

CERTIFICATION OF ENROLLMENT
ENGROSSED SUBSTITUTE SENATE BILL 5161

69th Legislature
2025 Regular Session

Passed by the Senate April 27, 2025
Yeas 34 Nays 13

President of the Senate

Passed by the House April 27, 2025
Yeas 80 Nays 18

**Speaker of the House of
Representatives**

Approved

Governor of the State of Washington

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5161** as passed by the Senate and the House of Representatives on the dates hereon set forth.

Secretary

FILED

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 5161

AS RECOMMENDED BY THE CONFERENCE COMMITTEE

Passed Legislature - 2025 Regular Session

State of Washington

69th Legislature

2025 Regular Session

By Senate Transportation (originally sponsored by Senators Lias, King, and Nobles; by request of Office of Financial Management)

READ FIRST TIME 03/28/25.

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 88.16.061, 47.66.070, 14.40.020, and 46.20.---; amending 2024 c 310
6 ss 103, 105, 106, 110, 201, 202, 204, 207, 208, 209, 210, 211, 212,
7 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 301, 303,
8 304, 305, 306, 307, 308, 309, 403, 404, 405, 401, 407, 402, 406, 502,
9 and 503 (uncodified); amending 2023 c 472 s 303 (uncodified); adding
10 a new section to 2024 c 310 (uncodified); creating new sections;
11 repealing 2023 c 472 s 601 (uncodified), 2024 c 310 s 108
12 (uncodified), and 2024 c 310 s 501 (uncodified); making
13 appropriations and authorizing expenditures for capital improvements;
14 and declaring an emergency.

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

16 **2025-2027 FISCAL BIENNIUM**

17 NEW SECTION. **Sec. 1.** (1) This budget reflects the valuable
18 contributions of Senator Bill Ramos, who served as a member of the
19 Transportation Budget Cabinet in both the Senate and the House of
20 Representatives during his tenure in the legislature. Senator Ramos

1 committed his life to public service and the improvement of the state
2 of Washington and its transportation system. The legislature
3 dedicates this transportation budget in loving memory of our friend
4 and colleague Senator Bill Ramos (1956-2025).

5 (2) The transportation budget of the state is hereby adopted and,
6 subject to the provisions set forth, the several amounts specified,
7 or as much thereof as may be necessary to accomplish the purposes
8 designated, are hereby appropriated from the several accounts and
9 funds named to the designated state agencies and offices for employee
10 compensation and other expenses, for capital projects, and for other
11 specified purposes, including the payment of any final judgments
12 arising out of such activities, for the period ending June 30, 2027.

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

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

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

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

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

22 (e) "Provided solely" means the specified amount may be spent
23 only for the specified purpose. Unless otherwise specifically
24 authorized in this act, any portion of an amount provided solely for
25 a specified purpose that is not expended subject to the specified
26 conditions and limitations to fulfill the specified purpose shall
27 lapse.

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

31 (g) "LEAP" means the legislative evaluation and accountability
32 program committee.

(End of part)

1 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

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

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

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

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

10 TOTAL APPROPRIATION. \$654,000

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

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

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

15 TOTAL APPROPRIATION. \$348,000

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

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

19 The appropriation in this section is subject to the following
20 conditions and limitations: The entire motor vehicle account—state
21 appropriation is provided solely for road maintenance purposes.

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

23 Motor Vehicle Account—State Appropriation. \$1,530,000

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

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

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

29 Move Ahead WA Flexible Account—State Appropriation. \$3,020,000

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

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

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

<u>NEW SECTION.</u> Sec. 108. FOR THE DEPARTMENT OF COMMERCE	
Carbon Emissions Reduction Account—State	
Appropriation.	\$4,920,000
Aeronautics Account—State Appropriation.	\$6,850,000

1 Multimodal Transportation Account—State

2 Appropriation. \$2,000,000

3 TOTAL APPROPRIATION. \$13,770,000

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) \$6,850,000 of the aeronautics account—state appropriation is
13 provided solely for a Cascadia sustainable aviation fuel institute or
14 accelerator to advance sustainable aviation fuel ecosystem build out,
15 develop regional partnerships, and promote market adoption of
16 sustainable aviation fuel within Washington state and the entire
17 Cascadia region.

18 (3) \$2,000,000 of the multimodal transportation account—state
19 appropriation is provided solely to Snohomish county for
20 preconstruction and site readiness activities related to the
21 sustainable aviation fuel research and development center at Paine
22 Field.

23 (4)(a) The interagency electric vehicle coordinating council
24 created under RCW 43.392.030, through its industry electric vehicle
25 advisory committee or another appropriate ad hoc committee, must
26 address electric vehicle charger infrastructure property crime. For
27 purposes of this subsection, the committee may include the following
28 additional members:

29 (i) One representative of the Washington state attorney general's
30 office;

31 (ii) One representative of a law enforcement agency or
32 association whereby electric vehicle charger property crime is
33 impacting the agency's or association's jurisdiction specializing in
34 theft prevention or property crimes;

35 (iii) One representative of a recycled materials association or
36 trade organization operating in the state of Washington with
37 experience in nonferrous metals recycling;

1 (iv) Two representatives from the electric vehicle services
2 equipment industry whereby both level 2 and level 3 charging
3 providers are included;

4 (v) One representative from a local governmental agency or
5 association representing a city whereby electric vehicle charger
6 property crime is impacting the agency's or association's community;

7 (vi) One representative from a power utility whereby electric
8 vehicle charger property crime is impacting the utility's service
9 territory;

10 (vii) One representative from a county whereby electric vehicle
11 charger property crime is impacting the county;

12 (viii) Two representatives of a neighborhood or community
13 advocacy group from communities heavily impacted by metal theft or
14 illegal recycling activities;

15 (ix) One representative with technical expertise in the electric
16 vehicle charging industry;

17 (x) One representative of the workforce performing electric
18 vehicle charger installations;

19 (xi) One representative of electric vehicle charging station site
20 hosts;

21 (xii) One representative of electric vehicle drivers; and

22 (xiii) Any other representative deemed necessary by the council,
23 including representatives from organizations or industries with
24 technical expertise or representing communities with lived
25 experience.

26 (b) Based on the advice of the committee, the interagency
27 electric vehicle coordinating council shall:

28 (i) Provide guidance and recommendations on actions to reduce
29 instances of electric vehicle charger property crime in the state of
30 Washington;

31 (ii) Be available to respond to Washington legislator questions
32 or requests related to electric vehicle charger property crime;

33 (iii) Submit its findings, recommendations, and activities as
34 part of the interagency electric vehicle coordinating council's
35 annual report to the appropriate committees of the legislature.

36 (c) The interagency electric vehicle coordinating council shall
37 ensure the committee meets and reports at council meetings regularly.

38 (d) Proprietary information identified by private sector entities
39 and provided to any member agency of the interagency electric vehicle

coordinating council to inform the implementation of this subsection is exempt from disclosure under chapter 42.56 RCW.

(5) The department shall provide information related to emission reductions resulting from fuel conversion activities funded with appropriations from the carbon emissions reduction account to the joint transportation committee in accordance with section 814, chapter . . ., Laws of 2025 (Engrossed Substitute Senate Bill No. 5801) (transportation resources).

(6) The department of commerce is required to convene a work group that includes representatives from cities, counties, ports, fire protection districts, regional fire protection service authorities, public hospital districts, library districts, the office of the state treasurer, the Washington economic development association, county assessors, and other impacted stakeholders to develop a common understanding of tax increment financing and make recommendations to the legislature on improvements and reforms to tax increment financing. In performing its duties, the work group may invite the participation of third-party professionals, such as bond counsel, economists, and project finance experts. A report, with any findings and recommendations, shall be made to the appropriate committees of the legislature by December 15, 2025.

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

Pilotage Account—State Appropriation. \$3,335,000

NEW SECTION. **Sec. 110. FOR THE ECONOMIC AND REVENUE FORECAST COUNCIL**

Motor Vehicle Account—State Appropriation. \$987,000

NEW SECTION. **Sec. 111. FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

Carbon Emissions Reduction Account—State

Appropriation. \$12,000,000

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

(1)(a) \$12,000,000 of the carbon emissions reduction account—state appropriation is provided solely for zero emission electric vehicle supply equipment infrastructure at facilities to accommodate charging station installations. The electric vehicle charging

1 equipment must be coordinated with the state efficiency and
2 environmental performance program. The department must prioritize
3 locations based on state efficiency and environmental performance
4 location priorities and where zero emission fleet vehicles are
5 located or are scheduled to be purchased.

6 (b) The department shall report when and where the equipment was
7 installed and the state agencies and facilities that benefit from the
8 installation of the charging station to the fiscal committees of the
9 legislature by January 2, 2027, with an interim report due January 2,
10 2026. The department shall collaborate with the interagency electric
11 vehicle coordinating council to implement this section and must work
12 to meet benchmarks established in chapter 182, Laws of 2022
13 (transportation resources).

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

19 (3) The department must provide a report to the transportation
20 committees of the legislature that estimates current biennial and
21 future carbon reduction impacts resulting from zero-emission electric
22 vehicles and supply equipment infrastructure funded in this section
23 by June 30, 2027.

24 (4) The department shall provide information related to emission
25 reductions resulting from fuel conversion activities funded with
26 appropriations from the carbon emissions reduction account to the
27 joint transportation committee in accordance with section 814,
28 chapter . . ., Laws of 2025 (Engrossed Substitute Senate Bill No.
29 5801) (transportation resources).

30 NEW SECTION. **Sec. 112. FOR THE DEPARTMENT OF ECOLOGY**

31 Model Toxics Control Capital Account—State

32 Appropriation. \$15,715,000

33 Carbon Emissions Reduction Account—State

34 Appropriation. \$39,840,000

35 TOTAL APPROPRIATION. \$55,555,000

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

(1) \$15,715,000 of the model toxics control capital account—state appropriation and \$38,340,000 of the carbon emissions reduction account—state appropriation are provided solely for the department to provide grants to transition from diesel school buses and other student transport vehicles to zero emission vehicles and for the necessary fueling infrastructure needed for zero emission student transportation. The department must prioritize school districts serving tribes and vulnerable populations in overburdened communities as defined under RCW 70A.02.010. Up to five percent of the appropriation in this section may be used for technical assistance and grant administration.

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

(3) The department shall provide information related to emission reductions resulting from fuel conversion activities funded with appropriations from the carbon emissions reduction account to the joint transportation committee in accordance with section 814, chapter . . ., Laws of 2025 (Engrossed Substitute Senate Bill No. 5801) (transportation resources).

NEW SECTION. Sec. 113. FOR THE OFFICE OF THE GOVERNOR

State Patrol Highway Account—State Appropriation. \$718,000

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

NEW SECTION. Sec. 114. 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:

(1) The entire aeronautics account—state appropriation is provided solely for the Washington state institute for public policy to:

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

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

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

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

(2)(a) \$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 develop an inventory of evidence-based, research-based, policies and programs aimed at reducing impaired driving and the resulting traffic fatalities and serious injuries.

(b) The institute must create an inventory of the national and international research associated with the following impaired driving public policies and programs:

(i) Lowering the blood alcohol concentration for purposes of impaired driving from the current .08 level;

(ii) Sobriety checkpoints; and

(iii) Increased enforcement and penalties.

(c) By June 30, 2026, the institute shall publish a report with information identifying the projected costs and benefits of

implementing the policies and programs identified in (b) of this subsection, including an assessment of the comparative benefits associated with each policy and program. The report may also include recommendations on future research in this area.

NEW SECTION. Sec. 115. FOR THE UNIVERSITY OF WASHINGTON

Multimodal Transportation Account—State

Appropriation.	\$2,500,000
Move Ahead WA Account—State Appropriation.	\$540,000
Move Ahead WA Flexible Account—State Appropriation.	\$5,000,000
TOTAL APPROPRIATION.	\$8,040,000

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

(1) \$5,000,000 of the move ahead WA flexible account—state appropriation and \$2,300,000 of the multimodal transportation account are provided solely for the University of Washington's sidewalk inventory and accessibility mapping project to develop a public dataset under an open license and develop the tools needed to publish that data according to an open data specification. The project must include, but is not limited to, utilization of existing data sources, imagery, detailed surveys, and manually collected, detailed data for city streets, county rural and urban local access roads and collectors/arterials, state roads of all types, and roads owned by other entities. The project may draw on partially developed sidewalk data for all state facilities. To the extent practicable, the final product must be suitable for use by the department of transportation, local and regional agencies, tribal governments, and the general public. A project status report is due to the transportation committees of the legislature on December 1st of each year until the work is completed.

(2) \$540,000 of the move ahead WA account—state appropriation is provided solely for the Washington state transportation center to continue the WSDOT-UW professional master's degree fellowship program, to continue department of transportation engineering internships, and to encourage more students to consider careers in transportation, engineering, and related fields.

(3) \$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

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

3 NEW SECTION. **Sec. 116. FOR WASHINGTON STATE UNIVERSITY**

4 Aeronautics Account—State Appropriation. \$1,200,000

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

10 NEW SECTION. **Sec. 117. FOR THE DEPARTMENT OF REVENUE**

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

12 The appropriation in this section is subject to the following
13 conditions and limitations: \$2,460,000 of the motor vehicle account—
14 state appropriation is provided solely for implementation of
15 chapter . . . (Engrossed Substitute Senate Bill No. 5801), Laws of
16 2025 (transportation resources). If chapter . . . (Engrossed
17 Substitute Senate Bill No. 5801), Laws of 2025 is not enacted by June
18 30, 2025, the amount provided in this section lapses.

(End of part)

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

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

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

Rural Arterial Trust Account—State Appropriation.	\$4,059,000
Motor Vehicle Account—State Appropriation.	\$3,532,000
County Arterial Preservation Account—State	
Appropriation.	\$4,549,000
TOTAL APPROPRIATION.	\$12,140,000

The appropriations in this section are subject to the following 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. The county road administration board may revise program standards, as needed, with legislative consultation.

(2) \$2,500,000 of the rural arterial trust account—state appropriation and \$2,500,000 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.	\$4,771,000

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. The transportation improvement board may revise program standards, as needed, with legislative consultation.

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

Carbon Emissions Reduction Account—State

Appropriation. \$624,000

Motor Vehicle Account—State Appropriation. \$3,379,000

Multimodal Transportation Account—State

Appropriation. \$350,000

TOTAL APPROPRIATION. \$4,353,000

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

(1) \$75,000 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 or all of the facilities currently operated by the Washington state ferries. The joint transportation committee must provide a preliminary assessment, including any recommendations, by December 1, 2025. The joint transportation committee must prepare a final report, including any recommendations, by October 1, 2026.

