle Account—State Appropriation.	((\$100,366,000))
25		<u>\$92,329,000</u>
26	Motor Vehicle Account—Federal Appropriation.	((\$480,282,000))
27		<u>\$342,563,000</u>
28	Coronavirus State Fiscal Recovery Fund—Federal	
29	Appropriation.	((\$337,144,000))
30		<u>\$282,810,000</u>
31	Motor Vehicle Account—Private/Local Appropriation. . . .	((\$74,115,000))
32		<u>\$75,127,000</u>
33	Connecting Washington Account—State Appropriation. ((\$1,960,374,000))	
34		<u>\$2,083,605,000</u>
35	Special Category C Account—State Appropriation. . . .	((\$143,917,000))
36		<u>\$119,192,000</u>
37	Multimodal Transportation Account—State	
38	Appropriation.	((\$14,311,000))

1		<u>\$8,719,000</u>
2	Multimodal Transportation Account—Federal	
3	Appropriation.	((\$12,287,000))
4		<u>\$480,000</u>
5	((State Route Number 520 Corridor Account—	
6	State Appropriation.	\$500,000))
7	Interstate 405 and State Route Number 167 Express	
8	Toll Lanes Account—State Appropriation.	((\$319,464,000))
9		<u>\$295,220,000</u>
10	Move Ahead WA Account—State Appropriation.	((\$737,961,000))
11		<u>\$735,504,000</u>
12	Move Ahead WA Account—Federal Appropriation.	((\$373,155,000))
13		<u>\$272,554,000</u>
14	JUDY Transportation Future Funding Program Account—	
15	State Appropriation.	\$52,000,000
16	Model Toxics Control Stormwater Account—State.	((\$15,000,000))
17		<u>\$4,437,000</u>
18	TOTAL APPROPRIATION.	((\$4,841,703,000))
19		<u>\$4,624,742,000</u>

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

22 (1) Except as provided otherwise in this section, the entire
23 connecting Washington account—state appropriation, the entire move
24 ahead WA account—federal appropriation, the entire move ahead WA
25 account—state appropriation, and the entire transportation
26 partnership account—state appropriation are provided solely for the
27 projects and activities as listed by fund, project, and amount in
28 LEAP Transportation Document ((~~2024-1~~) 2025-1 as developed March
29 ((~~6, 2024~~)) 24, 2025, Program - Highway Improvements Program (I).
30 However, limited transfers of specific line-item project
31 appropriations may occur between projects for those amounts listed
32 subject to the conditions and limitations in section 601(~~(, chapter~~
33 ~~472, Laws of 2023)) of this act.~~

34 (2) Except as provided otherwise in this section, the entire
35 motor vehicle account—state appropriation and motor vehicle account—
36 federal appropriation are provided solely for the projects and
37 activities listed in LEAP Transportation Document ((~~2024-2~~) 2025-2
38 ALL PROJECTS as developed March ((~~6, 2024~~)) 24, 2025, Program -
39 Highway Improvements Program (I). Any federal funds gained through

1 efficiencies, adjustments to the federal funds forecast, or the
2 federal funds redistribution process must then be applied to highway
3 and bridge preservation activities.

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

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

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

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

19 (4) The connecting Washington account—state appropriation
20 includes up to \$1,332,926,000 in proceeds from the sale of bonds
21 authorized in RCW 47.10.889.

22 (5) The special category C account—state appropriation includes
23 up to \$111,106,000 in proceeds from the sale of bonds authorized in
24 RCW 47.10.812.

25 (6) The transportation partnership account—state appropriation
26 includes up to (~~(\$46,899,000)~~) \$8,860,000 in proceeds from the sale
27 of bonds authorized in RCW 47.10.873.

28 ~~(7) ((The appropriations in this section include savings due to
29 anticipated project underruns; however, it is unknown which projects
30 will provide savings. The legislature intends to provide sufficient
31 flexibility for the department to manage to this savings target. To
32 provide this flexibility, the office of financial management may
33 authorize, through an appropriation modification, reductions in the
34 amounts that are provided solely for a particular purpose within this
35 section subject to the following conditions and limitations:~~

36 ~~(a) The department must confirm that any modification requested
37 under this subsection of amounts provided solely for a specific
38 purpose are not expected to be used for that purpose in this fiscal
39 biennium;~~

1 ~~(b) Appropriation modifications authorized under this subsection~~
2 ~~may not result in increased funding for any project beyond the amount~~
3 ~~provided for that project in the 2023-2025 fiscal biennium in LEAP~~
4 ~~Transportation Document 2024-2 ALL PROJECTS as developed March 6,~~
5 ~~2024;~~

6 ~~(c) Appropriation modifications authorized under this subsection~~
7 ~~apply only to amounts appropriated in this section from the following~~
8 ~~accounts: Connecting Washington account state, and move ahead WA~~
9 ~~account state; and~~

10 ~~(d) The office of financial management must provide notice of~~
11 ~~appropriation modifications authorized under this subsection within~~
12 ~~10 working days to the transportation committees of the legislature.~~
13 ~~By December 1, 2023, and December 1, 2024, the department must submit~~
14 ~~a report to the transportation committees of the legislature~~
15 ~~regarding the actions taken to date under this subsection.~~

16 ~~(8))~~ The department shall itemize all future requests for the
17 construction of buildings on a project list and submit them through
18 the transportation executive information system as part of the
19 department's annual budget submittal. It is the intent of the
20 legislature that new facility construction must be transparent and
21 not appropriated within larger highway construction projects.

22 ~~((9))~~ (8) The legislature continues to prioritize the
23 replacement of the state's aging infrastructure and recognizes the
24 importance of reusing and recycling construction aggregate and
25 recycled concrete materials in our transportation system. To
26 accomplish Washington state's sustainability goals in transportation
27 and in accordance with RCW 70A.205.700, the legislature reaffirms its
28 determination that recycled concrete aggregate and other
29 transportation building materials are natural resource construction
30 materials that are too valuable to be wasted and landfilled, and are
31 a commodity as defined in WAC 173-350-100.

32 ~~((10))~~ (9) By June 30, 2025, to the extent practicable, the
33 department shall decommission the facilities for the Lacey project
34 engineering office and the Tumwater project engineering office at the
35 end of their lease terms and consolidate the Lacey project
36 engineering office and the Tumwater project engineering office into
37 the department's Olympic regional headquarters.

38 ~~((11))~~ (10) The legislature intends that any savings realized
39 on the following projects will not be attributable to the application

1 of practical design, retired risk, or unused contingency funding for
2 the purposes of RCW 47.01.480:

3 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

4 (b) I-82/EB WB On and Off Ramps (L2000123).

5 (~~((12))~~) (11) (~~(\$337,114,000)~~) \$282,810,000 of the coronavirus
6 state fiscal recovery fund—federal appropriation, (~~(\$110,439,000)~~)
7 \$31,405,000 of the motor vehicle account—federal appropriation,
8 (~~(\$576,827,000)~~) \$525,187,000 of the move ahead WA account—state
9 appropriation, \$191,807,000 of the connecting Washington account—
10 state appropriation, and (~~(\$8,329,000)~~) \$217,000 of the motor vehicle
11 account—state appropriation are provided solely for the Fish Passage
12 Barrier Removal project (OBI4001) with the intent of fully complying
13 with the federal *U.S. v. Washington* court injunction by 2030.

14 (b) The fish passage barrier removal program, in consultation
15 with the office of innovative partnerships, shall explore
16 opportunities to employ innovative delivery methods to ensure
17 compliance with the court injunction including, but not limited to,
18 public-private partnerships and batched contracts. It is the intent
19 of the legislature that appropriations for this purpose may be used
20 to jointly leverage state and local funds for match requirements in
21 applying for competitive federal aid grants provided in the
22 infrastructure investment and jobs act for removals of fish passage
23 barriers under the national culvert removal, replacement, and
24 restoration program. State funds used for the purpose described in
25 this subsection must not compromise full compliance with the court
26 injunction by 2030.

27 (c) The department shall coordinate with the Brian Abbott fish
28 passage barrier removal board to use a watershed approach by
29 replacing both state and local culverts guided by the principle of
30 providing the greatest fish habitat gain at the earliest time. The
31 department shall deliver high habitat value fish passage barrier
32 corrections that it has identified, guided by the following factors:
33 Opportunity to bundle projects, tribal priorities, ability to
34 leverage investments by others, presence of other barriers, project
35 readiness, culvert conditions, other transportation projects in the
36 area, and transportation impacts. The department and Brian Abbott
37 fish barrier removal board must provide updates on the implementation
38 of the statewide culvert remediation plan to the legislature by
39 November 1, 2023, and June 1, 2024.

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

4 (e) During the 2023-2025 fiscal biennium, the department shall
5 provide reports of the amounts of federal funding received for this
6 project to the governor and transportation committees of the
7 legislature by November 1, 2023, and semiannually thereafter.

8 ~~((13))~~ (12) (a) ~~(\$15,000,000)~~ \$4,437,000 of the model toxics
9 control stormwater account—state appropriation is provided solely for
10 the Stormwater Retrofits and Improvements project (L4000040). It is
11 the intent of the legislature, over the 16-year move ahead WA
12 investment program, to provide \$500,000,000 for this program.

13 ~~(b) ((Of the amounts provided in this subsection, \$6,000,000 is
14 provided solely for the Urban Stormwater Partnership – I-5 Ship Canal
15 Bridge Pilot (Seattle) project.~~

16 ~~(e))~~ The funding provided for stormwater retrofits and
17 improvements must enhance stormwater runoff treatment from existing
18 roads and infrastructure with an emphasis on green infrastructure
19 retrofits. Projects must be prioritized based on benefits to salmon
20 recovery and ecosystem health, reducing toxic pollution, addressing
21 health disparities, and cost-effectiveness. The department of
22 transportation must submit progress reports on its efforts to reduce
23 the toxicity of stormwater runoff from existing infrastructure,
24 recommendations for addressing barriers to innovative solutions, and
25 anticipated demand for funding each fiscal biennium.

26 ~~((14))~~ (13) (a) ~~(\$25,067,000)~~ \$12,011,000 of the connecting
27 Washington account—state appropriation is provided solely for the SR
28 3 Freight Corridor (T30400R) project. The legislature intends to
29 provide a total of \$78,910,000 for this project, including an
30 increase of \$12,000,000 in future biennia to safeguard against
31 inflation and supply/labor interruptions and ensure that:

32 (i) The northern terminus remains at Lake Flora Road and the
33 southern terminus at the intersection of SR 3/SR 302; and

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

37 (b) With respect to right-of-way acquisition and the construction
38 of the SR 3 Freight Corridor project (T30400R), tribal consultation
39 with the Suquamish tribe shall begin at the earliest stage of
40 planning, including without limitation on all funding decisions and

1 funding programs, to provide a government-to-government mechanism for
2 the tribe to evaluate, identify, and expressly notify governmental
3 entities of any potential impacts to tribal cultural resources,
4 archaeological sites, sacred sites, fisheries, or other rights and
5 interests in tribal lands and lands within which the tribe possesses
6 rights reserved or protected by federal treaty, statute, or executive
7 order. The consultation is independent of, and in addition to, any
8 public participation process required under state law, or by a state
9 agency, including the requirements of Executive Order 21-02 related
10 to archaeological and cultural resources, and regardless of whether
11 the agency receives a request for consultation from the Suquamish
12 tribe. Regularly scheduled tribal consultation meetings with the
13 Suquamish tribe shall continue throughout the duration of any funding
14 or program decisions and proposed project approval.

15 ~~((15) \$6,000,000))~~ (14) \$384,000 of the move ahead WA account—
16 state appropriation and ~~((10,000,000))~~ \$3,342,000 of the move ahead
17 WA account—federal appropriation are provided solely for the SR 3/
18 Gorst Area - Widening project (L4000017). Tribal consultation with
19 the Suquamish tribe must begin at the earliest stage of planning,
20 including, without limitation, all funding decisions and funding
21 programs, to provide a government-to-government mechanism for the
22 tribe to evaluate, identify, and expressly notify governmental
23 entities of any potential impacts to tribal cultural resources,
24 archaeological sites, sacred sites, fisheries, or other rights and
25 interests in tribal lands and lands within which the tribe possesses
26 rights reserved or protected by federal treaty, statute, or executive
27 order. The consultation is independent of, and in addition to, any
28 public participation process required under state law, or by a state
29 agency, including the requirements of Executive Order 21-02 related
30 to archaeological and cultural resources, and regardless of whether
31 the agency receives a request for consultation from the Suquamish
32 tribe. Regularly scheduled tribal consultation meetings with the
33 Suquamish tribe must continue throughout the duration of any funding
34 program and proposed project approval.

35 ~~((16))~~ (15)(a) \$94,500,000 of the move ahead WA account—federal
36 appropriation, \$137,500,000 of the move ahead WA account—private/
37 local appropriation, and \$43,000,000 of the move ahead WA account—
38 state appropriation are provided solely for the I-5 Columbia river
39 bridge project (L4000054). The legislature finds that the replacement

1 of the I-5 Columbia river bridge is a project of national
2 significance and is critical for the movement of freight. One span is
3 now 105 years old, at risk for collapse in the event of a major
4 earthquake, and no longer satisfies the needs of commerce and travel.
5 Replacing the aging interstate bridge with a modern, seismically
6 resilient, multimodal structure that provides improved mobility for
7 people, goods, and services is a high priority. Therefore, the
8 legislature intends to support the replacement of the I-5 Columbia
9 river bridge with an investment of \$1,000,000,000 over the 16-year
10 move ahead WA investment program.

11 (b) The legislature recognizes the importance of the I-5/Mill
12 Plain Boulevard project (L2000099) and intends to provide funding for
13 reconstruction of the existing interchange in coordination with
14 construction of the Interstate 5 bridge over the Columbia river.

15 (c) The department shall provide regular updates on the status of
16 ongoing coordination with the state of Oregon on any bistate
17 agreements regarding sharing of revenues, use of revenues, and fiscal
18 responsibilities of each state. Prior to finalizing any such
19 agreement, the department shall provide a draft of the agreement to
20 the transportation committees of the legislature for review and
21 input. Additionally, the department shall advise on the status of any
22 bistate agreements to the joint transportation committee beginning in
23 September 2023 and quarterly thereafter until any agreements are
24 finalized.

25 (~~((17))~~) (16) The legislature recognizes the importance of the
26 US-12/Walla Walla Corridor Improvements project (T20900R) and intends
27 to advance funding to provide matching funds if competitive federal
28 funding is awarded for the final remaining four-lane section between
29 Wallula and Nine Mile Hill. The department, in consultation with
30 local governments in the vicinity, must pursue any federal funding
31 available.

32 (~~((18) \$2,642,000)~~) (17) \$94,000 of the move ahead WA account—
33 state appropriation is provided solely for the US 101/Simdars Bypass
34 project (L4000013).

35 (~~((19) \$338,512,000)~~) (18) \$343,674,000 of the connecting
36 Washington account—state appropriation, (~~(\$3,109,000)~~) \$1,582,000 of
37 the multimodal transportation account—state appropriation,
38 (~~(\$27,201,000)~~) \$26,735,000 of the motor vehicle account—private/
39 local appropriation, (~~(\$178,543,000)~~) \$174,712,000 of the move ahead

1 WA account—federal appropriation, (~~(\$36,370,000)~~) \$10,001,000 of the
2 move ahead WA account—state appropriation, and (~~(\$211,131,000)~~)
3 \$161,680,000 of the motor vehicle account—federal appropriation are
4 provided solely for the SR 167/SR 509 Puget Sound Gateway project
5 (M00600R).

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

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

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

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

24 (ii) Segment 2 of the state route number 167 completion project
25 shared-use path to provide connections to the interchange of state
26 route number 167 at 54th to the intersection of state route number
27 509 and Taylor Way in Tacoma.

28 (~~(+20)~~) (19) \$2,213,000 of the motor vehicle account—state
29 appropriation and \$14,012,000 of the connecting Washington account—
30 state appropriation are provided solely for the SR 224/Red Mountain
31 Vicinity Improvement project (L1000291). The department shall provide
32 funding to the city of West Richland to complete the project within
33 the project scope identified by the legislature and within the total
34 amount provided by the legislature. The department shall not amend
35 the project's scope of work to add pavement preservation on state
36 route number 224 from the West Richland city limits to Antinori Road.

37 (~~(+21) — \$409,667,000~~) (20) \$363,020,000 of the connecting
38 Washington account—state appropriation, (~~(\$500,000 of the state route~~
39 ~~number 520 corridor account—state appropriation,)~~) \$10,000,000 of the

1 state route number 520 civil penalties account—state appropriation,
2 \$52,000,000 of the JUDY transportation future funding program account
3 —state appropriation, and \$5,592,000 of the motor vehicle account—
4 private/local appropriation are provided solely for the SR 520
5 Seattle Corridor Improvements - West End project (M00400R) and are
6 subject to the following conditions and limitations:

7 (a) The department shall immediately proceed with awarding the
8 bid for the Portage Bay Bridge and Roanoke Lid project to the team
9 that submitted the proposal with the apparent best value in September
10 2023. Consistent with negotiated timelines, the legislature expects
11 the award to be made by March 15, 2024, and assumes that the
12 department shall expedite executing the contract with the awarded
13 team. Once the contract is executed for this project, the department
14 shall seek consequential cost reduction opportunities through value
15 engineering and prioritizing functionality and usability of the
16 Portage Bay Bridge and Roanoke Lid. The department shall report on
17 the status of the project and cost reduction efforts to the
18 transportation committees of the legislature by December 15, 2024.

19 (b) Upon completion of the Montlake Phase of the West End
20 project, the department shall sell or transfer that portion of the
21 property not necessary for transportation purposes, and shall
22 initiate a process to convey or transfer such portion of the surplus
23 property to a subsequent owner.

24 ~~(c) ((Of the amounts provided in this subsection, \$500,000 of the~~
25 ~~state route number 520 corridor account state appropriation is~~
26 ~~provided solely for noise mitigation activities. It is the intent of~~
27 ~~the legislature to provide an additional \$600,000 for noise~~
28 ~~mitigation activities.~~

29 ~~(d))~~ Pursuant to chapter 281, Laws of 2024, the department shall
30 apply for a sales tax deferral for construction work on the SR 520
31 Seattle Corridor Improvements - West End project (M00400R).

32 ~~((22) \$450,000))~~ (21) \$391,000 of the motor vehicle account—
33 state appropriation ~~((is))~~ and \$5,562,000 of the motor vehicle
34 account—federal appropriation are provided solely for the SR 900
35 Safety Improvements project (L2021118). The department must: (a) Work
36 in collaboration with King county and the Skyway coalition to align
37 community assets, transportation infrastructure needs, and initial
38 design for safety improvements along state route number 900; and (b)

1 work with the Skyway coalition to lead community planning engagement
2 and active transportation activities.