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

(a) \$250,000 is to contract with the association of Washington cities for the contracting for a facilitator for the process of updating the memorandum of understanding reached by the association of Washington cities and the Washington state department of transportation in 2013 for the construction, operations, and maintenance responsibilities for city streets as part of state highways. With the help of the facilitator, a work group must be

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

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

16 (3) \$75,000 of the motor vehicle account—state appropriation is
17 for the joint transportation committee to continue the alternative
18 project delivery methods and innovative practices study under section
19 204(9), chapter 310, Laws of 2024. The next phase of the study must
20 provide additional consultation on collaborative procurement and
21 contracting approaches that may be used by the Washington state
22 department of transportation in public works contracting to increase
23 contract competition and support containing costs and project
24 delivery schedule. A supplemental report on findings and
25 recommendations, including any changes in current practice and
26 statutory requirements, is due to the transportation committees of
27 the legislature by December 1, 2025.

28 (4) \$274,000 of the carbon emissions reduction account—state
29 appropriation is reappropriated for the joint transportation
30 committee for a study of the impacts of implementing California's
31 emissions standards for ocean-going vessels at berth in Titles 13 and
32 17 of the California Code of Regulations in Washington. The joint
33 transportation committee must report to the transportation committees
34 of the legislature by December 31, 2025.

35 (5) \$250,000 of the motor vehicle account—state appropriation is
36 for the joint transportation committee to contract with the Freight
37 Policy Transportation Institute of Washington State University to
38 serve as the independent review team to work in coordination with the
39 Washington state department of transportation's analysis, funded in

1 section 217(5) of this act, of highway, road, and freight rail
2 transportation needs, options, and impacts from shifting the movement
3 of freight and goods that currently move by barge through the lower
4 Snake river dams to highways, other roads, and rail.

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

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

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

28 (6) \$200,000 of the motor vehicle account—state appropriation is
29 for the joint transportation committee to conduct a study and make
30 recommendations on alternative new methods for local governments to
31 fund sidewalk improvements, including but not limited to establishing
32 a sidewalk utility. The study must review revenue options utilized in
33 other states and make evaluations based on fairness, stability,
34 adequacy, regressivity, simplicity, and the effect on economic
35 vitality. The joint transportation committee must submit a
36 preliminary report of findings and recommendations to the
37 transportation committees of the legislature by December 15, 2025. A
38 final report is due to the office of the governor and the
39 transportation committees of the legislature by June 30, 2026.

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

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

22 (b) The review must also analyze transit-oriented development
23 housing supply and affordability strategies within chapter . . .
24 (Engrossed Substitute House Bill No. 1491), Laws of 2025, and include
25 any recommendations on how such legislation may be most effectively
26 implemented by local governments. The contracted party shall provide
27 its review to the appropriate committees of the legislature by
28 December 15, 2025.

29 (9) \$100,000 of the carbon emissions reduction account—state
30 appropriation is for the joint transportation committee to oversee
31 the development of tools and methodologies to assist in program
32 delivery evaluation for fuel conversion activity programs that
33 receive appropriations from the carbon emissions reduction account.
34 Program delivery evaluation must include carbon emissions reduction
35 estimates by program and by unit of time, program cost per unit of
36 emission reduction, quantified benefits to vulnerable populations and
37 overburdened communities by program cost, any additional appropriate
38 qualitative and quantitative metrics, and actionable recommendations

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

NEW SECTION. Sec. 205. FOR THE TRANSPORTATION COMMISSION

Motor Vehicle Account—State Appropriation.	\$2,105,000
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation.	\$150,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$488,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$178,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation.	\$368,000
TOTAL APPROPRIATION.	\$3,289,000

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

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

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

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

(4)(a) \$200,000 of the state route number 520 corridor account—state appropriation and \$200,000 of the Alaskan Way viaduct replacement project account—state appropriation are provided solely for the commission, in coordination with the department of transportation, to conduct a pilot or pilots of advanced tolling

1 technology provided by the private sector. The purpose of this pilot
2 or pilots will be to assess the viability and accuracy of advanced
3 technologies that may reduce the implementation and long-term costs
4 of the toll system or enable more flexible operations. The commission
5 shall retain a separate independent third-party vendor or vendors who
6 can provide expert oversight, guidance, and advisement on the work,
7 including: The pilot design; the evaluation plan; data analysis; and
8 reporting on findings.

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

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

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

37 NEW SECTION. **Sec. 206. FOR THE FREIGHT MOBILITY STRATEGIC**
38 **INVESTMENT BOARD**
39 Freight Mobility Investment Account—State

1 Appropriation. \$1,412,000
2 The appropriation in this section is subject to the following
3 conditions and limitations: Within appropriated funds, the freight
4 mobility strategic investment board may opt in as provided under RCW
5 70A.02.030 to assume all of the substantive and procedural
6 requirements of covered agencies under chapter 70A.02 RCW. The board
7 shall include in its 2025 and 2026 annual reports to the legislature
8 a progress report on opting into the healthy environment for all act
9 and a status report on diversity, equity, and inclusion within the
10 board's jurisdiction. The freight mobility strategic investment board
11 may revise program standards, as needed, with legislative
12 consultation.

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

14 Alaskan Way Viaduct Replacement Project Account—
15 State Appropriation. \$42,000
16 State Patrol Highway Account—State Appropriation. . . . \$710,586,000
17 State Patrol Highway Account—Federal Appropriation. . . . \$24,001,000
18 State Patrol Highway Account—Private/Local
19 Appropriation. \$4,603,000
20 Highway Safety Account—State Appropriation. \$10,276,000
21 Ignition Interlock Device Revolving Account—State
22 Appropriation. \$2,705,000
23 Multimodal Transportation Account—State
24 Appropriation. \$328,000
25 State Route Number 520 Corridor Account—State
26 Appropriation. \$90,000
27 Tacoma Narrows Toll Bridge Account—State
28 Appropriation. \$274,000
29 I-405 and SR 167 Express Toll Lanes Account—State
30 Appropriation. \$2,894,000
31 TOTAL APPROPRIATION. \$755,799,000

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

34 (1) \$580,000 of the state patrol highway account—state
35 appropriation is provided solely for the operation of and
36 administrative support to the license investigation unit to enforce
37 vehicle registration laws in southwestern Washington. The Washington

1 state patrol, in consultation with the department of revenue, shall
2 maintain a running estimate of the additional vehicle registration
3 fees, sales and use taxes, and local vehicle fees remitted to the
4 state pursuant to activity conducted by the license investigation
5 unit. Beginning October 1, 2025, and semiannually thereafter, the
6 Washington state patrol shall submit a report detailing the
7 additional revenue amounts generated since July 1, 2023, to the
8 director of the office of financial management and the transportation
9 committees of the legislature. At the end of the fiscal quarter in
10 which it is estimated that more than \$625,000 in state sales and use
11 taxes have been remitted to the state since July 1, 2023, the
12 Washington state patrol shall notify the state treasurer and the
13 state treasurer shall transfer funds pursuant to section 406 of this
14 act.

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

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

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

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

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

39 (ii) The number of transportation funded staff vacancies by major
40 category;

1 (iii) The number of applicants for each of the positions by these
2 categories;

3 (iv) The composition of workforce;

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

6 (vi) Activities related to the implementation of the agency's
7 workforce diversity plan, including short-term and long-term,
8 specific comprehensive outreach, and recruitment strategies to
9 increase populations underrepresented within both commissioned and
10 noncommissioned employee groups.

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

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

26 (b) Beginning January 1, 2026, the Washington state patrol must
27 report semiannually to the office of the chief information officer on
28 the progress related to the projects and activities associated with
29 the land mobile radio system, including the governance structure,
30 outcomes achieved in the prior six-month time period, and how the
31 activities are being managed holistically as recommended by the
32 office of the chief information officer. At the time of submittal to
33 the office of the chief information officer, the report must be
34 transmitted to the office of financial management and the
35 transportation committees of the legislature.

36 (6) (a) \$2,610,000 of the state patrol highway account—state
37 appropriation is provided solely for enhancing the state patrol's
38 diversity, equity, and inclusion program, a community engagement
39 program to improve relationships with historically underrepresented
40 communities and to recruit and retain a diverse workforce, and

1 contracting with an external psychologist to perform exams. The state
2 patrol must work with the state office of equity and meet all
3 reporting requirements and responsibilities pursuant to RCW
4 43.06D.060. Funds provided for the community engagement program must
5 ensure engagement with communities throughout the state.

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

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

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

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

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

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

29 (8) \$1,668,000 of the state patrol highway account—state
30 appropriation is provided solely for three accelerated training
31 programs for lateral hires. It is the intent of the legislature that
32 the three accelerated training programs for lateral hires offered in
33 the 2025-2027 fiscal biennium achieve at least 30 qualified graduates
34 based on the Washington state patrol aggressively recruiting,
35 advertising bonus policies, and taking other steps to achieve this
36 outcome.

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

1 (10) \$7,572,000 of the state patrol highway account—state
2 appropriation is provided solely for one additional trooper basic
3 training class with troopers graduating in the 2025-2027 fiscal
4 biennium and funding to initiate an additional trooper basic training
5 class with troopers graduating in the 2027-2029 fiscal biennium.

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

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

27 (13) \$800,000 of the highway safety account—state appropriation
28 is provided solely for increased chain enforcement on Interstate 90
29 in the area around Snoqualmie Pass. The legislature intends that the
30 Washington state patrol, pursuant to RCW 46.37.005, require
31 commercial vehicles to carry chains statewide during winter months
32 and, in coordination with the department of transportation, develop a
33 process for monitoring compliance at weigh stations.

34 (14) \$3,500,000 of the state patrol highway account—state
35 appropriation is provided solely to address emergent issues that may
36 arise due to the high level of commissioned and noncommissioned
37 vacancies. Potential uses of the funding include the following:
38 Employee leave buyouts, increased contracting to maintain adequate

1 service levels, unanticipated facility and equipment needs, increased
2 overtime, travel, and other related costs.

3 (15) \$3,000,000 of the state patrol highway account—state
4 appropriation is provided solely for hiring additional staff and
5 purchasing equipment for the toxicology laboratory to reduce the DUI
6 processing backlog, with the expectation that processing times will
7 be reduced. Beginning December 1, 2025, and semiannually thereafter,
8 the state patrol must report on the activities undertaken and planned
9 with the funding provided in this subsection and current DUI
10 processing times compared to those as of June 2025.

11 (16) \$4,500,000 of the state patrol highway account—state
12 appropriation is provided solely for updates and improvements to the
13 agency's wide area and local area network.

14 (17) \$5,000,000 of the state patrol highway account—state
15 appropriation is provided solely to enhance the vehicle replacement
16 cycle for higher mileage vehicles in the agency's fleet.

17 (18)(a) \$3,644,000 of the state patrol highway account—state
18 appropriation is provided solely for administrative costs,
19 advertising, outreach, and bonus payments associated with developing
20 and implementing a state trooper expedited recruitment incentive
21 program for the purpose of recruiting and filling vacant trooper
22 positions in the 2025-2027 fiscal biennium. The legislature is
23 committed to continuing the state trooper expedited recruitment
24 incentive program until the vacancy levels are significantly reduced
25 from current levels. The recruitment, advertising, and outreach
26 associated with this program must continue efforts to create a more
27 diverse workforce and must also provide an accelerated pathway for
28 joining the state patrol for high quality individuals who have
29 previously been employed as a general authority peace officer.

30 (b) The state trooper expedited recruitment incentive program
31 must include:

32 (i) Thorough hiring procedures to ensure that only the highest
33 quality candidates are selected as cadets and as lateral hires,
34 including extensive review of past law enforcement employment history
35 through extensive reference checks, Brady list identification, and
36 any other issues that may impact the performance, credibility, and
37 integrity of the individual;

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

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

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

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

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

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

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

(c) The expenditures on the state trooper expedited recruitment incentive program are contingent upon execution of an appropriate memorandum of understanding between the governor or the governor's designee and the exclusive bargaining representative, consistent with the terms of this section.

(d) For the purposes of this subsection:

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

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

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

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

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

Driver Licensing Technology Support Account—State	
Appropriation.	\$1,765,000
Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
Motorcycle Safety Education Account—State	
Appropriation.	\$5,382,000
Limited Fish and Wildlife Account—State	
Appropriation.	\$495,000
Highway Safety Account—State Appropriation.	\$289,511,000
Highway Safety Account—Federal Appropriation.	\$1,311,000
Motor Vehicle Account—State Appropriation.	\$94,639,000
Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
Ignition Interlock Device Revolving Account—State	
Appropriation.	\$6,831,000
Department of Licensing Services Account—State	
Appropriation.	\$8,585,000
License Plate Technology Account—State Appropriation.	\$3,747,000
Abandoned Recreational Vehicle Account—State	
Appropriation.	\$3,109,000
Limousine Carriers Account—State Appropriation.	\$128,000
Electric Vehicle Account—State Appropriation.	\$459,000
DOL Technology Improvement & Data Management	
Account—State Appropriation.	\$968,000
Agency Financial Transaction Account—State	
Appropriation.	\$16,317,000
Move Ahead WA Flexible Account—State Appropriation.	\$1,506,000
Driver's Education Safety Improvement Account—State	
Appropriation.	\$10,460,000
TOTAL APPROPRIATION.	\$446,583,000

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

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

1 (a) The cost for a youth in foster care of any eligible age to
2 complete a driver training education course, as outlined in chapter
3 46.82 or 28A.220 RCW;

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

6 (c) The costs of roadside assistance, motor vehicle insurance
7 deductibles, motor vehicle registration fees, towing services,
8 vehicle maintenance, comprehensive motor vehicle insurance, and gas
9 cards; and

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

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

15 (b) By December 1st of each year during the 2025-2027 fiscal
16 biennium, the department must submit information on the contracted
17 providers, including: The annual budget of the contracted providers
18 in the preceding year; information regarding private and other
19 governmental support for the activities of the providers; and a
20 description of the number of people served, services delivered, and
21 outcome measures.

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

26 (4) (a) \$3,109,000 of the abandoned recreational vehicle disposal
27 account—state appropriation is provided solely for providing
28 reimbursements in accordance with the department's abandoned
29 recreational vehicle disposal reimbursement program. It is the intent
30 of the legislature that the department prioritize this funding for
31 allowable and approved reimbursements and not to build a reserve of
32 funds within the account. During the 2025-2027 fiscal biennium, the
33 department must report any amounts recovered to the office of
34 financial management and appropriate committees of the legislature on
35 a quarterly basis.

36 (b) Within the amounts appropriated under this subsection, the
37 department, after consulting with abandoned recreational vehicle
38 disposal reimbursement program participants, must assess current
39 practices and reimbursement rates associated with the fiscal
40 sustainability of the program. By December 1, 2025, the department

1 must submit a financial plan demonstrating sustainability for a
2 minimum of two subsequent fiscal biennia at current or proposed fee
3 rates.

4 (5) (a) Within existing resources, the department, in
5 collaboration with the Washington traffic safety commission, must
6 evaluate and develop a proposal, including any statutory
7 recommendations, to require a safe driving course for drivers who are
8 repeat offenders of civil traffic violations but before a safe
9 driving course would be required for driver's license reinstatement
10 under RCW 46.20.2892.

11 (b) The department must submit the proposal to the transportation
12 committees of the legislature by December 15, 2026.

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, 2025, the department
21 must update 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.

26 (7) \$6,000 of the motorcycle safety education account—state
27 appropriation, \$1,000 of the limited fish and wildlife account—state
28 appropriation, \$406,000 of the highway safety account—state
29 appropriation, \$137,000 of the motor vehicle account—state
30 appropriation, \$5,000 of the ignition interlock device revolving
31 account—state appropriation, and \$6,000 of the department of
32 licensing services account—state appropriation are provided solely
33 for the department of licensing for additional finance and budget
34 staff. By December 1, 2025, the department shall submit a report to
35 the governor and appropriate committees of the legislature on the
36 specific steps the department has taken to address the findings of
37 the State Auditor's Office FY2022 Accountability Audit Report No.
38 1032793.

1 (8) \$50,000 of the motor vehicle account—state appropriation is
2 provided solely for the department to conduct a study on the
3 feasibility of implementing and administering a per mile fee program.
4 The study must identify the staffing and resources needed to
5 implement and administer the program, including possible technical
6 investments, leveraging existing technology platforms. The
7 legislature intends to require a final report that includes potential
8 third-party costs and options to the governor and the transportation
9 committees of the legislature by December 31, 2025.

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

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

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

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

36 (b) To qualify for assistance under (a)(ii) of this subsection
37 (9), a compact of free association citizen who resides in the state
38 of Washington must be:

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

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

3 (10) \$173,000 of the motor vehicle account—state appropriation is
4 provided solely for implementation of chapter . . . (Substitute
5 Senate Bill No. 5127), Laws of 2025 (improving collector vehicle
6 regulations). If chapter . . . (Substitute Senate Bill No. 5127),
7 Laws of 2025 is not enacted by June 30, 2025, the amount provided in
8 this subsection lapses.

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

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

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

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

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

1 (16) \$150,000 of the motor vehicle account—state appropriation is
2 provided solely for the department to send periodic notifications to
3 vehicle owners with significantly expired vehicle registrations to
4 increase compliance with annual vehicle registration requirements.
5 Notifications must contain information about vehicle registration
6 requirements and possible penalties associated with operating a
7 vehicle with an expired registration.

8 (17) \$726,000 of the highway safety account—state appropriation
9 is provided solely for implementation of chapter . . . (Engrossed
10 Substitute Senate Bill No. 5801), Laws of 2025 (transportation
11 resources). If chapter . . . (Engrossed Substitute Senate Bill No.
12 5801), Laws of 2025 is not enacted by June 30, 2025, the amount
13 provided in this subsection lapses. Of this amount:

14 (a) \$256,000 is provided solely for the implementation of new
15 revenues; and

16 (b) \$470,000 is provided solely for the department to implement a
17 program to compensate registered tow truck operators for private
18 property impounds.

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

22 (19) \$7,000 of the highway safety account—state appropriation is
23 provided solely for the implementation of chapter . . ., Laws of 2025
24 (Engrossed Substitute House Bill No. 1113) (misdemeanor dismissal).
25 If chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.
26 1113) is not enacted by June 30, 2025, the amount provided in this
27 subsection lapses.

28 (20) \$106,000 of the highway safety account—state appropriation
29 is provided solely for the implementation of chapter . . ., Laws of
30 2025 (House Bill No. 1244) (driver training alternative). If
31 chapter . . ., Laws of 2025 (House Bill No. 1244) is not enacted by
32 June 30, 2025, the amount provided in this subsection lapses.

33 (21) \$1,081,000 of the highway safety account—state appropriation
34 is provided solely for the implementation of chapter . . ., Laws of
35 2025 (Engrossed Substitute House Bill No. 1596) (speeding). If
36 chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.
37 1596) is not enacted by June 30, 2025, the amount provided in this
38 subsection lapses.

(22) \$100,000 of the highway safety account—state appropriation is provided solely for the development of an implementation plan for digital driver's license capability on mobile phones, including needed legislation for introduction in the 2026 legislative session. It is the legislative intent to provide \$3,870,000 in funding, adjusted as appropriate, for the 2027-2029 fiscal biennium to implement the digital driver's license by configuring the necessary interfaces with native wallet systems.

(23) \$2,000,000 of the highway safety account—state appropriation is provided solely to continue the DOL2Go program, bringing driver licensing and identicard services to underrepresented and rural communities.

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

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

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

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

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

Puget Sound Gateway Facility Account—State

Appropriation. \$7,701,000

State Route Number 520 Corridor Account—State

1	Appropriation.	\$50,261,000
2	State Route Number 520 Civil Penalties Account—State	
3	Appropriation.	\$2,378,000
4	Tacoma Narrows Toll Bridge Account—State	
5	Appropriation.	\$38,652,000
6	Alaskan Way Viaduct Replacement Project Account—	
7	State Appropriation.	\$26,683,000
8	Interstate 405 and State Route Number 167 Express	
9	Toll Lanes Account—State Appropriation.	\$42,255,000
10	TOTAL APPROPRIATION.	\$167,930,000

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

13 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
14 appropriation and \$12,820,000 of the state route number 520 corridor
15 account—state appropriation are provided solely for the purposes of
16 addressing unforeseen operations and maintenance costs on the Tacoma
17 Narrows bridge and the state route number 520 bridge, respectively.
18 The office of financial management shall place the amounts provided
19 in this subsection, which represent a portion of the required minimum
20 fund balance under the policy of the state treasurer, in unallotted
21 status. The office may release the funds only when it determines that
22 all other funds designated for operations and maintenance purposes
23 have been exhausted.

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

29 (a) Information on the travel times and travel time reliability
30 (at a minimum, average and 90th percentile travel times) maintained
31 during peak and nonpeak periods in the express toll lanes and general
32 purpose lanes for both the entire corridor and commonly made trips in
33 the corridor including, but not limited to, northbound from Bellevue
34 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
35 state route number 522, Bellevue to Bothell (both NE 8th to state
36 route number 522 and NE 8th to state route number 527), and a trip
37 internal to the corridor (such as NE 85th to NE 160th) and similar
38 southbound trips; and

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

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

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

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

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

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

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

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

Move Ahead WA Account—State Appropriation.	\$11,970,000
Transportation Partnership Account—State Appropriation.	\$2,472,000
Motor Vehicle Account—State Appropriation.	\$127,544,000
Puget Sound Ferry Operations Account—State Appropriation.	\$307,000
Multimodal Transportation Account—State Appropriation.	\$3,059,000
Transportation 2003 Account (Nickel Account)—State Appropriation.	\$1,488,000
TOTAL APPROPRIATION.	\$146,840,000

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

Motor Vehicle Account—State Appropriation.	\$43,820,000
Move Ahead WA Account—State Appropriation.	\$2,044,000
State Route Number 520 Corridor Account—State Appropriation.	\$34,000
TOTAL APPROPRIATION.	\$45,898,000

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

(1) \$2,000,000 of the motor vehicle account—state appropriation is provided solely for tenant improvements and other costs associated with administrative space efficiency actions taken throughout the agency. The department must continue to aggressively pursue office and administrative space efficiency as detailed in recent reports identifying opportunities for savings and cost avoidance, including:

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

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

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

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

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

Move Ahead WA Account—State Appropriation. \$20,000,000

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

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

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

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

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

Aeronautics Account—State Appropriation. \$13,398,000

Aeronautics Account—Federal Appropriation. \$2,597,000

Aeronautics Account—Private/Local Appropriation. \$60,000
TOTAL APPROPRIATION. \$16,055,000

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

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

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

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

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

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

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

(a) The state commercial aviation work group shall comprehensively evaluate the long-range commercial aviation needs of Washington within the broader context of state transportation needs and the specific needs of western Washington taking into consideration airport capacity in adjacent states and provinces. The work group shall review existing data and conduct research to

determine Washington's long-range commercial aviation facility needs while considering alternatives to additional airport capacity.

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

(A) Community members and quality of life;

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

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

(D) Current airspace operations.

(ii) The work group shall:

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

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

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

(III) The environmental community;

(IV) Local communities;

(V) Economic development agencies;

(VI) Other states and provinces as appropriate;

(B) Identify potential site infrastructure shortfalls and make recommendations as to how they could be most suitably addressed, including the feasibility of the specific transportation infrastructure required to move people to the potential site. This

process includes the delivery of an adequate supply of aircraft fuel and supporting infrastructure along with facilities needed to transition to the use of sustainable aviation fuels;

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

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

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

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

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

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

(c) The work group shall not consider:

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

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

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

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

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

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

Motor Vehicle Account—State Appropriation. \$70,272,000

Motor Vehicle Account—Federal Appropriation. \$500,000

Multimodal Transportation Account—State

1 Appropriation. \$1,176,000
2 Move Ahead WA Flexible Account—State Appropriation. \$572,000
3 TOTAL APPROPRIATION. \$72,520,000

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

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

16 (2)(a) \$572,000 of the move ahead WA flexible account—state
17 appropriation is provided solely to track and maximize clean fuels
18 credits and revenue generated by state agencies pursuant to chapter
19 70A.535 RCW.

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

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

34 (3) \$350,000 of the multimodal transportation account—state
35 appropriation is reappropriated and provided solely for the
36 department to explore alternative uses of the state's highway rights-
37 of-way consistent with section 214(7), chapter 310, Laws of 2024.

38 (4) The department may not execute a state highway route transfer
39 under RCW 36.75.090 and 47.24.010 without approval from the receiving

city or county from July 1, 2025, until June 30, 2026. The department may continue discussions with local jurisdictions regarding state highway route transfers to local jurisdictions that may occur after consideration of the final report and recommendations of the Washington State Route Jurisdiction Study expected by December 2025.

(5) The legislature must be consulted before any decisions on parcel numbers 7666206955 and 7666206950 for more than temporary use and before entering into any negotiations, or signing any contracts or lease for development, lease, or sale of those properties.

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

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

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

Motor Vehicle Account—State Appropriation.	\$1,647,000
Multimodal Transportation Account—State Appropriation.	\$200,000
Multimodal Transportation Account—Federal Appropriation.	\$51,526,000
Carbon Emissions Reduction Account—State Appropriation.	\$167,962,000
TOTAL APPROPRIATION.	\$221,335,000

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

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

1 (2) \$125,851,000 of the carbon emissions reduction account—state
2 appropriation is provided solely for a point-of-sale voucher
3 incentive program, inclusive of costs for program administration and
4 staffing, to encourage the faster adoption of zero-emission medium
5 and heavy-duty vehicles to further state climate goals under RCW
6 70A.45.020 and state equity goals under chapter 70A.02 RCW. The
7 voucher incentive program must be administered by a third-party
8 administrator that has experience administering voucher incentive
9 programs, with oversight conducted by the department.

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

14 (i) Simplified zero-emission vehicle eligibility requirements;
15 (ii) Vehicle and infrastructure incentives aligned with programs
16 in other jurisdictions, where appropriate, to streamline user
17 planning;

18 (iii) Financial enhancements for select populations based on
19 equity considerations, including for vehicles in disadvantaged
20 communities and vehicles to be purchased by small, minority-owned
21 businesses, with consideration for support of the secondary vehicle
22 market;

23 (iv) A centralized user and manufacturer portal for information,
24 application, and assistance;

25 (v) A fleet assistance and qualification program to assist in
26 zero-emission vehicle and infrastructure planning, to be administered
27 by the Washington State University extension energy program in
28 coordination with the department and the voucher program's third-
29 party administrator; and

30 (vi) A voucher preapproval process to evaluate participant
31 eligibility, readiness for fleet deployment, and infrastructure
32 preparedness.

33 (b) The following battery electric and hydrogen fuel cell
34 electric vehicle categories and associated charging, as well as
35 refueling infrastructure for these categories, are eligible for the
36 voucher program, subject to additional qualification criteria to be
37 determined by the department and the voucher program third-party
38 administrator:

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

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

2 (c) School buses and transit vehicles eligible for state grant
3 programs for the purchase of zero-emission vehicles are not eligible
4 for vouchers under this program, but are eligible for fleet
5 assistance provided in association with the voucher program, which
6 must include assistance in determining state and federal grant
7 eligibility for these vehicles.

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

16 (e) Consistent with voucher program design, the department is
17 required to distribute funds to the voucher program third-party
18 administrator sufficiently in advance of final requirements for
19 voucher distribution being met to facilitate the voucher's timely
20 distribution by the third-party administrator to sellers of zero-
21 emission vehicles and infrastructure.

22 (3) (a) \$14,986,000 of the carbon emissions reduction account—
23 state appropriation is provided solely for grants, or to serve as a
24 state match for secured federal funds, to finance hydrogen refueling
25 infrastructure and fueling stations for medium and heavy-duty
26 vehicles and up to two years of hydrogen fueling station operational
27 costs along corridors designated as hydrogen corridors by the state
28 or near or on transit agency, port, or public utility district
29 property, or finance hydrogen fuel cell transportation infrastructure
30 projects. The department, in consultation with the interagency
31 electric vehicle coordinating council, should pursue any federal
32 funding available through the charging and fueling infrastructure
33 discretionary grant program and any other sources under the federal
34 infrastructure investment and jobs act (P.L. 117-58), and other
35 public or private funding sources as necessary, to bring hydrogen
36 fueling stations into commercial operation.

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

(c) \$200,000 of the amount provided in (a) of this subsection is provided solely for hydrogen fuel cell demonstration projects that provide long term power equipment and fuel for traffic signals at critical intersections during emergencies involving power disruptions or shutoffs.

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

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

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

(7) \$8,342,000 of the multimodal transportation account—federal appropriation is provided solely for the electric vehicle charger reliability and accessibility accelerator program for projects to support the repair or replacement of existing broken or nonoperational publicly accessible chargers.

(8) \$3,164,000 of the multimodal transportation account—federal appropriation is provided solely for funding for the west coast charging and fueling corridor project for two medium and heavy-duty vehicle electric vehicle charging station sites and one site with a hydrogen refueling station along the I-5 corridor.

(9) The department shall notify the transportation committees of the legislature if approval of federal funding for department activities under the national electric vehicle infrastructure formula program, the electric vehicle charger reliability and accessibility accelerator program, or the west coast charging and fueling corridor project is permanently revoked.