3 ~~((23))~~ (22) \$7,500,000 of the motor vehicle account—federal
4 appropriation is provided solely for a federal fund exchange pilot
5 program. The pilot program must allow exchanges of federal surface
6 transportation block grant population funding and state funds at an
7 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
8 The projects receiving the exchanged federal funds must adhere to all
9 federal requirements, including the applicable disadvantaged business
10 enterprise goals. The entirety of the appropriation in this
11 subsection must be held in unallotted status until surface
12 transportation block grant population funding has been offered to the
13 state, and the department determines that a federalized project or
14 projects funded in this section is eligible to spend the surface
15 transportation block grant population funding. \$7,125,000 from
16 existing state appropriations identified elsewhere within this
17 section are available to be used as part of the exchange. Upon
18 determination that a project or projects funded in this section is
19 eligible to spend the offered surface transportation block grant
20 population funding, state funds appropriated in this section for the
21 eligible state project or projects in an amount equal to 100 percent
22 of the offered surface transportation block grant population funding
23 must be placed in unallotted status. The legislature intends to
24 evaluate the utility and efficacy of the pilot program in the 2025
25 legislative session while reappropriating any remaining funds into
26 the 2025-2027 fiscal biennium. Therefore, the department may issue
27 additional calls for projects with any remaining funds provided in
28 this subsection.

29 ~~((24) \$9,593,000))~~ (23) \$9,195,000 of the motor vehicle account—
30 state appropriation ~~((, \$552,000 of the connecting Washington account—
31 state appropriation,))~~ and ~~((\$209,000))~~ \$584,000 of the move ahead WA
32 account—state appropriation are provided solely for the SR 522/
33 Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)
34 project (NPARADI), specifically for design of, preliminary
35 engineering, and right-of-way acquisition for the interchange and
36 widening as a single project. The department must consider reserving
37 portions of state route number 522, including designated lanes or
38 ramps, for the exclusive or preferential use of public transportation
39 vehicles, privately owned buses, motorcycles, private motor vehicles

1 carrying not less than a specified number of passengers, or private
2 transportation provider vehicles pursuant to RCW 47.52.025.

3 ~~((25))~~ (24) Prior to initiating new advertisements or requests
4 for qualifications for the following projects: SR 9/Marsh Road to 2nd
5 Street Vicinity (N00900R), SR 526 Corridor Improvements (N52600R), US
6 395 North Spokane Corridor (M00800R), and SR 18 - Widening -
7 Issaquah/Hobart Rd to Raging River - Phase 1 (L1000199), the capital
8 projects advisory review board shall review the planned procurement
9 methods for these projects. The board shall provide recommendations
10 on procurement methods to the office of financial management, the
11 department, and the transportation committees of the legislature for
12 project L1000199 by July 1, 2024, and projects N52600R, N00900R, and
13 M00800R by December 1, 2024. After the board provides
14 recommendations, the department may initiate new advertisements and
15 requests for qualifications, incorporating the recommendations as
16 appropriate.

17 The department shall structure the advertisements, requests for
18 qualifications, and requests for proposals, for projects referenced
19 in this subsection, in a manner that provides a high degree of
20 certainty that bids come in as expected according to engineer
21 estimates made through the cost estimate valuation process. The
22 department may request bid offers with alternatives for components of
23 a larger project so that the department may present to the
24 legislature modified options for projects to minimize project delays
25 and stay within appropriated funding resources. If alternatives
26 provided are at or below the engineer estimates, the department may
27 proceed with the project award.

28 If bid proposals exceed engineer estimates by more than five
29 percent or \$10,000,000, the department shall report this information
30 to the transportation committees of the legislature within two weeks
31 of receiving the bid proposals, and pause award and contract
32 execution.

33 ~~((26))~~ (25) \$750,000 of the motor vehicle account—state
34 appropriation is provided solely for the Grady Way Overpass at
35 Rainier Avenue South I-405 BRT Access study (L1000333).

36 ~~((27) \$1,804,000)~~ (26) \$270,000 of the connecting Washington
37 account—state appropriation is provided solely for the SR 164 East
38 Auburn Access project (L1000120). The department must work with the
39 Muckleshoot tribe to deliver the project.

1 ~~((28))~~ (27) \$250,000 of the motor vehicle account—state
2 appropriation is provided solely for preliminary engineering of the
3 SR 14/Camas Slough Bridge project (L1000352). Funds may be used for
4 predesign environmental assessment work, community engagement,
5 design, and project cost estimation.

6 ~~((29))~~ (28) \$1,000,000 of the multimodal transportation account
7 —state appropriation is provided solely for matching funds for the
8 department to apply to the federal highway administration's wildlife
9 crossings pilot program, in the 2024 grant application cycle, for
10 wildlife crossing underpasses on U.S. 97 between Tonasket and
11 Riverside.

12 ~~((30) — \$1,800,000)~~ (29) \$1,720,000 of the multimodal
13 transportation account—state appropriation and ~~(((\$12,287,000))~~
14 \$480,000 of the multimodal transportation account—federal
15 appropriation are provided solely for the department to develop and
16 implement a technology-based truck parking availability system along
17 the Interstate 5 corridor in partnership with Oregon state and
18 California state to maximize utilization of existing truck parking
19 capacity and deliver real-time parking availability information to
20 truck drivers (L1000375). The department may use a portion of the
21 appropriation in this subsection for grant proposal development and
22 as state match funding for technology-based truck parking
23 availability system federal grant applications. The department must
24 update the transportation committees of the legislature on agency
25 activities and their status by December 1, 2023, and provide a final
26 report to the transportation committees of the legislature by
27 December 1, 2024.

28 ~~((31))~~ (30) \$1,000,000 of the multimodal transportation account
29 —state appropriation is provided solely for the design on the I-5
30 Fort Lewis weigh station and SR 906 Phase 3 truck parking
31 improvements (L1000377).

32 ~~((32))~~ (31) The legislature intends to provide \$4,950,000 in
33 the 2025-2027 fiscal biennium for additional truck parking
34 improvements (L1000376). As part of the department's 2025-2027 budget
35 submittal, the department and the freight mobility strategic
36 investment board, after consulting with appropriate entities, must
37 provide a list of specific truck parking solutions within the amounts
38 provided in this subsection ~~((32))~~ (31). The list may also include
39 additional funding recommendations beyond this amount for more

1 immediate expansion of truck parking capacity, as well as for long-
2 term expansion of truck parking capacity.

3 **Sec. 1005.** 2024 c 310 s 305 (uncodified) is amended to read as
4 follows:

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

6	Move Ahead WA Account—State Appropriation.	((\$105,219,000))
7		<u>\$101,593,000</u>
8	Recreational Vehicle Account—State Appropriation.	\$769,000
9	Transportation 2003 Account (Nickel Account)—State	
10	Appropriation.	\$70,411,000
11	Motor Vehicle Account—State Appropriation.	((\$154,960,000))
12		<u>\$142,494,000</u>
13	Motor Vehicle Account—Federal Appropriation.	\$560,102,000
14	Motor Vehicle Account—Private/Local Appropriation.	((\$17,010,000))
15		<u>\$13,121,000</u>
16	Connecting Washington Account—State Appropriation.	((\$48,726,000))
17		<u>\$48,910,000</u>
18	State Route Number 520 Corridor Account—State	
19	Appropriation.	((\$7,434,000))
20		<u>\$9,092,000</u>
21	Tacoma Narrows Toll Bridge Account—State	
22	Appropriation.	((\$12,202,000))
23		<u>\$9,811,000</u>
24	Alaskan Way Viaduct Replacement Project Account—	
25	State Appropriation.	((\$1,662,000))
26		<u>\$1,213,000</u>
27	Interstate 405 and State Route Number 167 Express	
28	Toll Lanes Account—State Appropriation.	((\$15,183,000))
29		<u>\$8,702,000</u>
30	Transportation Partnership Account—State	
31	Appropriation.	\$12,036,000
32	TOTAL APPROPRIATION.	((\$1,005,714,000))
33		<u>\$978,254,000</u>

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

- 36 (1) Except as provided otherwise in this section, the entire
37 connecting Washington account—state appropriation, the entire move
38 ahead WA account—federal appropriation, the entire move ahead WA

1 account—state appropriation, and the entire transportation
2 partnership account—state appropriation are provided solely for the
3 projects and activities as listed by fund, project, and amount in
4 LEAP Transportation Document ((2024-1)) 2025-1 as developed March
5 ((6, 2024)) 24, 2025, Program - Highway Preservation Program (P).
6 However, limited transfers of specific line-item project
7 appropriations may occur between projects for those amounts listed
8 subject to the conditions and limitations in section 601(~~(chapter~~
9 ~~472, Laws of 2023)) of this act.~~

10 (2) Except as provided otherwise in this section, the entire
11 motor vehicle account—state appropriation and motor vehicle account—
12 federal appropriation are provided solely for the projects and
13 activities listed in LEAP Transportation Document ((2024-2)) 2025-2
14 ALL PROJECTS as developed March ((6, 2024)) 24, 2025, Program -
15 Highway Preservation Program (P). Any federal funds gained through
16 efficiencies, adjustments to the federal funds forecast, or the
17 federal funds redistribution process must then be applied to highway
18 and bridge preservation activities.