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

Motor Vehicle Account—State Appropriation. \$571,090,000

1	Motor Vehicle Account—Federal Appropriation.	\$7,000,000
2	Move Ahead WA Account—State Appropriation.	\$53,675,000
3	Puget Sound Gateway Facility Account—State	
4	Appropriation.	\$3,402,000
5	RV Account—State Appropriation.	\$1,100,000
6	State Route Number 520 Corridor Account—State	
7	Appropriation.	\$4,726,000
8	Tacoma Narrows Toll Bridge Account—State	
9	Appropriation.	\$1,585,000
10	Alaskan Way Viaduct Replacement Project Account—	
11	State Appropriation.	\$10,752,000
12	Interstate 405 and State Route Number 167 Express	
13	Toll Lanes Account—State Appropriation.	\$2,624,000
14	TOTAL APPROPRIATION.	\$655,954,000

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

17 (1) \$5,000,000 of the motor vehicle account—state appropriation
18 is provided solely for a contingency pool for snow and ice removal.
19 The department must notify the office of financial management and the
20 transportation committees of the legislature when they have spent the
21 base budget for snow and ice removal and will begin using the
22 contingency pool funding.

23 (2) \$25,000,000 of the motor vehicle account—state appropriation
24 is provided solely for repair and replacement of traffic barriers
25 including, but not limited to, low-speed concrete barriers, beam
26 guardrails, steel-backed timber guardrails, and other systems
27 necessary to fabricate, construct, and install traffic barriers to
28 improve safety on state highway infrastructures.

29 (3) \$11,500,000 of the motor vehicle account—state appropriation
30 is provided solely for lane striping using the most reflective paint
31 available to maximize the visibility of lane striping, especially at
32 night.

33 (4) (a) \$5,000,000 of the motor vehicle account—state
34 appropriation is provided solely for the department to address the
35 risks to safety and public health associated with homeless
36 encampments on department owned rights-of-way. The department must
37 coordinate and work with local government officials and social
38 service organizations who provide services and direct people to
39 housing alternatives that are not in highway rights-of-way to help

1 prevent future encampments from forming on highway rights-of-way and
2 may reimburse the organizations doing this outreach assistance who
3 transition people into treatment or housing or for debris clean up on
4 highway rights-of-way. Of the amounts provided in this subsection, a
5 minimum of \$2,000,000 must be used to deliver more frequent removal
6 of litter on the highway rights-of-way that is generated by
7 unsheltered people and may be used to hire crews specializing in
8 collecting and disposing of garbage, clearing debris or hazardous
9 material, and implementing safety improvements where hazards exist to
10 the traveling public and department employees. The department may use
11 these funds to either reimburse local law enforcement costs or the
12 Washington state patrol if they are providing enhanced safety to
13 department staff during debris cleanup or during efforts to prevent
14 future encampments from forming on highway rights-of-way.

15 (b) Beginning November 1, 2025, and semiannually thereafter, the
16 Washington state patrol and the department of transportation must
17 jointly submit a report to the governor and the transportation
18 committees of the legislature on the status of these efforts,
19 including:

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

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

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

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

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

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

26 (8) \$3,675,000 of the move ahead WA account—state appropriation
27 is provided solely for initial and ongoing implementation costs of
28 the department's Snoqualmie winter operations study recommendations,
29 which include installation of large regulatory signs, installation of
30 a remote avalanche control system, developing chain enforcement
31 processes in coordination with the Washington state patrol, improving
32 cost recovery from violators, and securing an on-call class C towing
33 company.

34 (9) \$2,000,000 of the Alaskan Way viaduct replacement project
35 account—state appropriation is provided solely for maintenance
36 activities in the vicinity of the state route number 99 deep bore
37 tunnel. Appropriations in this subsection assume additional revenue
38 from a temporary toll rate adjustment on the state route number 99
39 tunnel leading up to and during the 2026 World Cup.

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

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

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

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

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

35 (11) \$180,000 of the motor vehicle account—state appropriation is
36 provided solely for graffiti mitigation operations using spray drone
37 technology.

<u>NEW SECTION.</u> Sec. 217. FOR THE DEPARTMENT OF TRANSPORTATION—	
TRANSPORTATION OPERATIONS—PROGRAM Q—OPERATING	
Highway Safety Fund—State Appropriation.	\$10,621,000
Motor Vehicle Account—State Appropriation.	\$88,980,000
Motor Vehicle Account—Federal Appropriation.	\$2,088,000
Motor Vehicle Account—Private/Local Appropriation.	\$294,000
Move Ahead WA Account—State Appropriation.	\$8,124,000
Multimodal Transportation Account—State	
Appropriation.	\$5,000,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$247,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$44,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation.	\$1,122,000
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation.	\$36,000
TOTAL APPROPRIATION.	\$116,556,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motor Vehicle Account—State Appropriation.	\$45,218,000
Motor Vehicle Account—Federal Appropriation.	\$780,000
Motor Vehicle Account—Private/Local Appropriation.	\$500,000
Move Ahead WA Account—State Appropriation.	\$3,650,000
Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
Puget Sound Ferry Operations Account—State Appropriation.	\$510,000
Multimodal Transportation Account—State Appropriation.	\$7,920,000
State Route Number 520 Corridor Account—State Appropriation.	\$220,000
Tacoma Narrows Toll Bridge Account—State Appropriation.	\$136,000
Alaskan Way Viaduct Replacement Project Account— State Appropriation.	\$127,000
Interstate 405 and State Route Number 167 Express Toll Lanes Account—State Appropriation.	\$114,000
TOTAL APPROPRIATION.	\$64,575,000

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

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

(i) The preapprenticeship support services (PASS) and career opportunity maritime preapprenticeship support services (COMPASS) programs, which aim to increase diversity in the highway construction and maritime workforces and prepare individuals interested in entering the highway construction and maritime workforces. In

1 addition to the services allowed under RCW 47.01.435, the PASS and
2 COMPASS programs may provide housing assistance for youth aging out
3 of the foster care and juvenile rehabilitation systems to support
4 their participation in a transportation-related preapprenticeship
5 program and support services to obtain necessary maritime documents
6 and coast guard certification; and

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

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

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

14 (2) \$1,512,000 of the motor vehicle account—state appropriation
15 and \$488,000 of the Puget Sound ferry operations account—state
16 appropriation are provided solely for monitoring, assistance,
17 engagement, reporting, and other activities consistent with section
18 218(2), chapter 310, Laws of 2024.

19 (3) \$3,650,000 of the move ahead WA account—state appropriation
20 is provided solely for activities to help keep people and goods
21 moving during the 2026 World Cup. These activities include, but are
22 not limited to, digital advertising for traveler information, Title
23 VI compliance and language access, and Americans with disabilities
24 act compliance and training.

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

38 (5) Within amounts provided in this section, a maximum of \$75,000
39 is for the department's office of equity and civil rights to contract

with Western Washington University to analyze the economic benefit of utilizing small businesses on department projects to the Washington state economy.

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

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

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

Interstate 405 and State Route Number 167 Express

Toll Lanes Account—State Appropriation.	\$1,500,000
Motor Vehicle Account—State Appropriation.	\$32,682,000
Motor Vehicle Account—Federal Appropriation.	\$43,115,000
Motor Vehicle Account—Private/Local Appropriation.	\$400,000
Move Ahead WA Account—State Appropriation.	\$6,900,000
Move Ahead WA Flexible Account—State Appropriation.	\$6,348,000
Multimodal Transportation Account—State	
Appropriation.	\$1,489,000
Multimodal Transportation Account—Federal	
Appropriation.	\$2,816,000
Multimodal Transportation Account—Private/Local	
Appropriation.	\$100,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$657,000
TOTAL APPROPRIATION.	\$96,007,000

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

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

1 (2) \$5,400,000 of the move ahead WA account—state appropriation
2 and the entire move ahead WA flexible account—state appropriation are
3 provided solely for Interstate 5 planning. The work under this
4 subsection must include, but is not limited to, the following:

5 (a) Continued development of an Interstate 5 master plan;

6 (b) Advancing seismic vulnerability analyses;

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

10 (d) An assessment of Interstate 5 on-ramps in the core area of
11 the interstate system from the Pierce county line in Federal Way to
12 state route number 531/Smokey Point boulevard in Arlington to
13 evaluate installing new meters or revising high occupancy vehicle
14 bypasses at existing meters and prioritize locations for ramp meter
15 installations or high occupancy vehicle bypass conversions.

16 (3) \$140,000 of the multimodal transportation account—state
17 appropriation is reappropriated and provided solely for the city of
18 Seattle's office of planning and community development to continue to
19 support an equitable development initiative to reconnect the South
20 Park neighborhood, currently divided by state route number 99,
21 consistent with section 219(4), chapter 310, Laws of 2024. The city
22 must provide a final report that includes recommendations by June 30,
23 2027.

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

28 (5) \$1,500,000 of the Interstate 405 and State Route Number 167
29 express toll lanes account—state appropriation is provided solely for
30 the department to develop an implementation plan for state route
31 number 167 that builds on the SR 167 master plan completed in June
32 2023. The SR 167 implementation plan must include, but is not limited
33 to, high-level engineering and cost estimating work necessary to
34 update the I-405/SR 167 corridor funding and phasing report that
35 needs to be completed to advance priority project components
36 developed in the SR 167 master plan. The SR 167 implementation plan
37 with recommendations is due to the transportation committees of the
38 legislature by December 1, 2026.

1 (6) \$4,620,000 of the motor vehicle account—federal appropriation
2 is provided solely for work on the road usage charge research project
3 overseen by the Washington state transportation commission using
4 amounts of the federal grant award.

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

20 (8) \$1,500,000 of the move ahead WA account—state appropriation
21 is provided solely for the department to develop a corridor vision
22 and implementation plan that identifies improvement options to
23 address safety and multimodal mobility needs on the state route
24 number 164 corridor from Dogwood Street East in Auburn to High Point
25 Street in Enumclaw. The department must submit a report to the office
26 of financial management and the transportation committees of the
27 legislature with recommended safety and multimodal infrastructure
28 improvements by June 30, 2027.

29 (9) \$657,000 of the state route number 520 corridor account—state
30 appropriation is provided solely for the department to contract with
31 the University of Washington department of mechanical engineering, to
32 further study measures to reduce noise impacts from the state route
33 number 520 bridge expansion joints. The field testing shall be
34 scheduled during existing construction, maintenance, or other
35 scheduled closures to minimize impacts. The testing must also ensure
36 safety of the traveling public. The study shall examine the types and
37 durability of the materials used to provide noise mitigation and the
38 costs associated with the differing types of materials. A draft
39 report must be submitted to the transportation committees of the

legislature and the governor by March 1, 2026. A final report must be submitted to the transportation committees of the legislature and the governor by December 31, 2026.

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

Aeronautics Account—State Appropriation.	\$7,000
Transportation Partnership Account—State	
Appropriation.	\$147,000
Motor Vehicle Account—State Appropriation.	\$103,363,000
Puget Sound Ferry Operations Account—State	
Appropriation.	\$1,120,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$86,000
Connecting Washington Account—State Appropriation.	\$1,180,000
Multimodal Transportation Account—State	
Appropriation.	\$5,835,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$51,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation.	\$38,000
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation.	\$66,000
TOTAL APPROPRIATION.	\$111,893,000

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

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

(2) On August 1, 2025, and semiannually thereafter, the department, in conjunction with the attorney general and the department of enterprise services, shall provide a report with judgments and settlements dealing with the Washington state ferry system to the director of the office of financial management and the transportation committees of the legislature. The report must include

information on: (a) The number of claims and settlements by type; (b) the average claim and settlement by type; (c) defense costs associated with those claims and settlements; and (d) information on the impacts of moving legal costs associated with the Washington state ferry system into the statewide self-insurance pool.

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

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

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

Carbon Emissions Reduction Account—State

Appropriation. \$275,545,000

State Vehicle Parking Account—State Appropriation. \$784,000

Rural Mobility Grant Program Account—State

Appropriation. \$32,223,000

Multimodal Transportation Account—State

Appropriation. \$101,683,000

Multimodal Transportation Account—Federal

Appropriation. \$4,459,000

Multimodal Transportation Account—Private/Local

Appropriation. \$100,000

TOTAL APPROPRIATION. \$414,794,000

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

(1) (a) \$62,698,000 of the multimodal transportation account—state appropriation and \$78,525,000 of the carbon emissions reduction account—state appropriation are provided solely for a grant program

1 for special needs transportation distributed in accordance with RCW
2 47.66.150. Fuel type may not be a factor in the grant selection
3 process. For grant awards not yet under contract, as a condition of
4 special needs transportation grants provided pursuant to this
5 subsection, public transportation agencies may not delay, divert,
6 supplant, or suspend the collection of approved local sales and use
7 taxes for the purpose of public transportation during the 2025-2027
8 fiscal biennium.

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

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

14 (3) \$1,124,000 of the multimodal transportation account—state
15 appropriation is provided solely for the department to provide a
16 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 (4) \$500,000 of the carbon emissions reduction account—state
23 appropriation is provided solely for an interagency transfer to the
24 Washington State University extension energy program to administer a
25 technical assistance and education program for public agencies on the
26 use of alternative fuel vehicles. The Washington State University
27 extension energy program shall prepare a report regarding the
28 utilization of the program and submit this report to the
29 transportation committees of the legislature by November 15, 2025.

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

1 (6) \$3,300,000 of the carbon emissions reduction account—state
2 appropriation, \$5,700,000 of the multimodal transportation account—
3 state appropriation, and \$784,000 of the state vehicle parking
4 account—state appropriation are provided solely for CTR grants and
5 activities. Fuel type may not be a factor in the grant selection
6 process. For grant awards not yet under contract, as a condition of
7 CTR grants provided pursuant to this subsection, public
8 transportation agencies may not delay, divert, supplant, or suspend
9 the collection of approved local sales and use taxes for the purpose
10 of public transportation during the 2025-2027 fiscal biennium.

11 (7) \$188,900,000 of the carbon emissions reduction account—state
12 appropriation is provided solely for transit support grants. The
13 department must confirm zero-fare policies are in effect at transit
14 agencies to be eligible for biennial distributions. For grant awards
15 not yet under contract, as a condition of transit support grants
16 provided pursuant to this subsection, public transportation agencies
17 may not delay, divert, supplant, or suspend the collection of
18 approved local sales and use taxes for the purpose of public
19 transportation during the 2025-2027 fiscal biennium.

20 (8) \$3,400,000 of the carbon emissions reduction account—state
21 appropriation is reappropriated and provided solely for the pilot
22 program established under RCW 47.04.355 to provide clean alternative
23 fuel vehicle use opportunities to underserved communities and low to
24 moderate-income members of the workforce not readily served by
25 transit or located in transportation corridors with emissions that
26 exceed federal or state emissions standards.