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

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

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

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

34 (4) (~~The transportation partnership account—state appropriation~~
35 ~~includes up to \$3,280,000 in proceeds from the sale of bonds~~
36 ~~authorized in RCW 47.10.873.~~

37 ~~(5) \$22,000,000))~~ \$9,500,000 of the motor vehicle account—state
38 appropriation is provided solely for extraordinary costs incurred
39 from litigation awards, settlements, or dispute mitigation activities

1 not eligible for funding from the self-insurance fund (L2000290). The
2 amount provided in this subsection must be held in unallotted status
3 until the department submits a request to the office of financial
4 management that includes documentation detailing litigation-related
5 expenses. The office of financial management may release the funds
6 only when it determines that all other funds designated for
7 litigation awards, settlements, and dispute mitigation activities
8 have been exhausted.

9 ~~((6))~~ (5) Within the connecting Washington account—state
10 appropriation, the department may transfer funds from Highway System
11 Preservation (L1100071) to other preservation projects listed in the
12 LEAP transportation document identified in subsection (1) of this
13 section, if it is determined necessary for completion of these high
14 priority preservation projects. The department's next budget
15 submittal after using this subsection must appropriately reflect the
16 transfer.

17 ~~((7))~~ (6) By June 30, 2025, to the extent practicable, the
18 department shall decommission the facilities for the Lacey project
19 engineering office and the Tumwater project engineering office at the
20 end of their lease terms and consolidate the Lacey project
21 engineering office and the Tumwater project engineering office into
22 the department's Olympic regional headquarters.

23 ~~((8))~~ (7) The appropriations in this section include funding
24 for starting planning, engineering, and construction of the Elwha
25 River bridge replacement. To the greatest extent practicable, the
26 department shall maintain public access on the existing route.

27 ~~((9))~~ (8) \$7,500,000 of the motor vehicle account—federal
28 appropriation is provided solely for a federal fund exchange pilot
29 program. The pilot program must allow exchanges of federal surface
30 transportation block grant population funding and state funds at an
31 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
32 The projects receiving the exchanged federal funds must adhere to all
33 federal requirements, including the applicable disadvantaged business
34 enterprise goals. The entirety of the appropriation in this
35 subsection must be held in unallotted status until surface
36 transportation block grant population funding has been offered to the
37 state and the department determines that a federalized project or
38 projects funded in this section is eligible to spend the surface
39 transportation block grant population funding. \$7,125,000 from
40 existing state appropriations identified elsewhere within this

1 section are available to be used as part of the exchange. Upon
2 determination that a project or projects funded in this section is
3 eligible to spend the offered surface transportation block grant
4 population funding, state funds appropriated in this section for the
5 eligible state project or projects in an amount equal to 100 percent
6 of the offered surface transportation block grant population funding
7 must be placed in unallotted status. The legislature intends to
8 evaluate the utility and efficacy of the pilot program in the 2025
9 legislative session while reappropriating any remaining funds into
10 the 2025-2027 fiscal biennium. Therefore, the department may issue
11 additional calls for projects with any remaining funds provided in
12 this subsection.

13 ~~((10) \$21,000 of motor vehicle account state appropriation is~~
14 ~~provided solely for the implementation of chapter 54, Laws of 2023~~
15 ~~(bridge jumping signs) (G2000114).~~

16 ~~(11) \$4,319,000 of the move ahead Washington account state~~
17 ~~appropriation is provided solely for SR 525 Bridge Replacement -~~
18 ~~Mukilteo (L2021084). Of the amounts in this subsection, \$155,000 must~~
19 ~~be transferred to the city of Mukilteo for purposes of community~~
20 ~~planning and business engagement.)) (9) The appropriations in this~~
21 ~~section include funding for the following projects:~~

- 22 (a) SR 241/Mabton Bridge;
- 23 (b) SR 112 Preservation and Maintenance;
- 24 (c) SR 155/Omak Bridge Rehabilitation;
- 25 (d) SR 4/Abernathy Creek Bridge - Replace Bridge;
- 26 (e) SR 525 Bridge Replacement - Mukilteo;
- 27 (f) Land Mobile Radio (LMR) Upgrade;
- 28 (g) SR 104/Port Angeles Graving Dock Settlement and Remediation;
- 29 and
- 30 (h) Bridge Jumping Signs.

31 **Sec. 1006.** 2024 c 310 s 306 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
34 **PROGRAM Q—CAPITAL**

35	Motor Vehicle Account—State Appropriation.	((\$10,606,000))
36		<u>\$10,539,000</u>
37	Motor Vehicle Account—Federal Appropriation.	((\$12,226,000))
38		<u>\$12,769,000</u>

1	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
2	Move Ahead WA Account—State Appropriation.	\$611,000
3	TOTAL APPROPRIATION.	(\$23,943,000)
4		<u>\$24,419,000</u>

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

7 (1) \$5,547,000 of the motor vehicle account—state appropriation,
8 ~~(\$8,830,000)~~ \$8,466,000 of the motor vehicle account—federal
9 appropriation, and \$500,000 of the motor vehicle account—private/
10 local appropriation are provided solely for Programmatic Investment
11 for Traffic Operations Capital projects (000005Q). By December 15th
12 of each odd-numbered year, the department shall provide a report to
13 the legislature listing all traffic operations capital project
14 investments completed in the prior fiscal biennium.

15 (2) \$3,080,000 of the motor vehicle account—state appropriation
16 is provided solely to construct pedestrian signals at nine locations
17 on state route number 7 from 124th Street South to 189th Street South
18 (0000YYY).

19 (3) \$1,463,000 of the motor vehicle account—state appropriation
20 is provided solely for the replacement of 22 existing traffic cameras
21 and installation of 10 new traffic cameras, including five pole
22 installation sites, on the Interstate 90 corridor between mileposts
23 34 and 82 (L2021144). The department shall consult with news media
24 organizations to explore options to allow such organizations access
25 to traffic camera feeds.

26 **Sec. 1007.** 2024 c 310 s 307 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
29 **CONSTRUCTION—PROGRAM W**

30	Carbon Emissions Reduction Account—State	
31	Appropriation.	(\$116,021,000)
32		<u>\$78,120,000</u>
33	Move Ahead WA Account—State Appropriation.	(\$49,828,000)
34		<u>\$51,200,000</u>
35	Puget Sound Capital Construction Account—State	
36	Appropriation.	(\$388,304,000)
37		<u>\$434,989,000</u>
38	Puget Sound Capital Construction Account—Federal	

1	Appropriation.	((\$87,047,000))
2		<u>\$22,822,000</u>
3	Puget Sound Capital Construction Account—	
4	Private/Local Appropriation.	((\$2,150,000))
5		<u>\$839,000</u>
6	Transportation 2003 Account (Nickel Account)—State	
7	Appropriation.	\$472,000
8	Transportation Partnership Account—State	
9	Appropriation.	((\$9,705,000))
10		<u>\$7,446,000</u>
11	Connecting Washington Account—State Appropriation.	((\$21,883,000))
12		<u>\$12,874,000</u>
13	Capital Vessel Replacement Account—State	
14	Appropriation.	\$21,688,000
15	TOTAL APPROPRIATION.	((\$697,098,000))
16		<u>\$630,450,000</u>

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

19 (1) Except as provided otherwise in this section, the entire
20 appropriations in this section are provided solely for the projects
21 and activities as listed in LEAP Transportation Document ((~~2024-2~~))
22 2025-2 ALL PROJECTS as developed March ((~~6, 2024~~)) 24, 2025, Program
23 - Washington State Ferries Capital Program (W).

24 (2) ((~~\$24,260,000~~)) \$25,135,000 of the Puget Sound capital
25 construction account—state appropriation is provided solely for
26 emergency capital repair costs (999910K). Funds may only be spent
27 after approval by the office of financial management.

28 (3) \$21,688,000 of the capital vessel replacement account—state
29 appropriation is provided solely for the acquisition of a 144-car
30 hybrid-electric vessel ((~~L2000329~~)) (L2021073). The amounts
31 provided in this subsection are contingent upon the enactment of
32 chapter 429, Laws of 2023.

33 (4) ((Beginning January 1, 2025, ~~\$11,554,000~~ of the carbon
34 emissions reduction account state appropriation is provided solely
35 for construction of the first hybrid electric Olympic class vessel
36 (~~L2000329~~)).

37 (5) ~~\$1,500,000~~ of the Puget Sound capital construction account—
38 state appropriation is provided solely for the Future Hybrid Electric
39 Ferry Class Pre-Design study (L2021131) to advance procurement of a

1 new class of vessel that will account for changes in technology,
2 staffing, and system needs. The department shall initiate a vessel
3 predesign to replace the aging Issaquah class ferries with a new
4 automobile hybrid electric ferry intended to operate on the Vashon
5 Southworth-Fauntleroy route. The predesign study must include a
6 review of the benefits and costs of constructing all future new
7 vessels based on the same design. The review may also compare and
8 contrast the benefits and costs of utilizing the existing hybrid
9 electric Olympic class vessel design.

10 ~~(6) \$8,032,000~~) \$2,032,000 of the Puget Sound capital
11 construction account—state appropriation is provided solely for
12 modernization of the ticketing and reservation system (990052C). (~~Of~~
13 ~~this amount, \$3,032,000 must be held in unallotted status until~~
14 ~~Washington state ferries has consulted with the office of the chief~~
15 ~~information officer on the project scope and integration capabilities~~
16 ~~of the reservation system with existing Good to Go! and ORCA next~~
17 ~~generation products, and reported results to the office of financial~~
18 ~~management and the transportation committees of the legislature.~~

19 ~~(7) \$125,000~~) (5) \$302,000 of the Puget Sound capital
20 construction account—state appropriation and (~~(\$125,000)~~) \$302,000 of
21 the Puget sound capital construction account—federal appropriation
22 are provided solely for development of a terminal wait times
23 information system (998609A). Washington state ferries must consult
24 with the office of the chief information officer on a technology
25 solution for automated vehicle detection, and report the project
26 scope, along with office of the chief information officer
27 recommendations, to the office of financial management and the
28 transportation committees of the legislature by December 1, 2024.

29 (~~(8)~~) (6) The transportation partnership account—state
30 appropriation includes up to \$7,195,000 in proceeds from the sale of
31 bonds authorized in RCW 47.10.873.

32 (~~(9)~~) (7) For the purposes of ferry and terminal
33 electrification, the department must apply to the department of
34 ecology for additional competitive grant funds available from
35 Volkswagen settlement funds, and report on the status of the grant
36 application by December 1, 2023.

37 (~~(10)~~) (8) For the 2023-2025 fiscal biennium, the marine
38 division shall provide to the office of financial management and the
39 transportation committees of the legislature a report for ferry

1 capital projects in a manner consistent with past practices as
2 specified in section 308, chapter 186, Laws of 2022.

3 ~~((11) Beginning January 1, 2025, \$6,175,000 of the carbon~~
4 ~~emissions reduction account state appropriation is provided solely~~
5 ~~for construction of hybrid electric vessels (L2021073).~~

6 ~~(12) Beginning January 1, 2025, \$24,265,000 of the carbon~~
7 ~~emissions reduction account state appropriation is provided solely~~
8 ~~for terminal electrification (L1000341).)~~

9 **Sec. 1008.** 2024 c 310 s 308 (uncodified) is amended to read as
10 follows:

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

12	Carbon Emissions Reduction Account—State	
13	Appropriation.	((\$114,800,000))
14		<u>\$7,004,000</u>
15	Essential Rail Assistance Account—State	
16	Appropriation.	((\$1,412,000))
17		<u>\$470,000</u>
18	Motor Vehicle Account—State Appropriation.	((\$697,000))
19		<u>\$384,000</u>
20	Move Ahead WA Account—State Appropriation.	\$1,500,000
21	Move Ahead WA Flexible Account—State Appropriation.	((\$33,500,000))
22		<u>\$20,968,000</u>
23	((Multimodal Transportation Account—	
24	Private/Local Appropriation.	\$12,000))
25	Transportation Infrastructure Account—State	
26	Appropriation.	((\$16,621,000))
27		<u>\$5,826,000</u>
28	Multimodal Transportation Account—State	
29	Appropriation.	((\$101,403,000))
30		<u>\$46,222,000</u>
31	Multimodal Transportation Account—Federal	
32	Appropriation.	((\$25,903,000))
33		<u>\$19,525,000</u>
34	TOTAL APPROPRIATION.	((\$295,848,000))
35		<u>\$101,899,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6-
5 2024)) 24, 2025, Program - Rail Program (Y).

6 (2) (a) \$2,680,000 of the transportation infrastructure account—
7 state appropriation is provided solely for new low-interest loans
8 approved by the department through the freight rail investment bank
9 (FRIB) program. The department shall issue FRIB program loans with a
10 repayment period of no more than 15 years, and charge only so much
11 interest as is necessary to recoup the department's costs to
12 administer the loans. The department shall report annually to the
13 transportation committees of the legislature and the office of
14 financial management on all FRIB loans issued.

15 (b) The department may change the terms of existing loans in the
16 essential rail assistance account for repayment of loans, including
17 the repayment schedule and rate of interest, for a period of up to 15
18 years for any recipient with a total loan value in the program of
19 over 10 percent as of June 30, 2023.

20 (3) (~~(\$5,000,000 of the transportation infrastructure account—~~
21 ~~state appropriation is provided solely for a low-interest loan for~~
22 ~~the Port of Longview Rail Corridor Expansion project (L1000347) to~~
23 ~~accommodate current and future port cargo handling needs. The low-~~
24 ~~interest loan must comply with the requirements of RCW 47.76.460(2).~~

25 ~~(4))~~ \$7,567,000 of the multimodal transportation account—state
26 appropriation is provided solely for new statewide emergent freight
27 rail assistance projects identified in the LEAP transportation
28 document referenced in subsection (1) of this section.

29 ((~~(5))~~) (4) \$369,000 of the transportation infrastructure account
30 —state appropriation and \$1,100,000 of the multimodal transportation
31 account—state appropriation are provided solely for final
32 reimbursement to Highline Grain, LLC for approved work completed on
33 Palouse River and Coulee City (PCC) railroad track in Spokane county
34 between the BNSF Railway Interchange at Cheney and Geiger Junction
35 and must be administered in a manner consistent with freight rail
36 assistance program projects.

37 ((~~(6))~~) (5) The department shall issue a call for projects for
38 the freight rail assistance program, and shall evaluate the
39 applications in a manner consistent with past practices as specified

1 in section 309, chapter 367, Laws of 2011. By November 15, 2024, the
2 department shall submit a prioritized list of recommended projects to
3 the office of financial management and the transportation committees
4 of the legislature.

5 ~~((7) \$25,000,000))~~ (6) \$500,000 of the carbon emissions
6 reduction account—state appropriation is provided solely for state
7 match contributions to support the department's application for
8 federal grant opportunities for a new ultra high-speed ground
9 transportation corridor. These funds are to remain in unallotted
10 status and are available only upon award of federal funds. The
11 department must provide periodic grant application updates to the
12 transportation committees of the legislature, as well as anticipated
13 state match estimates for successful grants.

14 ~~((8) \$33,500,000))~~ (7) \$20,968,000 of the move ahead WA flexible
15 account—state appropriation is provided solely for rehabilitation of
16 the Palouse River and Coulee City Railroad (L4000079). Up to \$433,000
17 of the amount in this subsection may be used for management and
18 oversight of operation and maintenance 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) —\$500,000)~~) (15) \$781,000 of the carbon emissions reduction
23 account—state appropriation (~~(, and beginning January 1, 2025,~~
24 ~~\$1,500,000 of the carbon emissions reduction account—state~~
25 ~~appropriation, are)) is provided solely for port electrification at
26 the 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) Beginning January 1, 2025, \$20,000,000)~~) (17) \$500,000 of
36 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)) 24, 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~~)) \$19,707,000 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~~)) \$7,666,000 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)~~) 1003 and 1004 of this act
15 is eligible to spend the surface transportation block grant
16 population funding, and state funds appropriated in section (~~(305 or~~
17 ~~306, chapter 472, Laws of 2023)~~) 1003 and 1004 of this act for the
18 eligible state project or projects in an amount equal to 100 percent
19 of the offered surface transportation block grant population funding
20 have been placed in unallotted status. A report on the effectiveness
21 of the exchange program, the total estimated cost of program
22 administration, and recommendations for continuing the pilot program
23 is due to the governor and transportation committees of the
24 legislature by December 1, 2024. The legislature intends to evaluate
25 the utility and efficacy of the pilot program in the 2025 legislative
26 session while reappropriating any remaining funds into the 2025-2027
27 fiscal biennium. Therefore, the department may issue additional calls
28 for projects with any remaining funds provided in this subsection.

29 (7) (~~(\$136,893,000)~~) \$42,226,000 of the move ahead WA account—
30 state appropriation and (~~(\$25,000,000)~~) \$10,400,000 of the move ahead
31 WA flexible account—state appropriation are provided solely for new
32 move ahead WA road and highway projects listed in LEAP Transportation
33 Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((~~6,~~
34 ~~2024)~~) 24, 2025, Program - Local Programs Program (Z).

35 (a) For projects funded in this subsection, the department
36 expects to have substantial reappropriations for the 2023-2025 fiscal
37 biennium, the department may, on a pilot basis, apply funding from a
38 project with an appropriation that is unable to be used in the
39 2023-2025 fiscal biennium to advance one or more of the projects

1 listed in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS
2 as developed March ((6, 2024)) 24, 2025, Program - Local Programs
3 Program (Z), prioritizing projects first by project readiness.

4 (i) In instances when projects listed in the LEAP transportation
5 documents referenced in (a) of this subsection are no longer viable
6 or have been completed, the department may recommend in its next
7 budget submittal alternative project proposals from the local
8 jurisdictions if the project is similar in type and scope and
9 consistent with limitations of certain funds provided. In the event
10 that the listed project has been completed the local jurisdictions
11 may, rather than submitting an alternative project, instead be
12 reimbursed in the year in which it was scheduled for documented costs
13 incurred implementing the listed project, not in excess of the amount
14 awarded from the funding program.

15 (ii) At least 10 business days before advancing or swapping a
16 project pursuant to this subsection, the department must notify the
17 office of financial management and the transportation committees of
18 the legislature. The advancement of a project may not hinder the
19 delivery of the projects for which the reappropriations are necessary
20 for the 2023-2025 fiscal biennium.