27 (9) \$900,000 of the carbon emissions reduction account—state
28 appropriation is provided solely for the department to implement
29 certain recommendations from the 2023 frequent transit service study.
30 The department shall define levels and types of demand-response
31 service and measure access to these services within Washington for
32 the purpose of gaining a fuller picture of transit access. The
33 department must collect ongoing transportation data and develop
34 systems to allow for analysis of disparities in access to existing
35 fixed route transit. The data collection should prioritize collecting
36 information on accessibility and inclusion of people with
37 disabilities, vulnerable populations in overburdened communities, and
38 other underserved communities. The department shall submit a report

on data collection efforts to the transportation committees of the legislature and the office of financial management by June 30, 2026.

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

(a) Enhanced services consist of:

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

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

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

(i) Forty percent to King County metro;

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

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

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

(11) \$10,000,000 of the multimodal transportation account—state appropriation is provided solely for King county metro as part of a federal funds exchange pilot. Amounts provided in this subsection must be held in unallotted status until notification has been received by the department's public transportation division from Washington state ferries that the conditions outlined in section 222(13) of this act have been met. The pilot must be conducted in coordination with the Puget Sound regional council, who has programming authority for the federal funds to be exchanged. By January 15, 2026, King county metro must report to the office of

financial management and the transportation committees of the legislature a summary of projects funded or planned to be funded, and recommendations for continuation of the federal funds exchange pilot through the 2025-2027 fiscal biennium, including additional amounts eligible to be exchanged.

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

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

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

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

Puget Sound Ferry Operations Account—State

Appropriation.	\$643,803,000
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Puget Sound Ferry Operations Account—Federal

Appropriation.	\$126,642,000
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Puget Sound Ferry Operations Account—Private/Local

Appropriation.	\$121,000
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TOTAL APPROPRIATION.	\$770,566,000
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The appropriations in this section are subject to the following conditions and limitations:

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

1 (2) (a) \$74,374,000 of the Puget Sound ferry operations account—
2 federal appropriation and \$45,523,000 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, (a) the department must 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; (b) and the
21 department must create a forum for direct discussion between the
22 governor, labor leadership, the office of financial management and
23 the Washington state ferries to collaboratively identify and resolve
24 compensation and staffing issues, with the goal of service
25 improvements for ferry riders. By January 1, 2027, the department
26 must report to the transportation committees of the legislature on
27 progress in incorporating the finding and recommendations from the
28 December 2022 joint transportation committee study on the Washington
29 state ferries' workforce.

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

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

8 (6) \$500,000 of the Puget Sound ferry operations account—state
9 appropriation is provided solely for operating costs related to
10 moving vessels for emergency capital repairs. Funds may only be spent
11 after approval by the office of financial management.

12 (7) \$11,962,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for the Washington state ferries
14 workforce development activities.

15 (8) \$6,950,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for overtime and familiarization
17 expenses incurred by engine, deck, and terminal staff. The department
18 must provide updated staffing cost estimates for fiscal years 2026
19 and 2027 with its annual budget submittal and updated estimates by
20 January 1, 2026.

21 (9) \$2,548,000 of the Puget Sound ferry operations account—state
22 appropriation is provided solely for security services at Colman
23 Dock.

24 (10) \$600,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for traffic control at ferry
26 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
27 Bainbridge Island, during peak ferry travel times, with a particular
28 focus on Sundays and holiday weekends. If local law enforcement
29 entities are available, the Washington state ferries may contract
30 with local agencies for traffic control services.

31 (11) 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,

1 and the number of employees at the end of the 12-month period. The
2 department report on additional performance measures must include:

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

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

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

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

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

39 (14) The department must work to increase its outreach and
40 recruitment of populations underrepresented in maritime careers and

1 continue working to expand apprenticeship and internship programs,
2 with an emphasis on programs that are shown to improve recruitment
3 for positions with the state ferry system.

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

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

21 (a) The memorandum of agreement with Seattle central community
22 college must address:

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

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

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

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

the appropriate committees of the legislature and the office of financial management by December 1, 2025.

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

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

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

Carbon Emissions Reduction Account—State	
Appropriation.	\$2,000,000
Multimodal Transportation Account—State	
Appropriation.	\$81,085,000
Multimodal Transportation Account—Private/Local	
Appropriation.	\$46,000
TOTAL APPROPRIATION.	\$83,131,000

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

Carbon Emissions Reduction Account—State	
Appropriation.	\$274,000
Motor Vehicle Account—State Appropriation.	\$15,164,000
Motor Vehicle Account—Federal Appropriation.	\$2,644,000
Multimodal Transportation Account—State	
Appropriation.	\$1,780,000

1 Multiuse Roadway Safety Account—State Appropriation. . . . \$1,800,000
2 TOTAL APPROPRIATION. \$21,662,000

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

5 (1) \$500,000 of the motor vehicle account—state appropriation is
6 provided solely for administration, program management, and
7 evaluation of the federal fund exchange pilot program.

8 (2) \$750,000 of the multimodal transportation account—state
9 appropriation is provided solely to continue the civilian
10 intervention grant program in accordance with program requirements
11 under section 224(7), chapter 472, Laws of 2023.

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

16 (4) \$930,000 of the motor vehicle account—state appropriation is
17 provided solely for the department, from amounts set aside out of
18 statewide fuel taxes distributed to counties according to RCW
19 46.68.120(3), to contract with the Washington state association of
20 counties to:

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

24 (b) Partner with the county road administration board to update
25 the road cost factor unit costs used in the calculation of the
26 allocation factor for the county's portion of the motor vehicle fuel
27 tax;

28 (c) Create specific guidance and training for county public works
29 departments developing community engagement plans to mitigate project
30 and program harms and maximize community benefits by expanding upon
31 the freight mobility strategic investment board's "Toolkit and Best
32 Practices for Integrating Community Considerations in Infrastructure
33 Investments;" and

34 (d) Continue partnering with the board of registration for
35 professional engineers and land surveyors and contract with the
36 Washington state transportation center at the University of
37 Washington to identify best practices within public works for the
38 recruitment and retention of employees, including recommendations for
39 improving outreach and recruitment to underrepresented populations,

1 methods to partner with local community colleges and universities,
2 ways to expand apprenticeship and internship programs, strategies to
3 increase training and development opportunities, and recommendations
4 for career advancement programs and better work life balance
5 outcomes.

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

12 (6) \$60,000 of the multimodal transportation account—state
13 appropriation is provided solely for support of a United States Coast
14 Guard-compliant basic safety program with Crawford nautical training.

15 (7) \$309,000 of the motor vehicle account—state appropriation is
16 provided solely for the department to fund one full-time equivalent
17 liaison position within the local program multiagency permit program.
18 The department shall provide a report with an update on activities in
19 the program to the transportation committees of the legislature by
20 December 1, 2026.

21 (8) \$70,000 of the multimodal transportation account—state
22 appropriation is provided solely for the department to contract with
23 the Puget Sound harbor committee to support the development of the
24 Puget Sound harbor safety plan.

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)

TRANSPORTATION AGENCIES—CAPITAL

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

State Patrol Highway Account—State Appropriation. \$3,195,000

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

(1) \$3,195,000 of the state patrol highway account—state appropriation is provided solely for the following projects:

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

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

(c) \$1,300,000 is for generator and electrical replacement, including reappropriations;

(d) \$175,000 is for pavement surface improvements, including reappropriations;

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

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

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

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

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

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

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

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

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

County Arterial Preservation Account—State

Appropriation. \$30,242,000

TOTAL APPROPRIATION. \$93,251,000

1 The appropriations in this section are subject to the following
2 conditions and limitations: It is the intent of the legislature to
3 provide \$21,028,000 for a new county local road grant program for the
4 preservation and improvement of county local roads that are not
5 currently eligible under existing funding programs starting in the
6 2027-2029 fiscal biennium.

7 NEW SECTION. **Sec. 303. FOR THE TRANSPORTATION IMPROVEMENT BOARD**
8 Carbon Emissions Reduction Account—State
9 Appropriation. \$21,600,000
10 Small City Pavement and Sidewalk Account—State
11 Appropriation. \$3,953,000
12 Transportation Improvement Account—State
13 Appropriation. \$251,289,000
14 Complete Streets Grant Program Account—State
15 Appropriation. \$24,670,000
16 Move Ahead WA Account—State Appropriation. \$9,333,000
17 TOTAL APPROPRIATION. \$310,845,000

18 The appropriation in this section is subject to the following
19 conditions and limitations: It is the intent of the legislature to
20 provide a \$21,028,000 increase in funding starting in the 2027-2029
21 fiscal biennium for additional complete streets program grant awards
22 to cities and counties for planning, design, and infrastructure
23 related to making roadways accessible for driving, walking, cycling,
24 transit, and aesthetic qualities.

25 NEW SECTION. **Sec. 304. FOR THE DEPARTMENT OF TRANSPORTATION—**
26 **FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—**
27 **CAPITAL**
28 Motor Vehicle Account—State Appropriation. \$20,158,000
29 Move Ahead WA Account—State Appropriation. \$21,487,000
30 TOTAL APPROPRIATION. \$41,645,000

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

33 (1) (a) \$9,487,000 of the move ahead WA account—state
34 appropriation is provided solely for the department to improve its
35 ability to keep facility assets in a state of good repair. In using
36 the funds appropriated in this subsection, the department, with

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

19 (b) In using the funds appropriated in this subsection, the
20 department must utilize the prioritization of facility capital
21 preservation needs and repair projects used in developing the
22 2025-2027 fiscal biennium agency budget submittal.

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

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

38 (3) Within existing resources, in consultation with the office of
39 financial management, the department must continue to use criteria
40 for providing building-related capital requests in a comparable

format, adjusted where appropriate, to provisions already in use in the omnibus capital appropriations act for building projects, including the C-100 capital request form and other detail requirements for omnibus capital appropriations act building submissions.

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

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

Alaskan Way Viaduct Replacement Project Account—

State Appropriation. \$7,406,000

Carbon Emissions Reduction Account—State

Appropriation. \$13,331,000

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

Puget Sound Gateway Facility Account—State

Appropriation. \$88,200,000

Transportation Partnership Account—State

Appropriation. \$8,948,000

Motor Vehicle Account—State Appropriation. \$271,567,000

Motor Vehicle Account—Federal Appropriation. \$487,331,000

Coronavirus State Fiscal Recovery Fund—Federal

Appropriation. \$54,334,000

Motor Vehicle Account—Private/Local Appropriation. . . . \$53,581,000

Connecting Washington Account—State Appropriation. . . \$1,710,931,000

Special Category C Account—State Appropriation. \$114,708,000

Multimodal Transportation Account—State

Appropriation. \$7,557,000

Multimodal Transportation Account—Federal

Appropriation. \$1,842,000

State Route Number 520 Corridor Account—State

Appropriation. \$1,100,000

Interstate 405 and State Route Number 167 Express

Toll Lanes Account—State Appropriation. \$547,950,000

1	Move Ahead WA Account—State Appropriation.	\$1,161,189,000
2	Move Ahead WA Account—Federal Appropriation.	\$467,532,000
3	Model Toxics Control Stormwater Account—State.	\$10,563,000
4	TOTAL APPROPRIATION.	\$5,375,986,000

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

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

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

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

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

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

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

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

7 (5) The special category C account—state appropriation includes
8 up to \$101,986,000 in proceeds from the sale of bonds authorized in
9 RCW 47.10.812.

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

13 (7) The motor vehicle account—state appropriation includes up to
14 \$30,000,000 in proceeds from the sale of bonds authorized in RCW
15 47.10.843.

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

19 (9) The move ahead WA account—state appropriation includes up to
20 \$879,000,000 in proceeds from the sale of bonds authorized in RCW
21 47.10.873.

22 (10) The move ahead WA account—state appropriation includes up to
23 \$164,000,000 in proceeds from the sale of bonds authorized in RCW
24 47.10.889.

25 (11) The move ahead WA account—state appropriation includes up to
26 \$212,000,000 in proceeds from the sale of bonds authorized in RCW
27 47.10.861.

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

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

1 recycled concrete aggregate and other transportation building
2 materials are natural resource construction materials that are too
3 valuable to be wasted and landfilled, and are a commodity as defined
4 in WAC 173-350-100.

5 (14)(a) \$54,334,000 of the coronavirus state fiscal recovery fund
6 —federal appropriation, \$118,178,000 of the motor vehicle account—
7 federal appropriation, \$796,352,000 of the move ahead WA account—
8 state appropriation, \$112,263,000 of the connecting Washington
9 account—state appropriation, \$2,698,000 of the motor vehicle account
10 —private/local appropriation, and \$8,621,000 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) Appropriations within this subsection may be used to jointly
15 leverage state and local funds for match requirements in applying for
16 competitive federal aid grants provided in the infrastructure
17 investment and jobs act for removals of fish passage barriers under
18 the national culvert removal, replacement, and restoration program.
19 State funds used for the purpose described in this subsection must
20 not compromise full compliance with the court injunction by 2030.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

21 (20) \$136,984,000 of the connecting Washington account—state
22 appropriation, \$1,527,000 of the multimodal transportation account—
23 state appropriation, \$28,103,000 of the motor vehicle account—
24 private/local appropriation, \$324,483,000 of the move ahead WA
25 account—federal appropriation, \$110,723,000 of the move ahead WA
26 account—state appropriation, \$88,200,000 of the Puget Sound gateway
27 facility account—state appropriation, and \$212,157,000 of the motor
28 vehicle account—federal appropriation are provided solely for the SR
29 167/SR 509 Puget Sound Gateway project (M00600R).

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

32 (b) In making budget allocations to the Puget Sound Gateway
33 project, the department shall implement the project's construction as
34 a single corridor investment. The department shall continue to
35 collaborate with the affected stakeholders as it implements the
36 corridor construction and implementation plan for state route number
37 167 and state route number 509. Specific funding allocations must be
38 based on where and when specific project segments are ready for
39 construction to move forward and investments can be best optimized

1 for timely project completion. Emphasis must be placed on avoiding
2 gaps in fund expenditures for either project.

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

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

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

13 (21) \$15,988,000 of the connecting Washington account—state
14 appropriation is provided solely for the SR 224/Red Mountain Vicinity
15 Improvement project (L1000291). The department shall provide funding
16 to the city of West Richland to complete the project within the
17 project scope identified by the legislature and within the total
18 amount provided by the legislature. The department shall not amend
19 the project's scope of work to add pavement preservation on state
20 route number 224 from the West Richland city limits to Antinori Road.

21 (22) \$100,000,000 of the special category C account—state
22 appropriation, \$272,820,000 of the connecting Washington account—
23 state appropriation, and \$71,000 of the motor vehicle account—
24 private/local appropriation are provided solely for the US 395 North
25 Spokane Corridor project (M00800R). Of the amounts provided in this
26 subsection, \$300,000 is for an environmental justice assessment to
27 determine if traffic noise abatement will reduce environmental harm
28 to the East Central Neighborhood as a result of this project.