21 (b) Of the amounts provided in this subsection, ((~~\$25,493,000~~))
22 \$4,093,000 of the move ahead WA account—state appropriation is
23 provided solely for three roundabouts to be constructed on state
24 route number 507 in partnership with local authorities (L1000330).
25 The roundabout at Vail is with Thurston county, the roundabout at
26 Bald Hills is with the city of Yelm, and the roundabout at state
27 route number 702 is with Pierce county. The department is to work
28 cooperatively with each local jurisdiction to construct these
29 facilities within department rights-of-way. The department must
30 provide all project predesign and design information developed to
31 date to the local jurisdictions and have a project implementation
32 agreement in place with each local jurisdiction within 180 calendar
33 days of the effective date of this act. The implementation agreement
34 may provide full control for the local authority to construct the
35 project. Once the roundabouts are completed, the operations and
36 maintenance of the roundabouts are the responsibility of the
37 department. Of the amounts provided in this subsection, \$7,000,000 is
38 for the roundabout at Vail road and state route number 507.

39 (c) \$15,000,000 of the move ahead Washington account—state
40 appropriation is provided solely for the Columbia River Bridge

1 Replacement/Hood River to White Salmon project (L4000046). The office
2 of financial management shall place the amounts in this subsection in
3 unallotted status. As funds are appropriated by the Oregon
4 legislature, the office of financial management may release amounts
5 provided in this subsection to match Oregon appropriations.

6 (8) (~~(\$39,185,000)~~) \$21,885,000 of the climate active
7 transportation account—state appropriation, (~~(\$11,600,000)~~) \$500,000
8 of the multimodal transportation account—state appropriation, and
9 (~~(\$3,000,000)~~) \$500,000 of the move ahead WA flexible account—state
10 appropriation are provided solely for move ahead WA pedestrian and
11 bike projects listed in LEAP Transportation Document ((2024-2))
12 2025-2 ALL PROJECTS as developed March (~~(6, 2024)~~) 24, 2025, Program
13 - Local Programs Program (Z). For projects funded in this subsection,
14 if the department expects to have substantial reappropriations for
15 the 2023-2025 fiscal biennium, the department may, on a pilot basis,
16 apply funding from a project with an appropriation that is unable to
17 be used in the 2023-2025 fiscal biennium to advance one or more of
18 the projects listed in LEAP Transportation Document ((2024-2)) 2025-2
19 ALL PROJECTS as developed March (~~(6, 2024)~~) 24, 2025, Program - Local
20 Programs Program (Z), prioritizing projects first by tier then by
21 project readiness.

22 (a) In instances when projects listed in the LEAP transportation
23 document referenced in this subsection (8) of this section are no
24 longer viable or have been completed, the department may recommend in
25 its next budget submittal alternative project proposals from the
26 local jurisdictions if the project is similar in type and scope and
27 consistent with limitations of certain funds provided. In the event
28 that the listed project has been completed the local jurisdictions
29 may, rather than submitting an alternative project, instead be
30 reimbursed in the year in which it was scheduled for documented costs
31 incurred implementing the listed project, not in excess of the amount
32 awarded from the funding program.

33 (b) At least 10 business days before advancing or swapping a
34 project pursuant to this subsection, the department must notify the
35 office of financial management and the transportation committees of
36 the legislature. The advancement of a project may not hinder the
37 delivery of the projects for which the reappropriations are necessary
38 for the 2023-2025 fiscal biennium.

1 (9) \$16,800,000 of the climate active transportation account—
2 state appropriation is provided solely for the statewide school-based
3 bicycle education grant program (L1000309). The department may
4 partner with a statewide nonprofit to deliver programs.

5 (10) (~~(\$25,000,000)~~) \$16,800,000 of the climate active
6 transportation account—state appropriation is provided solely for the
7 Sandy Williams connecting communities pilot program (L1000308) to
8 deliver projects to reconnect communities that have been bifurcated
9 by state highways. Priority must be given to historically
10 marginalized or overburdened communities. The department may consult
11 with the Cooper Jones active transportation safety council to
12 identify geographic locations where there are high incidences of
13 serious injuries and fatalities of active transportation users among
14 vulnerable populations.

15 (11) (~~(\$14,000,000)~~) \$1,000,000 of the carbon emissions reduction
16 account—state appropriation (~~(, and beginning January 1, 2025,~~
17 ~~\$10,000,000 of the carbon emissions reduction account state~~
18 ~~appropriation, are)) is provided solely for the Guemes Ferry Boat
19 Replacement project (L4000124).~~

20 (12) (~~(\$6,500,000)~~) \$1,400,000 of the move ahead WA flexible
21 account—state appropriation is provided solely for development of an
22 applied sustainable aviation evaluation center (L2021135). Snohomish
23 county, in partnership with Washington State University, shall plan
24 and establish facilities to evaluate, qualify or certify, and
25 research technologies that can minimize the impact of aviation on
26 human health and the environment. Funds may be used for, but are not
27 limited to, planning, construction, and land acquisition for
28 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),
29 research on the impact of SAF on the environment and human health,
30 and SAF storage for the purpose of advancing sustainable aviation. At
31 a minimum, three sustainable aviation platforms must be considered:

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

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

38 (14) (~~(\$200,000)~~) \$30,000 of the multimodal transportation
39 account—state appropriation is provided solely for the Seattle office

1 of planning and community development to update and add to the 2020
2 I-5 Lid Feasibility Study with additional test cases with ramp
3 changes and removals in downtown Seattle and alternative assumptions
4 with regards to parking, expansion of Freeway Park, affordable
5 housing, and commercial real estate (L2021140). The Seattle office of
6 planning and community development shall conduct ongoing community
7 engagement with underrepresented constituencies to support the
8 technical work of this study and raise public awareness of
9 opportunities of I-5 lids. Focus should be given to low-income
10 households living and working in the I-5 lid study areas in central
11 Seattle.

12 (15) (~~(\$1,000,000)~~) \$500,000 of the multimodal transportation
13 account—state appropriation is provided solely for the department to
14 award grants to local jurisdictions to implement network-wide traffic
15 conflict screening programs using video analytics in controlled
16 intersections with a disproportionate number of traffic violations
17 and injuries to active transportation users (L2021149). Grants must
18 be awarded proportionally across the state and include controlled
19 intersections in both urban and rural environments and along state
20 highways and county roads. Grant recipients must report back to the
21 department all traffic violation and active transportation facility
22 data acquired during the grant period and provide the department with
23 appropriate next steps for the state and the local jurisdiction to
24 improve traffic safety for active transportation users in such
25 intersections. The department must report such findings and
26 recommendations to the transportation committees of the legislature
27 by December 1, 2024.

28 (16) (a) (i) (~~(\$5,000,000)~~) \$5,432,000 of the carbon emissions
29 reduction account—state appropriation is provided solely for the
30 department to establish a program for providing rebates to qualifying
31 persons who purchase e-bikes and qualifying equipment and services
32 from a qualifying retailer. Of this amount, \$3,000,000 is for rebate
33 amounts as described under (a)(iii)(A) of this subsection, and
34 \$2,000,000 is for rebate amounts as described under (a)(iii)(B) of
35 this subsection.

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

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

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

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

9 (iv) (A) The department must establish application procedures for
10 e-bike retailers to participate in the rebate program, and
11 application and award procedures for applicants to participate in the
12 program. If an applicant qualifies for a rebate amount and there is
13 sufficient funds to award the applicant with the appropriate rebate
14 amount, the department must provide the qualifying individual the
15 rebate amount in a format that can be redeemed at the time of
16 purchase at a qualifying retailer.

17 (B) An applicant must provide contact information, including a
18 physical address, email address, and phone number, and demographic
19 information, including the applicant's age, gender, race, and
20 ethnicity, to the department on a form provided by the department at
21 the time of applying for the rebate. The department may share or
22 provide access to such information with the University of Washington
23 to provide the University of Washington an opportunity to ask program
24 applicants and recipients to fill out a survey collecting information
25 only to the extent to inform its report described under (d) of this
26 subsection.

27 (v) A qualifying retailer must register with the department
28 before participating in the rebate program. A qualifying retailer
29 must:

30 (A) Verify the identity of the qualifying individual at the time
31 of purchase; and

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

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

36 (vii) For purposes of this subsection (16) (a):

37 (A) "E-bike" means an electric assisted bicycle as defined in RCW
38 46.04.169, but does not include mountain bikes.

39 (B) "Qualifying equipment and services" means a bicycle helmet,
40 safety vest, bicycle light, or bicycle lock, and any maintenance or

1 other services agreed upon by the qualifying retailer and qualifying
2 individual at the time of purchase.

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

8 (b) For fiscal year 2025, \$2,000,000 of the carbon emissions
9 reduction account—state appropriation is provided solely for the
10 department to establish an e-bike lending library and ownership grant
11 program. The department may accept grant applications from other
12 state entities, local governments, and tribes that administer or plan
13 to administer an e-bike lending library or ownership program for
14 their employees for commute trip reduction purposes. The department
15 may also accept grant applications from nonprofit organizations or
16 tribal governments that serve persons who are low-income or reside in
17 overburdened communities and that administer or plan to administer an
18 e-bike lending library or ownership program for qualifying persons.
19 Grant recipients must report program information and participation
20 data to the University of Washington to inform its report described
21 under (d) of this subsection.

22 (c) It is the intent of the legislature that funding provided in
23 (a) and (b) of this subsection continue to be appropriated in the
24 2025-2027 and 2027-2029 fiscal biennia.