29 (23) \$578,139,000 of the connecting Washington account—state
30 appropriation, \$1,100,000 of the state route number 520 corridor
31 account—state appropriation, and \$7,278,000 of the motor vehicle
32 account—private/local appropriation are provided solely for the SR
33 520 Seattle Corridor Improvements - West End project (M00400R) and
34 are subject to the following conditions and limitations:

35 (a) Upon completion of the Montlake Phase of the West End
36 project, the department shall sell or transfer that portion of the
37 property not necessary for transportation purposes, and shall
38 initiate a process to convey or transfer such portion of the surplus
39 property to a subsequent owner.

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

4 (24) \$10,416,000 of the move ahead WA account—state
5 appropriation, \$5,229,000 of the connecting Washington account—state
6 appropriation, and \$1,548,000 of the motor vehicle account—state
7 appropriation are provided solely for the SR 522/Paradise Lk Rd
8 Interchange & Widening on SR 522 (Design/Engineering) project
9 (NPARADI), specifically for design of, preliminary engineering, and
10 right-of-way acquisition for the interchange and widening as a single
11 project. The department must consider reserving portions of state
12 route number 522, including designated lanes or ramps, for the
13 exclusive or preferential use of public transportation vehicles,
14 privately owned buses, motorcycles, private motor vehicles carrying
15 not less than a specified number of passengers, or private
16 transportation provider vehicles pursuant to RCW 47.52.025.

17 (25) \$24,000 of the motor vehicle account—state appropriation and
18 \$304,000 of the motor vehicle account—federal appropriation are
19 provided solely for the SR 900 Safety Improvements project
20 (L2021118). The department must: (a) Work in collaboration with King
21 county and the Skyway coalition to align community assets,
22 transportation infrastructure needs, and initial design for safety
23 improvements along state route number 900; and (b) work with the
24 Skyway coalition to lead community planning engagement and active
25 transportation activities.

26 (26) \$17,500,000 of the motor vehicle account—federal
27 appropriation is provided solely for a federal fund exchange pilot
28 program. The pilot program must allow exchanges of federal surface
29 transportation block grant population funding and state funds at an
30 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
31 The projects receiving the exchanged federal funds must adhere to all
32 federal requirements, including the applicable disadvantaged business
33 enterprise goals. The entirety of the appropriation in this
34 subsection must be held in unallotted status until surface
35 transportation block grant population funding has been offered to the
36 state, and the department determines that a federalized project or
37 projects funded in this section is eligible to spend the surface
38 transportation block grant population funding. \$16,625,000 from
39 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 utilization and efficacy of this program, and if
9 underutilized, the program is intended to not continue into future
10 biennia.

11 (27) \$5,030,000 of the multimodal transportation account—state
12 appropriation and \$1,842,000 of the multimodal transportation account
13 —federal appropriation are provided solely for the department to
14 develop and implement a technology-based truck parking availability
15 system along the Interstate 5 corridor in partnership with Oregon
16 state and California state to maximize utilization of existing truck
17 parking capacity and deliver real-time parking availability
18 information to truck drivers (L1000375). The department may use a
19 portion of the appropriation in this subsection for grant proposal
20 development and as state match funding for technology-based truck
21 parking availability system federal grant applications. The
22 department must update the transportation committees of the
23 legislature on agency activities and their status by December 1,
24 2026.

25 (28) \$57,593,000 of the motor vehicle account—state appropriation
26 is provided solely for the payment of deferred sales and use taxes on
27 activities related to the state route number 16 corridor improvements
28 project pursuant to RCW 47.46.060. It is the intent of the
29 legislature that any nontoll accounts used to pay the deferred sales
30 and use taxes will be reimbursed by toll revenues no later than
31 December 31, 2032, which reflects prior legislative intent regarding
32 the use of toll revenues for this purpose.

33 (29) \$159,480,000 of the motor vehicle account—state
34 appropriation is provided solely for the payment of deferred sales
35 and use taxes on the state route number 520 bridge replacement and
36 HOV project pursuant to RCW 47.01.412. It is the intent of the
37 legislature that any nontoll accounts used to pay the deferred sales
38 and use taxes will be reimbursed by toll revenues no later than

December 31, 2050, which reflects prior legislative intent regarding the use of toll revenues for this purpose.

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

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

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

Move Ahead WA Account—State Appropriation.	\$154,883,000
Recreational Vehicle Account—State Appropriation.	\$751,000
Motor Vehicle Account—State Appropriation.	\$62,975,000
Motor Vehicle Account—Federal Appropriation.	\$600,864,000
Motor Vehicle Account—Private/Local Appropriation.	\$7,935,000
Connecting Washington Account—State Appropriation.	\$41,159,000
State Route Number 520 Corridor Account—State Appropriation.	\$7,924,000
Tacoma Narrows Toll Bridge Account—State Appropriation.	\$1,871,000
Alaskan Way Viaduct Replacement Project Account— State Appropriation.	\$5,376,000
Interstate 405 and State Route Number 167 Express Toll Lanes Account—State Appropriation.	\$9,648,000
Transportation Partnership Account—State Appropriation.	\$10,000,000
TOTAL APPROPRIATION.	\$903,386,000

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

(1) Except as provided otherwise in this section, the entire motor vehicle account—state appropriation and motor vehicle account—federal appropriation are provided solely for the projects and activities listed in LEAP Transportation Document 2025-2 ALL PROJECTS as developed April 26, 2025, Program - Highway Preservation Program

1 (P). Any federal funds gained through efficiencies, adjustments to
2 the federal funds forecast, or the federal funds redistribution
3 process must then be applied to highway and bridge preservation
4 activities.

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

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

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

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

20 (3) \$6,000,000 of the motor vehicle account—state appropriation
21 is provided solely for extraordinary costs incurred from litigation
22 awards, settlements, or dispute mitigation activities not eligible
23 for funding from the self-insurance fund (L2000290). The amount
24 provided in this subsection must be held in unallotted status until
25 the department submits a request to the office of financial
26 management that includes documentation detailing litigation-related
27 expenses. The office of financial management may release the funds
28 only when it determines that all other funds designated for
29 litigation awards, settlements, and dispute mitigation activities
30 have been exhausted.

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

38 (5) The legislature continues to prioritize the replacement of
39 the state's aging infrastructure and recognizes the importance of

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

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

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

37 (8) The appropriations in this section include funding for the
38 following projects:

- 39 (a) SR 525 Bridge Replacement - Mukilteo;
- 40 (b) SR 4/Abernathy Creek Br - Replace Bridge;

- (c) SR 155/Omak Bridge Rehabilitation;
(d) SR 243 Pavement Preservation and Shoulder Rebuild; and
(e) SR 104/Port Angeles Graving Dock Settlement and Remediation.

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

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

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

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

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

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

Carbon Emissions Reduction Account—State Appropriation.	\$183,467,000
Multimodal Transportation Account—State Appropriation.	\$19,511,000
Regional Mobility Grant Program Account—State Appropriation.	\$135,229,000
TOTAL APPROPRIATION.	\$338,207,000

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

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

6 (2) (a) \$135,229,000 of the regional mobility grant program
7 account—state appropriation is provided solely for regional mobility
8 grant projects. Of the amounts provided in this subsection,
9 \$58,447,000 is for the reappropriation of amounts provided for this
10 purpose in the 2023-2025 fiscal biennium. The department shall review
11 all projects receiving grant awards under this program at least
12 semiannually to determine whether the projects are making
13 satisfactory progress. Any project that has been awarded funds, but
14 does not report activity on the project within one year of the grant
15 award, must be reviewed by the department to determine whether the
16 grant should be terminated. The department shall promptly close out
17 grants when projects have been completed, and any remaining funds
18 must be used only to fund projects identified in the LEAP
19 transportation document referenced in this section. The department
20 shall provide annual status reports on December 15, 2025, and
21 December 15, 2026, to the office of financial management and the
22 transportation committees of the legislature regarding the projects
23 receiving the grants. A grantee may not receive more than 25 percent
24 of the amount appropriated in this subsection unless all other
25 funding is awarded. Additionally, when allocating funding for the
26 2027-2029 fiscal biennium, no more than 30 percent of the total grant
27 program may directly benefit or support one grantee unless all other
28 funding is awarded.

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

33 (c) For purposes of this subsection:

34 (i) "Private transportation provider" means an auto
35 transportation company regulated under chapter 81.68 RCW; a passenger
36 charter carrier regulated under chapter 81.70 RCW, except marked or
37 unmarked stretch limousines and stretch sport utility vehicles as
38 defined under department of licensing rules; a private nonprofit
39 transportation provider regulated under chapter 81.66 RCW; or a
40 private employer transportation service provider; and

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

4 (d) During the 2025-2027 fiscal biennium, the department shall
5 consider applications submitted by regional transportation planning
6 organizations and metropolitan planning organizations for the
7 regional mobility grant program funding in the 2027-2029 fiscal
8 biennium.

9 (e) If savings are realized from the underspending or
10 cancellation of projects appropriated in this section, the department
11 may advance any project or projects listed in the "2025-2027 Regional
12 Mobility Grant Program Prioritized Project" list. The funding of any
13 project or projects chosen to be advanced is subject to approval by
14 the office of financial management and the transportation committees
15 of the legislature.

16 (3) \$11,636,000 of the carbon emissions reduction account—state
17 appropriation is provided solely for move ahead WA tribal transit
18 grant projects. Of the amounts provided in this subsection,
19 \$1,635,000 is for the reappropriation of amounts provided for this
20 purpose in the 2023-2025 fiscal biennium. \$100,000 of the amount
21 provided in this subsection may be used for program administration
22 and staffing. Grants to federally recognized tribes may be for any
23 transit purpose, including planning, operating costs, maintenance,
24 and capital costs. By December 15, 2026, the department must submit a
25 prioritized list to the office of financial management and the
26 transportation committees of the legislature of new projects totaling
27 no more than \$5,762,000.

28 (4) \$6,291,000 of the carbon emissions reduction account—state
29 appropriation is reappropriated and provided solely for additional
30 bus and bus facility projects. Of the amounts provided in this
31 subsection, \$1,891,000 is for Twin Transit for zero-emission vehicle
32 acquisition (BU232505) and \$4,400,000 is for C-TRAN for Highway 99
33 BRT hydrogen fuel cell buses (BU232507).

34 (5) \$11,800,000 of the carbon emissions reduction account—state
35 appropriation is reappropriated and provided solely for the following
36 projects:

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

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

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

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

(6) \$6,673,000 of the multimodal transportation account—state appropriation is provided solely for a public transit ride share grant program. For grant awards not yet under contract, as a condition of public transit ride share grants provided pursuant to this subsection, public transportation agencies may not delay, divert, supplant, or suspend the collection of approved local sales and use taxes for the purpose of public transportation during the 2025-2027 fiscal biennium. Of the amounts provided in this subsection, \$1,673,000 of the multimodal transportation account—state appropriation is for the reappropriation of amounts provided for a public transit ride share grant program in the 2023-2025 fiscal biennium.

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

(8) \$1,649,000 of the multimodal transportation account—state appropriation and \$50,799,000 of the carbon emissions reduction account—state appropriation are provided solely for green transportation capital projects identified in LEAP Transportation Document 2025-2 ALL PROJECTS as developed April 26, 2025, Program - Public Transportation Program (V). Of the amounts provided in this subsection, the entire multimodal transportation account—state amount and \$18,536,000 of the carbon emissions reduction account—state amount are for the reappropriation of amounts provided for this purpose in the 2023-2025 fiscal biennium. Of the amount of carbon emissions reduction account—state funds appropriated in this subsection, \$938,000 may be used for program administration and staffing. For grant awards not yet under contract, as a condition of

green transportation capital grants provided pursuant to this subsection, public transportation agencies may not delay, divert, supplant, or suspend the collection of approved local sales and use taxes for the purpose of public transportation during the 2025-2027 fiscal biennium.

(9) For grant awards not yet under contract, as a condition of bus and bus facility grants identified in LEAP Transportation Document 2025-2 ALL PROJECTS as developed April 26, 2025, Program - Public Transportation Program (V), public transportation agencies may not delay, divert, supplant, or suspend the collection of approved local sales and use taxes for the purpose of public transportation during the 2025-2027 fiscal biennium.

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

Carbon Emissions Reduction Account—State

Appropriation. \$229,747,000

Move Ahead WA Account—State Appropriation. \$109,408,000

Puget Sound Capital Construction Account—State

Appropriation. \$385,229,000

Puget Sound Capital Construction Account—Federal

Appropriation. \$31,830,000

Puget Sound Capital Construction Account—

Private/Local Appropriation. \$1,679,000

Transportation Partnership Account—State

Appropriation. \$5,395,000

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

Capital Vessel Replacement Account—State

Appropriation. \$122,000,000

TOTAL APPROPRIATION. \$893,712,000

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

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

(2) \$5,000,000 of the Puget Sound capital construction account—state appropriation is provided solely for emergency capital repair

costs (999910K). Funds may only be spent after approval by the office of financial management.

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

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

(i) Anticipated cost increases and cost savings;

(ii) Anticipated cash flow and schedule changes; and

(iii) Explanations for the changes.

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

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

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

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

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

(7) The legislature intends to consider alternative forms of financing including, but not limited to, certificates of participation (lease-purchase) and leasing for the purpose of

securing up to five hybrid electric vessels for the Washington state ferry system.

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

Carbon Emissions Reduction Account—State	
Appropriation.	\$91,132,000
Essential Rail Assistance Account—State	
Appropriation.	\$1,518,000
Motor Vehicle Account—State Appropriation.	\$316,000
Motor Vehicle Account—Private/Local Appropriation.	\$326,000
Move Ahead WA Flexible Account—State Appropriation.	\$18,731,000
Transportation Infrastructure Account—State	
Appropriation.	\$7,223,000
Multimodal Transportation Account—State	
Appropriation.	\$79,468,000
Multimodal Transportation Account—Federal	
Appropriation.	\$113,163,000
TOTAL APPROPRIATION.	\$311,877,000

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

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

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

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

(4) (a) \$7,500,000 of the carbon emissions reduction account—state appropriation and \$25,076,000 of the multimodal transportation account—federal appropriation are provided solely to support the department's continued work on a service development plan for a new

1 ultra high-speed ground transportation corridor under the federal
2 corridor identification and development program (L2021074). The
3 department may not move forward with programmatic environmental
4 review unless authorized to do so by the legislature.

5 (b) The department must coordinate with the chairs and ranking
6 members of the transportation committees of the legislature to
7 provide periodic updates and check-in points on progress made over
8 the course of the biennium, with updates available no less frequently
9 than semiannually, and must include written status updates to be
10 provided with sufficient time for review prior to any update meetings
11 held. An annual report on ultra high-speed ground transportation
12 corridor identification and development program efforts must be
13 provided to the transportation committees of the legislature and the
14 office of financial management by December 1, 2025 and December 1,
15 2026.

16 (5) \$3,600,000 of the multimodal transportation account—state
17 appropriation is provided solely for the Cascades corridor delivery
18 program for advancing the Cascades corridor (R00003A), including
19 through planning and project development activities conducted as part
20 of the federal corridor identification and development program. The
21 department must continue to pursue funding opportunities for the
22 Cascades corridor through the corridor identification and development
23 program and the federal-state partnership programs at the federal
24 rail administration. The department must notify the office of the
25 governor and the transportation committees of the legislature of
26 funding opportunities from the programs and any corresponding state
27 match needs.

28 (6) \$18,731,000 of the move ahead WA flexible account—state
29 appropriation, \$54,785,000 of the multimodal transportation account—
30 federal appropriation, and \$326,000 of the motor vehicle account—
31 local appropriation are provided solely for rehabilitation of the
32 Palouse River and Coulee City Railroad (L4000079).

33 (7) \$5,000,000 of the carbon emissions reduction account—state
34 appropriation is provided solely to fund the replacement of two
35 Tacoma rail diesel-electric switcher locomotives with zero emission
36 battery-electric switcher locomotives and to install on-site charging
37 equipment at a Tacoma rail facility (L1000327). Local funds
38 sufficient to fully fund this project must be contributed to the
39 project, and any agreements required for the project must be secured.

(8) \$26,200,000 of the carbon emissions reduction account—state appropriation is provided solely for port electrification competitive grants (L2021182). All public ports are eligible to receive funds under this subsection. A port seeking to use funds under this subsection to install shore power must adopt a policy that requires vessels that dock at the port facility to use shore power if such vessel is capable of using such power and when such power is available at the port facility.

(9) \$1,000,000 of the carbon emissions reduction account—state appropriation is provided solely for port electrification at the port of Bremerton (L1000337), which may include the purchase and installation of zero emission port shore power systems and other zero emission infrastructure, equipment, and technology.

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

(11) \$24,800,000 of the carbon emissions reduction account—state appropriation is provided solely to fund a zero emission shore power infrastructure demonstration project at Northwest seaport alliance facilities (L1000325). Local funds sufficient to fully fund this project must be contributed to the project, and any agreements required for the project must be secured.

(12) \$5,277,000 of the carbon emissions reduction account—state appropriation is provided solely to fund a zero emission drayage truck demonstration project (L1000324) at Northwest seaport alliance facilities.

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

Carbon Emissions Reduction Account—State

Appropriation. \$281,202,000

Freight Mobility Investment Account—State

Appropriation. \$19,335,000

Freight Mobility Multimodal Account—State

Appropriation. \$24,952,000

Highway Infrastructure Account—Federal Appropriation. . . \$1,500,000

Move Ahead WA Account—State Appropriation. \$170,384,000

1	Move Ahead WA Flexible Account—State Appropriation. . . .	\$37,500,000
2	Motor Vehicle Account—State Appropriation.	\$31,840,000
3	Motor Vehicle Account—Federal Appropriation.	\$106,461,000
4	Motor Vehicle Account—Private/Local Appropriation. . . .	\$75,000,000
5	Connecting Washington Account—State Appropriation. . . .	\$99,002,000
6	Multimodal Transportation Account—State	
7	Appropriation.	\$115,518,000
8	TOTAL APPROPRIATION.	\$962,694,000

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

11 (1) Except as provided otherwise in this section, the entire
12 appropriations in this section are provided solely for the projects
13 and activities as listed by project and amount in LEAP Transportation
14 Document 2025-2 ALL PROJECTS as developed April 26, 2025, Program -
15 Local Programs Program (Z).

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

19 (a) \$38,380,000 of the multimodal transportation account—state
20 appropriation and \$43,372,000 of the carbon emissions reduction
21 account—state appropriation are provided solely for pedestrian and
22 bicycle safety program projects (L2000188 and L1000335). Of the
23 amount of carbon emissions reduction account funds appropriated in
24 this subsection, up to one percent may be used for program
25 administration and staffing.

26 (b) \$16,933,000 of the motor vehicle account—federal
27 appropriation, \$53,139,000 of the carbon emissions reduction account—
28 state appropriation, and \$13,321,000 of the multimodal transportation
29 account—state appropriation are provided solely for safe routes to
30 school projects (L2000189 and L1000334). Of the amount of carbon
31 emissions reduction account funds appropriated in this subsection, up
32 to one percent may be used for program administration and staffing.

33 (c) For future rounds of grant selection, the department must
34 reevaluate the criteria to increase geographic diversity of
35 jurisdictions consistent with the requirements of the healthy
36 environment for all (HEAL) act.

37 (3) \$35,528,000 of the motor vehicle account—federal
38 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 (4) The department shall submit a report to the transportation
6 committees of the legislature by December 1, 2025, and December 1,
7 2026, on the status of projects funded as part of the pedestrian
8 safety/safe routes to school grant program and the Sandy Williams
9 connecting communities grant program.

10 (5) \$27,200,000 of the carbon emissions reduction account—state
11 appropriation is provided solely for the statewide school-based
12 bicycle education grant program (L1000309). The department may
13 partner with a statewide nonprofit to deliver programs. Of the
14 amounts appropriated in this subsection, up to one percent may be
15 used for program support.

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

1 (7) \$33,200,000 of the carbon emissions reduction account—state
2 appropriation is provided solely for the Sandy Williams connecting
3 communities pilot program (L1000308) to deliver projects to reconnect
4 communities that have been bifurcated by state highways. Priority
5 must be given to historically marginalized or overburdened
6 communities. The department may consult with the Cooper Jones active
7 transportation safety council to identify geographic locations where
8 there are high incidences of serious injuries and fatalities of
9 active transportation users among vulnerable populations. Of the
10 amounts appropriated in this subsection, up to one percent may be
11 used for program support.

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

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

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

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

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

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

12 (10) \$19,335,000 of the freight mobility investment account—state
13 appropriation and \$24,952,000 of the freight mobility multimodal
14 account—state appropriation are provided solely for freight mobility
15 strategic investment board projects listed in the LEAP transportation
16 document referenced in subsection (1) of this section.

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

21 (12) The legislature intends to fund the Ballard and Magnolia
22 Bridge project (L4000123), as described in section 911(18), chapter
23 472, Laws of 2023.

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

36 (a) Sustainable aviation fuel;

37 (b) Hydrogen; and

38 (c) Battery electric energy storage mechanisms.

1 (14) \$5,000,000 of the multimodal transportation account—state
2 appropriation is provided solely for the department to assist local
3 jurisdictions in addressing emergent issues related to safety for
4 pedestrians and bicyclists (LXXXXPBF). Funds may only be spent after
5 approval from the office of financial management. By December 15th of
6 each odd-numbered year, the department shall provide a report to the
7 legislature listing all emergent issues addressed in the prior fiscal
8 biennium. Reporting may be done in conjunction with the
9 transportation operations division.

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

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

23 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
24 **CAPITAL PROGRAM**

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

29 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**
30 **CAPITAL PROGRAM**

31 On a quarterly basis, the department of transportation shall
32 provide to the office of financial management and the legislative
33 transportation committees a report for all capital projects in a
34 manner consistent with past practices as specified in section 313,
35 chapter 186, Laws of 2022.

1 NEW SECTION. **Sec. 314. NOTIFICATION REQUIREMENTS FOR PAUSES AND**
2 **CANCELLATIONS**

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

10 (2) At the time of notification, the department shall provide an
11 explanation for the reason or reasons for the pause or cancellation
12 for each operating budget item and capital project. The explanation
13 shall include specific reasons for each pause or cancellation, in
14 addition to a statement of the broad rationale for the pause or
15 cancellation.

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

21 (4) When exigent circumstances prevent prior notice of a pause or
22 cancellation from being provided to the transportation committees of
23 the legislature, the department shall provide the information
24 required under this section to the transportation committees of the
25 legislature as soon as is practicable.

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

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

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

(End of part)

TRANSFERS AND DISTRIBUTIONS

NEW SECTION. **Sec. 401. FOR THE STATE TREASURER—STATE REVENUES
FOR DISTRIBUTION**

Motor Vehicle Account—State Appropriation: For motor
vehicle fuel tax statutory distributions to
cities and counties. \$443,860,000
Multimodal Transportation Account—State
Appropriation: For distribution to cities and
counties. \$26,786,000
Motor Vehicle Account—State Appropriation: For
distribution to cities and counties. \$23,438,000
TOTAL APPROPRIATION. \$494,084,000

NEW SECTION. **Sec. 402. FOR THE STATE TREASURER—TRANSFERS**

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

NEW SECTION. **Sec. 403. FOR THE DEPARTMENT OF LICENSING—
TRANSFERS**

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

NEW SECTION. **Sec. 404. FOR THE STATE TREASURER—BOND RETIREMENT
AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR
BOND SALES DISCOUNTS AND DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND
TRANSPORTATION FUND REVENUE**

Transportation Partnership Account—State
Appropriation. \$4,061,000
Motor Vehicle Account—State Appropriation. \$150,000
Connecting Washington Account—State Appropriation. \$15,234,000
Special Category C Account—State Appropriation. \$510,000
Puget Sound Gateway Facility Account—State
Appropriation. \$350,000
Highway Bond Retirement Account—State Appropriation. . . \$1,604,659,000
Transportation Improvement Board Bond Retirement
Account—State Appropriation. \$5,619,000
Nondebt-Limit Reimbursable Bond Retirement Account—

1	State Appropriation.	\$28,212,000
2	Toll Facility Bond Retirement Account—State	
3	Appropriation.	\$90,015,000
4	Transportation 2003 Account (Nickel Account)—State	
5	Appropriation.	\$934,000
6	Interstate 405 and State Route Number 167 Express	
7	Toll Lanes Account—State Appropriation.	\$1,877,000
8	TOTAL APPROPRIATION.	\$1,751,621,000

9 The appropriations in this section are subject to the following
10 conditions and limitations: The toll facility bond retirement account
11 —state appropriation includes up to \$5,500,000 in proceeds from the
12 sale of bonds authorized in RCW 47.10.896.

13 NEW SECTION. **Sec. 405. FOR THE STATE TREASURER—BOND RETIREMENT**
14 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
15 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**

16	Toll Facility Bond Retirement Account—State	
17	Appropriation.	\$39,742,000

18 NEW SECTION. **Sec. 406. FOR THE STATE TREASURER—BOND RETIREMENT**
19 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**
20 **BOND SALE EXPENSES AND FISCAL AGENT CHARGES**

21	Transportation Partnership Account—State	
22	Appropriation.	\$812,000
23	Motor Vehicle Account—State Appropriation.	\$30,000
24	Connecting Washington Account—State Appropriation.	\$3,046,000
25	Special Category C Account—State Appropriation.	\$230,000
26	Puget Sound Gateway Facility Account—State	
27	Appropriation.	\$450,000
28	Transportation 2003 Account (Nickel Account)—State	
29	Appropriation.	\$187,000
30	Interstate 405 and State Route Number 167 Express	
31	Toll Lanes Account—State Appropriation.	\$375,000
32	TOTAL APPROPRIATION.	\$5,130,000

33 NEW SECTION. **Sec. 407. FOR THE STATE TREASURER—ADMINISTRATIVE**
34 **TRANSFERS**

35 (1) (a) Transportation Partnership Account—State
36 Appropriation: For transfer to the Move Ahead WA

1 Account—State. \$879,000,000
 2 (b) The amount authorized in this subsection is a maximum amount
 3 allowed and represents proceeds from the sale of bonds authorized in
 4 RCW 47.10.873. Transfers under this subsection are deemed for
 5 projects or improvements identified as transportation partnership
 6 projects or improvements for purposes of RCW 47.10.873.
 7 Appropriations in the amount of this transfer are made in this act to
 8 reflect proceeds from the sale of bonds authorized in RCW 47.10.873.
 9 (2) Transportation Partnership
 10 Account—State Appropriation: For transfer to the
 11 Tacoma Narrows Toll Bridge Account—State. \$4,436,000
 12 (3) (a) Connecting Washington Account—State
 13 Appropriation: For transfer to the Move Ahead WA
 14 Account—State. \$164,000,000
 15 (b) The amount authorized in this subsection is a maximum amount
 16 allowed and represents proceeds from the sale of bonds authorized in
 17 RCW 47.10.889. Transfers under this subsection are deemed for
 18 projects or improvements identified as connecting Washington projects
 19 or improvements for purposes of RCW 47.10.889. Appropriations in the
 20 amount of this transfer are made in this act to reflect proceeds from
 21 the sale of bonds authorized in RCW 47.10.889.
 22 (4) (a) Transportation 2003 Account (Nickel Account)—State
 23 Appropriation: For transfer to the
 24 Move Ahead WA Account—State. \$212,000,000
 25 (b) The amount authorized in this subsection is a maximum amount
 26 allowed and represents proceeds from the sale of bonds authorized in
 27 RCW 47.10.861. Transfers under this subsection are deemed for
 28 projects or improvements identified as transportation 2003 (nickel)
 29 projects or improvements for purposes of RCW 47.10.861.
 30 Appropriations in the amount of this transfer are made in this act to
 31 reflect proceeds from the sale of bonds authorized in RCW 47.10.861.
 32 (5) Move Ahead WA Account—State Appropriation:
 33 For transfer to the Puget Sound Capital Construction
 34 Account—State. \$40,000,000
 35 (6) Move Ahead WA Account—State
 36 Appropriation: For transfer to the Puget Sound Ferry
 37 Operations Account—State. \$172,000,000
 38 (7) Move Ahead WA Account—State
 39 Appropriation: For transfer to the Transportation

1 Partnership Account—State. \$40,000,000
 2 (8) Move Ahead WA Flexible Account—State
 3 Appropriation: For transfer to the Move Ahead
 4 WA Account—State. \$192,000,000
 5 (9) Pilotage Account—State Appropriation:
 6 For transfer to the Multimodal Transportation
 7 Account—State. \$320,000
 8 (10) Transportation Infrastructure Account—State
 9 Appropriation: For transfer to the
 10 Multimodal Transportation Account—State. \$9,000,000
 11 (11) Regional Mobility Grant Program Account—State
 12 Appropriation: For transfer to the Multimodal
 13 Transportation Account—State. \$9,000,000
 14 (12) Electric Vehicle Account—State
 15 Appropriation: For transfer to Move Ahead WA
 16 Flexible Account—State. \$3,600,000
 17 (13)(a) Alaskan Way Viaduct Replacement Project
 18 Account—State Appropriation: For transfer to the
 19 Transportation Partnership Account—State. \$22,896,000
 20 (b) The amount transferred in this subsection represents
 21 repayment of debt service incurred for the construction of the SR 99/
 22 Alaskan Way Viaduct Replacement project (809936Z).
 23 (14) Highway Safety Account—State Appropriation:
 24 For transfer to the State Patrol Highway
 25 Account—State. \$88,000,000
 26 (15) Motor Vehicle Account—State Appropriation:
 27 For transfer to the County Arterial Preservation
 28 Account—State. \$4,844,000
 29 (16) Motor Vehicle Account—State Appropriation:
 30 For transfer to the Freight Mobility Investment
 31 Account—State. \$8,511,000
 32 (17) Motor Vehicle Account—State
 33 Appropriation: For transfer to the Rural Arterial
 34 Trust Account—State. \$4,844,000
 35 (18) Motor Vehicle Account—State
 36 Appropriation: For transfer to the Transportation
 37 Improvement Account—State. \$9,688,000
 38 (19) Motor Vehicle Account—State