25 (d) Of the amounts provided in this subsection (16), \$90,000 is
26 for the department to contract with the University of Washington's
27 sustainable transportation lab to publish a general policy brief that
28 provides innovative e-bike rebate and lending library or ownership
29 grant program models and recommendations, a report on survey results
30 based on data and demographic information collected under the e-bike
31 rebate program established in (a) of this subsection, and a report on
32 program information and data collected under the e-bike lending
33 library and ownership grant program established in (b) of this
34 subsection. An initial brief and report must be submitted to the
35 transportation committees of the legislature by July 1, 2024, with
36 the final policy brief and report due to the transportation
37 committees of the legislature by (~~July 1, 2025~~) December 1, 2025.

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

1 (17) (~~(\$21,847,000 of the)~~) The entire freight mobility
2 investment account—state appropriation and (~~(\$27,216,000 of)~~) the
3 entire freight mobility multimodal account—state appropriation are
4 provided solely for freight mobility strategic investment board
5 projects listed in the LEAP transportation document referenced in
6 subsection (1) of this section.

7 (18) (~~(\$4,150,000)~~) \$1,660,000 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)~~) \$9,100,000 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)~~) 24, 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)~~) \$6,150,000 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~~) 24, 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.	((\$221,000))
10		<u>\$14,000</u>
11	Connecting Washington Account—State Appropriation.	((\$4,531,000))
12		<u>\$2,169,000</u>
13	Special Category C Account—State Appropriation.	((\$444,000))
14		<u>\$123,000</u>
15	Highway Bond Retirement Account—State Appropriation ((\$1,475,218,000))	
16		<u>\$1,474,853,000</u>
17	Ferry Bond Retirement Account—State Appropriation.	\$4,616,000
18	Transportation Improvement Board Bond Retirement	
19	Account—State Appropriation.	\$10,305,000
20	Nondebt-Limit Reimbursable Bond Retirement Account—	
21	State Appropriation.	\$28,262,000
22	Toll Facility Bond Retirement Account—State	
23	Appropriation.	\$76,372,000
24	TOTAL APPROPRIATION.	((\$1,599,969,000))
25		<u>\$1,596,714,000</u>

26 Sec. 1102. 2024 c 310 s 402 (uncodified) is amended to read as
27 follows:

28 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
29 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND
30 FISCAL AGENT CHARGES

31	Transportation Partnership Account—State	
32	Appropriation.	((\$46,000))
33		<u>\$5,000</u>
34	Connecting Washington Account—State Appropriation.	((\$1,017,000))
35		<u>\$541,000</u>
36	Special Category C Account—State Appropriation.	((\$95,000))
37		<u>\$31,000</u>

1 TOTAL APPROPRIATION. (~~(\$1,158,000)~~)
2 \$577,000

3 **Sec. 1103.** 2024 c 310 s 403 (uncodified) is amended to read as
4 follows:

5 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

6 Motor Vehicle Account—State Appropriation: For motor
7 vehicle fuel tax statutory distributions to
8 cities and counties. (~~(\$461,954,000)~~)
9 \$451,996,000

10 Multimodal Transportation Account—State
11 Appropriation: For distribution to cities and
12 counties. \$26,786,000

13 Motor Vehicle Account—State Appropriation: For
14 distribution to cities and counties. \$23,438,000

15 TOTAL APPROPRIATION. (~~(\$512,178,000)~~)
16 \$502,220,000

17 **Sec. 1104.** 2024 c 310 s 404 (uncodified) is amended to read as
18 follows:

19 **FOR THE STATE TREASURER—TRANSFERS**

20 Motor Vehicle Account—State Appropriation: For motor
21 vehicle fuel tax refunds and statutory
22 transfers. (~~(\$1,955,782,000)~~)
23 \$1,913,772,000

24 **Sec. 1105.** 2024 c 310 s 405 (uncodified) is amended to read as
25 follows:

26 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

27 Motor Vehicle Account—State Appropriation: For motor
28 vehicle fuel tax refunds and transfers. (~~(\$253,180,000)~~)
29 \$205,018,000

30 **Sec. 1106.** 2024 c 310 s 406 (uncodified) is amended to read as
31 follows:

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

33 (1) Transportation Partnership Account—State
34 Appropriation: For transfer to the Motor Vehicle
35 Account—State. \$175,000,000

1 (2) Connecting Washington Account—State
2 Appropriation: For transfer to the Move Ahead WA
3 Account—State. (~~(\$200,000,000)~~) \$125,000,000
4 (3) Electric Vehicle Account—State appropriation:
5 For transfer to the Move Ahead WA Flexible
6 Account—State. \$29,200,000
7 (4) Electric Vehicle Account—State
8 Appropriation: For transfer to the Multimodal
9 Transportation Account—State. \$32,730,000
10 (5) Washington State Aviation Account—State
11 Appropriation: For transfer to the Aeronautics
12 Account—State. \$150,000
13 (6) Carbon Emissions Reduction Account—State
14 Appropriation: For transfer to the Climate Active
15 Transportation Account—State. (~~(\$178,885,000)~~) \$112,748,000
16 (7) Carbon Emissions Reduction Account—State
17 Appropriation: For transfer to the Climate Transit
18 Programs Account—State. (~~(\$408,000,000)~~) \$374,110,000
19 (8) Carbon Emissions Reduction Account—State
20 Appropriation: For transfer to the Puget Sound Ferry
21 Operations Account—State. \$4,200,000
22 (9) Move Ahead WA Flexible Account—State
23 Appropriation: For transfer to the Move Ahead WA
24 Account—State. \$100,000,000
25 (10) Alaskan Way Viaduct Replacement Project
26 Account—State Appropriation: For transfer to the
27 Motor Vehicle Account—State. (~~(\$25,000,000)~~) \$37,992,000
28 (11) Highway Safety Account—State
29 Appropriation: For transfer to the State Patrol Highway
30 Account—State. (~~(\$84,000,000)~~) \$74,000,000
31 (12)(a) Transportation Partnership
32 Account—State Appropriation: For transfer to the
33 Tacoma Narrows Toll Bridge Account—State. \$6,611,000
34 (b) It is the intent of the legislature that this transfer is
35 temporary, for the purpose of minimizing the impact of toll
36 increases. An equivalent reimbursing transfer is to occur after the
37 debt service and deferred sales tax on the Tacoma Narrows bridge
38 construction costs are fully repaid in accordance with chapter 195,
39 Laws of 2018.

1 (13) Motor Vehicle Account—State Appropriation:
 2 For transfer to the State Patrol Highway
 3 Account—State. \$1,500,000
 4 (14) Motor Vehicle Account—State Appropriation:
 5 For transfer to the County Arterial Preservation
 6 Account—State. \$4,844,000
 7 (15) Motor Vehicle Account—State Appropriation:
 8 For transfer to the Freight Mobility Investment
 9 Account—State. \$8,511,000
 10 (16) Motor Vehicle Account—State
 11 Appropriation: For transfer to the Rural Arterial
 12 Trust Account—State. \$4,844,000
 13 (17) Motor Vehicle Account—State
 14 Appropriation: For transfer to the Transportation
 15 Improvement Account—State. \$9,688,000
 16 (18) (a) State Route Number 520 Civil Penalties
 17 Account—State Appropriation: For transfer to the Motor
 18 Vehicle Account—State. \$1,000,000
 19 (b) The transfer in this subsection is to repay moneys loaned to
 20 the state route number 520 civil penalties account in the 2019-2021
 21 fiscal biennium.
 22 (19) State Route Number 520 Civil Penalties
 23 Account—State Appropriation: For transfer to the
 24 State Route Number 520 Corridor Account—State. \$560,000
 25 (20) (a) Capital Vessel Replacement
 26 Account—State Appropriation: For transfer to the
 27 Connecting Washington Account—State. \$29,000,000
 28 (b) It is the intent of the legislature that this transfer is
 29 temporary, for the purpose of minimizing the use of bonding in the
 30 connecting Washington account.
 31 (21) Multimodal Transportation Account—State
 32 Appropriation: For transfer to the Complete Streets
 33 Grant Program Account—State. \$14,670,000
 34 (22) Multimodal Transportation Account—State
 35 Appropriation: For transfer to the Highway Safety
 36 Account—State. (~~(\$3,000,000)~~) \$21,000,000
 37 (23) Multimodal Transportation Account—State
 38 Appropriation: For transfer to the Motor Vehicle
 39 Account—State. (~~(\$15,000,000)~~) \$29,000,000

1 (24) Multimodal Transportation Account—State
 2 Appropriation: For transfer to the Freight Mobility
 3 Multimodal Account—State. \$8,511,000
 4 (25) Multimodal Transportation Account—State
 5 Appropriation: For transfer to the Move Ahead WA Flexible
 6 Account—State. \$11,790,000
 7 (26) Multimodal Transportation Account—State
 8 Appropriation: For transfer to the Puget Sound Capital
 9 Construction Account—State. \$175,000,000
 10 (27) Multimodal Transportation Account—State
 11 Appropriation: For transfer to the Puget Sound
 12 Ferry Operations Account—State. (~~(\$90,500,000)~~) \$71,500,000
 13 (28) Multimodal Transportation Account—State
 14 Appropriation: For transfer to the Regional Mobility
 15 Grant Program Account—State. \$27,679,000
 16 (29) Multimodal Transportation Account—State
 17 Appropriation: For transfer to the Rural Mobility
 18 Grant Program Account—State. \$12,223,000
 19 (30) Multimodal Transportation Account—State
 20 Appropriation: For transfer to the State Patrol Highway
 21 Account—State. \$59,000,000
 22 (31) (a) Alaskan Way Viaduct Replacement
 23 Project Account—State Appropriation: For transfer to
 24 the Transportation Partnership Account—State. (~~(\$47,899,000)~~)
 25 \$76,899,000
 26 (b) \$22,899,000 of the amount transferred in this subsection
 27 represents repayment of debt service incurred for the construction of
 28 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).
 29 (32) Tacoma Narrows Toll Bridge Account—State
 30 Appropriation: For transfer to the Motor Vehicle
 31 Account—State. \$543,000
 32 (33) (a) General Fund Account—State
 33 Appropriation: For transfer to the State Patrol Highway
 34 Account—State. \$625,000
 35 (b) The state treasurer shall transfer the funds only after
 36 receiving notification from the Washington state patrol under section
 37 207, chapter 472, Laws of 2023.
 38 (34) Puget Sound Ferry Operations Account—State
 39 Appropriation: For transfer to the Puget Sound Capital

1	Construction Account—State.	\$121,828,000
2	(35) Move Ahead WA Account—State	
3	Appropriation: For transfer to the Puget Sound Ferry	
4	Operations Account—State.	\$120,000,000
5	(36) Advance Right-Of-Way Revolving Fund—State	
6	Appropriation: For transfer to the JUDY Transportation	
7	Future Funding Program Account—State.	\$40,000,000
8	(37) Transportation Infrastructure Account—State	
9	Appropriation: For transfer to the Essential Rail	
10	Assistance Account—State.	\$1,000,000
11	(38) Regional Mobility Grant Program Account—State	
12	Appropriation: For transfer to the Multimodal	
13	Transportation Account—State.	\$6,098,000
14	(39) (Move Ahead WA Account—State Appropriation:	
15	For transfer to the Motor Vehicle Account—State.	\$50,000,000)
16	<u>Move Ahead WA Account—State</u>	
17	<u>Appropriation: For transfer to the Puget Sound Capital</u>	
18	<u>Construction Account—State.</u>	<u>\$48,000,000</u>
19	<u>(40) Move Ahead WA Account—State</u>	
20	<u>Appropriation: For transfer to the Transportation</u>	
21	<u>Partnership Account—State.</u>	<u>\$78,000,000</u>
22	<u>(41) Multimodal Transportation Account—State</u>	
23	<u>Appropriation: For transfer to the Special</u>	
24	<u>Category C Account—State.</u>	<u>\$20,000,000</u>
25	<u>(42) Move Ahead WA Account—State</u>	
26	<u>Appropriation: For transfer to the Transportation</u>	
27	<u>2003 Account (Nickel Account)—State.</u>	<u>\$13,500,000</u>

28 **Sec. 1107.** 2024 c 310 s 407 (uncodified) is amended to read as
29 follows:

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

33	Toll Facility Bond Retirement Account—Federal	
34	Appropriation.	\$192,490,000
35	Toll Facility Bond Retirement Account—State	
36	Appropriation.	((\$26,562,000))
37		<u>\$26,955,000</u>
38	TOTAL APPROPRIATION.	((\$219,052,000))

1

\$219,445,000

2 The appropriations in this section are subject to the following
3 conditions and limitations: \$35,250,000 of the toll facility bond
4 retirement account—federal appropriation may be used to prepay
5 certain outstanding bonds if sufficient debt service savings can be
6 obtained.

(End of part)

MISCELLANEOUS 2023-2025 FISCAL BIENNIUM

NEW SECTION. **Sec. 1201.** A new section is added to 2024 c 310 (uncodified) to read as follows:

The appropriations to the department of transportation in chapter 472, Laws of 2023, chapter 310, Laws of 2024, and this act must be expended for the programs and in the amounts specified in chapter 472, Laws of 2023, chapter 310, Laws of 2024, and this act. However, after May 1, 2025, unless specifically prohibited, the department may transfer state appropriations for the 2023-2025 fiscal biennium among operating programs after approval by the director of the office of financial management. However, the department shall not transfer state moneys that are provided solely for a specific purpose. The department shall not transfer funds, and the director of the office of financial management shall not approve the transfer, unless the transfer is consistent with the objective of conserving, to the maximum extent possible, the expenditure of state funds and not federal funds. The director of the office of financial management shall notify the appropriate transportation committees of the legislature before approving any allotment modifications or transfers under this section.

NEW SECTION. **Sec. 1202.** The following acts or parts of acts are each repealed:

- (1) 2023 c 472 s 601 (uncodified); and
- (2) 2024 c 310 s 501 (uncodified).

(End of part)

1 **MISCELLANEOUS**

2 NEW SECTION. **Sec. 1301.** If any provision of this act or its
3 application to any person or circumstance is held invalid, the
4 remainder of the act or the application of the provision to other
5 persons or circumstances is not affected.

6 NEW SECTION. **Sec. 1302.** This act is necessary for the immediate
7 preservation of the public peace, health, or safety, or support of
8 the state government and its existing public institutions, and takes
9 effect immediately.

(End of part)

(End of Bill)

INDEX	PAGE #
ANNUAL REPORTING REQUIREMENTS FOR CAPITAL PROGRAM.	68
BOARD OF PILOTAGE COMMISSIONERS.	5
BOND REIMBURSEMENT.	81
COLLECTIVE BARGAINING AGREEMENTS.	77
COLLECTIVE BARGAINING AGREEMENTS NOT IMPAIRED.	77
COMPENSATION	
FURLOUGHS.	78
PENSION CONTRIBUTIONS.	78
REPRESENTED EMPLOYEES-HEALTH CARE-COALITION-INSURANCE BENEFITS	78
COUNTY ROAD ADMINISTRATION BOARD.	9, 47, 116
DEPARTMENT OF AGRICULTURE.	3
DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION.	3
DEPARTMENT OF COMMERCE.	4, 106
DEPARTMENT OF ECOLOGY.	6, 109
DEPARTMENT OF ENTERPRISE SERVICES.	108
DEPARTMENT OF LICENSING.	17, 137
TRANSFERS.	72, 248
DEPARTMENT OF TRANSPORTATION	
AVIATION-PROGRAM F.	25, 155
CHARGES FROM OTHER AGENCIES-PROGRAM U.	37, 182
CLEAN FUELS CREDIT PROGRAM.	46
FACILITIES-PROGRAM D-(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)	
-CAPITAL.	48, 208
FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION-PROGRAM D-	
OPERATING.	23, 153
HIGHWAY MAINTENANCE-PROGRAM M.	30, 165
IMPROVEMENTS-PROGRAM I.	49, 212
INFORMATION TECHNOLOGY-PROGRAM C.	23, 152
LOCAL PROGRAMS-PROGRAM Z-CAPITAL.	65, 236
LOCAL PROGRAMS-PROGRAM Z-OPERATING.	45, 202
MARINE-PROGRAM X.	41, 192
PRESERVATION-PROGRAM P.	56, 225
PROGRAM DELIVERY MANAGEMENT AND SUPPORT-PROGRAM H.	26, 157
PUBLIC TRANSPORTATION-PROGRAM V.	39, 183
PUBLIC TRANSPORTATION-PROGRAM V-CAPITAL.	60
PUBLIC-PRIVATE PARTNERSHIPS-PROGRAM K.	27, 160
RAIL-PROGRAM Y-CAPITAL.	64, 232
RAIL-PROGRAM Y-OPERATING.	44, 199
TOLL OPERATIONS AND MAINTENANCE-PROGRAM B.	21, 150

TRANSPORTATION EQUIPMENT FUND—PROGRAM E.	24, 154
TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S.	34, 174
TRANSPORTATION OPERATIONS—PROGRAM Q—CAPITAL.	59, 228
TRANSPORTATION OPERATIONS—PROGRAM Q—OPERATING.	31, 168
TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T.	36, 176
WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W.	62, 229
ECONOMIC AND REVENUE FORECAST COUNCIL.	6
EVERGREEN STATE COLLEGE.	7, 110
FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION—FUNDS MANAGEMENT.	69
FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD.	12
GENERAL WAGE INCREASES.	78
INFORMATION TECHNOLOGY OVERSIGHT.	84
JOINT TRANSPORTATION COMMITTEE.	10, 116
LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE.	3
MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN SESSION.	79
NOTIFICATION REQUIREMENTS FOR PAUSES AND CANCELLATIONS.	69
OFFICE OF FINANCIAL MANAGEMENT.	3
OFFICE OF MINORITY AND WOMEN'S BUSINESS ENTERPRISES.	3
OFFICE OF THE GOVERNOR.	6
PROJECT SCOPE CHANGES.	82
QUARTERLY REPORTING REQUIREMENTS FOR CAPITAL PROGRAM.	69
REAPPROPRIATIONS REPORTING.	81
STATE TREASURER	
ADMINISTRATIVE TRANSFERS.	72, 248
BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND FISCAL AGENT CHARGES.	71, 247
BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND REVENUE	71, 247
BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE.	71, 252
STATE REVENUES FOR DISTRIBUTION.	72, 248
TRANSFERS.	72, 248
TOLL CREDITS.	83
TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING.	82
TRANSPORTATION COMMISSION.	11, 126

TRANSPORTATION IMPROVEMENT BOARD.	10, 47, 207
UNIVERSITY OF WASHINGTON.	7, 106
UTILITIES AND TRANSPORTATION COMMISSION.	3
WASHINGTON STATE PATROL.	13, 47, 130, 207
WASHINGTON STATE UNIVERSITY.	8
WASHINGTON TRAFFIC SAFETY COMMISSION.	9, 112
WEBSITE REPORTING REQUIREMENTS.	82

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