1 Appropriation: For transfer to the State Patrol
 2 Highway Account—State. \$130,000,000
 3 (20) Motor Vehicle Account—State
 4 Appropriation: For transfer to the Capital Vessel
 5 Replacement Account—State. \$5,000,000
 6 (21) Motor Vehicle Account—State
 7 Appropriation: For transfer to the Puget Sound
 8 Capital Construction Account—State. \$6,500,000
 9 (22) Motor Vehicle Account—State
 10 Appropriation: For transfer to the Puget Sound
 11 Ferry Operations Account—State. \$15,000,000
 12 (23) Puget Sound Ferry Operations Account—State
 13 Appropriation: For transfer to the Puget Sound Capital
 14 Construction Account—State. \$115,315,000
 15 (24) State Route Number 520 Civil Penalties
 16 Account—State Appropriation: For transfer to the Motor
 17 Vehicle Account—State. \$3,000,000
 18 (25) State Route Number 520 Civil Penalties
 19 Account—State Appropriation: For transfer to the
 20 State Route Number 520 Corridor Account—State. \$1,752,000
 21 (26) Multimodal Transportation Account—State
 22 Appropriation: For transfer to the Move Ahead WA
 23 Flexible Account—State. \$18,770,000
 24 (27) Multimodal Transportation Account—State
 25 Appropriation: For transfer to the Puget Sound
 26 Ferry Operations Account—State. \$64,000,000
 27 (28) Multimodal Transportation Account—State
 28 Appropriation: For transfer to the Complete Streets
 29 Grant Program Account—State. \$14,670,000
 30 (29) Multimodal Transportation Account—State
 31 Appropriation: For transfer to the Freight Mobility
 32 Multimodal Account—State. \$8,511,000
 33 (30) Multimodal Transportation Account—State
 34 Appropriation: For transfer to the Puget Sound Capital
 35 Construction Account—State. \$105,000,000
 36 (31) Multimodal Transportation Account—State
 37 Appropriation: For transfer to the Regional Mobility
 38 Grant Program Account—State. \$27,679,000

1 (32) Multimodal Transportation Account—State
 2 Appropriation: For transfer to the Rural Mobility
 3 Grant Program Account—State. \$12,223,000
 4 (33) Multimodal Transportation Account—State
 5 Appropriation: For transfer to the Transportation
 6 Partnership Account—State. \$25,000,000
 7 (34) Carbon Emissions Reduction Account—State
 8 Appropriation: For transfer to the Puget Sound Ferry
 9 Operations Account—State. \$4,200,000
 10 (35) (a) General Fund Account—State
 11 Appropriation: For transfer to the State Patrol Highway
 12 Account—State. \$625,000
 13 (b) The state treasurer shall transfer the funds under this
 14 subsection only after receiving notification from the Washington
 15 state patrol under section 207 of this act.
 16 (36) (a) Highway Safety Account—State
 17 Appropriation: For transfer to the Driver Education
 18 Safety Improvement Account—State for fiscal
 19 year 2026. \$2,000,000
 20 (b) Driver Education Safety Improvement
 21 Account—State Appropriation: For transfer to
 22 the Highway Safety Account—State for fiscal year 2027. . . \$2,000,000

(End of part)

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.

(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 April 26, 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

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

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

NEW SECTION. Sec. 605. WEBSITE REPORTING REQUIREMENTS

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

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

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

NEW SECTION. Sec. 607. PROJECT SCOPE CHANGES

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

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

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

senate transportation committees to review the requested project scope changes.

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

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

NEW SECTION. Sec. 608. TOLL CREDITS

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

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

NEW SECTION. Sec. 609. LOCAL PARTNER COOPERATIVE AGREEMENTS

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

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

(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))~~ Except as provided in (e) of this subsection and subsection (3) of this section, 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 vehicles; and (e) during the ~~((2021-2023))~~ 2025-2027 biennium grants may be made to counties and cities to (i) enhance or maintain any segment of a road within the ~~((county))~~ jurisdiction in which the segment has been designated as part of a travel or tourism route for use by wheeled all-terrain vehicles; and (ii) purchase, print, develop, or use educational brochures or mapping technology that aids in the safety and direction of users of wheeled all-terrain vehicle routes.

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

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

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

(3)(a) During the 2025-2027 fiscal biennium, expenditures from the account may be used for interagency transfers to the departments of natural resources and fish and wildlife, during the second year of the fiscal biennium, with respect to roads that are comanaged by the agencies and which are open for use by wheeled all-terrain vehicles, for the purposes of:

(i) Mitigating impacts to road surfaces caused by wheeled all-terrain vehicles on public roadways authorized for wheeled all-terrain vehicle travel;

(ii) Erecting signage to identify the designation of public roadways as either open or closed to wheeled all-terrain vehicles, depending on whether the roadway has been authorized for wheeled all-terrain vehicle travel; or

(iii) Purchasing, printing, developing, or using educational brochures or mapping technology that aids in the safety and direction of users of wheeled all-terrain vehicle routes.

(b) The department of transportation must limit the interagency transfers to the departments of natural resources and fish and wildlife under this subsection (3) such that a minimum of \$80,000 is available to be allocated for grants to eligible local governments during the biennium.

1 (c) Prior to an interagency transfer to either the department of
2 natural resources or the department of fish and wildlife under this
3 subsection (3), the county or counties in which the proposed project
4 will take place must first submit a letter of support to the
5 implementing department and to the department of transportation.

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

8 (1) The ignition interlock device revolving account program is
9 created within the department to assist in covering the monetary
10 costs of installing, removing, and leasing an ignition interlock
11 device, and applicable licensing, for indigent persons who are
12 required under RCW 46.20.385, 46.20.720, and 46.61.5055 to install an
13 ignition interlock device in all vehicles owned or operated by the
14 person. For purposes of this subsection, "indigent" has the same
15 meaning as in RCW 10.101.010, as determined by the department. During
16 the ~~((2021-2023 and))~~ 2023-2025 and 2025-2027 fiscal biennia, the
17 ignition interlock device revolving account program also includes
18 ignition interlock enforcement work conducted by the Washington state
19 patrol.

20 (2) A pilot program is created within the ignition interlock
21 device revolving account program for the purpose of monitoring
22 compliance by persons required to use ignition interlock devices and
23 by ignition interlock companies and vendors.

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

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

30 (a) Review the number of ignition interlock devices that are
31 required to be installed in the targeted county and the number of
32 ignition interlock devices actually installed;

33 (b) Work to identify those persons who are not complying with
34 ignition interlock requirements or are repeatedly violating ignition
35 interlock requirements; and

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

37 (5) As part of monitoring compliance, the Washington traffic
38 safety commission shall also track recidivism for violations of RCW

1 46.61.502 and 46.61.504 by persons required to have an ignition
2 interlock driver's license under RCW 46.20.385 and 46.20.720.

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

5 The department of licensing technology improvement and data
6 management account is created in the highway safety account. All
7 receipts from fees collected under RCW 46.12.630(5) must be deposited
8 into the account. Expenditures from the account may be used only for
9 investments in technology and data management at the department.
10 During the ((2021-2023 and)) 2023-2025 and 2025-2027 fiscal biennia,
11 the account may also be used for responding to public records
12 requests. Moneys in the account may be spent only after
13 appropriation.

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

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

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

23 (b) For payment of amounts to be expended pursuant to
24 appropriations for the administrative expenses of the offices of
25 state treasurer, state auditor, and the department of licensing of
26 the state of Washington in the administration of the fuel tax, which
27 sums must be distributed monthly.

28 (2) All of the remaining net tax amount collected under RCW
29 82.38.030(1) must be distributed as set forth in (a) through (j) of
30 this subsection.

31 (a) For distribution to the motor vehicle fund an amount equal to
32 44.387 percent to be expended for highway purposes of the state as
33 defined in RCW 46.68.130;

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

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

(A) Accident experience;

(B) Fatal accident experience;

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

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

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

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

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

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

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

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

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

(i) For distribution to the county arterial preservation account, hereby created in the motor vehicle fund an amount equal to 1.9565 percent. These funds must be distributed by the county road administration board to counties in proportions corresponding to the number of paved arterial lane miles in the unincorporated area of each county and must be used for improvements to sustain the

1 structural, safety, and operational integrity of county arterials.
2 The county road administration board must adopt reasonable rules and
3 develop policies to implement this program and to assure that a
4 pavement management system is used. During the 2025-2027 fiscal
5 biennium, the county arterial preservation account may also be used
6 for staffing-related expenses of the board, contracting costs, and
7 grants associated with bridge ratings;

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

11 (3) The remaining net tax amount collected under RCW 82.38.030(2)
12 must be distributed to the transportation 2003 account (nickel
13 account).

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

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

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

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

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

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

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

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

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

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

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

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

3 (1) The transportation 2003 account (nickel account) is hereby
4 created in the motor vehicle fund. Money in the account may be spent
5 only after appropriation. Expenditures from the account must be used
6 only for projects or improvements identified as transportation 2003
7 projects or improvements in the omnibus transportation budget and to
8 pay the principal and interest on the bonds authorized for
9 transportation 2003 projects or improvements. Upon completion of the
10 projects or improvements identified as transportation 2003 projects
11 or improvements, moneys deposited in this account must only be used
12 to pay the principal and interest on the bonds authorized for
13 transportation 2003 projects or improvements, and any funds in the
14 account in excess of the amount necessary to make the principal and
15 interest payments may be used for maintenance on the completed
16 projects or improvements.

17 ~~(2) ((During the 2015-2017 fiscal biennium, the legislature may~~
18 ~~transfer from the transportation 2003 account (nickel account) to the~~
19 ~~connecting Washington account such amounts as reflect the excess fund~~
20 ~~balance of the transportation 2003 account (nickel account)).~~

21 ~~(3) During the 2017-2019 and the 2019-2021 fiscal biennia, the~~
22 ~~legislature may direct the state treasurer to make transfers of~~
23 ~~moneys in the transportation 2003 account (nickel account) to the~~
24 ~~connecting Washington account, the Puget Sound capital construction~~
25 ~~account, and the Tacoma Narrows toll bridge account.))~~ During the
26 2025-2027 fiscal biennium, the legislature may direct the state
27 treasurer to make transfers of moneys in the transportation 2003
28 account (nickel account) to the move ahead WA account.

29 ~~((4))~~ (3) The "nickel account" means the transportation 2003
30 account.

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

33 (1) The transportation partnership account is hereby created in
34 the motor vehicle account. All distributions to the account from RCW
35 46.68.090 must be deposited into the account. Money in the account
36 may be spent only after appropriation. Expenditures from the account
37 must be used only for projects or improvements identified as 2005
38 transportation partnership projects or improvements in the omnibus

1 transportation appropriations act, including any principal and
2 interest on bonds authorized for the projects or improvements.

3 (2) The legislature finds that:

4 (a) Citizens demand and deserve accountability of transportation-
5 related programs and expenditures. Transportation-related programs
6 must continuously improve in quality, efficiency, and effectiveness
7 in order to increase public trust;

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

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

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

16 (a) "Performance audit" means an objective and systematic
17 assessment of a state agency or agencies or any of their programs,
18 functions, or activities by the state auditor or designee in order to
19 help improve agency efficiency, effectiveness, and accountability.
20 Performance audits include economy and efficiency audits and program
21 audits.

22 (b) "Transportation-related agency" means any state agency,
23 board, or commission that receives funding primarily for
24 transportation-related purposes. At a minimum, the department of
25 transportation, the transportation improvement board or its successor
26 entity, the county road administration board or its successor entity,
27 and the traffic safety commission are considered transportation-
28 related agencies. The Washington state patrol and the department of
29 licensing shall not be considered transportation-related agencies
30 under chapter 314, Laws of 2005.

31 (4) Within the authorities and duties under chapter 43.09 RCW,
32 the state auditor shall establish criteria and protocols for
33 performance audits. Transportation-related agencies shall be audited
34 using criteria that include generally accepted government auditing
35 standards as well as legislative mandates and performance objectives
36 established by state agencies. Mandates include, but are not limited
37 to, agency strategies, timelines, program objectives, and mission and
38 goals as required in RCW 43.88.090.

39 (5) Within the authorities and duties under chapter 43.09 RCW,
40 the state auditor may conduct performance audits for transportation-

1 related agencies. The state auditor shall contract with private firms
2 to conduct the performance audits.

3 (6) The audits may include:

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

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

9 (c) Analysis of gaps and overlaps in programs and services and
10 recommendations for improving, dropping, blending, or separating
11 functions to correct gaps or overlaps;

12 (d) Analysis and recommendations for pooling information
13 technology systems used within the transportation-related agency, and
14 evaluation of information processing and telecommunications policy,
15 organization, and management;

16 (e) Analysis of the roles and functions of the transportation-
17 related agency, its programs, and its services and their compliance
18 with statutory authority and recommendations for eliminating or
19 changing those roles and functions and ensuring compliance with
20 statutory authority;

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

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

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

30 (i) Identification and recognition of best practices;

31 (j) Evaluation of planning, budgeting, and program evaluation
32 policies and practices;

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

34 (l) Evaluation of purchasing operations and management policies
35 and practices;

36 (m) Evaluation of organizational structure and staffing levels,
37 particularly in terms of the ratio of managers and supervisors to
38 nonmanagement personnel; and

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

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

14 (8) The state auditor shall provide final performance audit
15 reports to the citizens of Washington, the governor, the joint
16 legislative audit and review committee, the appropriate legislative
17 committees, and other appropriate officials. Final performance audit
18 reports shall be posted on the internet.

19 (9) The audited transportation-related agency is responsible for
20 follow-up and corrective action on all performance audit findings and
21 recommendations. The audited agency's plan for addressing each audit
22 finding and recommendation shall be included in the final audit
23 report. The plan shall provide the name of the contact person
24 responsible for each action, the action planned, and the anticipated
25 completion date. If the audited agency does not agree with the audit
26 findings and recommendations or believes action is not required, then
27 the action plan shall include an explanation and specific reasons.

28 The office of financial management shall require periodic
29 progress reports from the audited agency until all resolution has
30 occurred. The office of financial management is responsible for
31 achieving audit resolution. The office of financial management shall
32 annually report by December 31st the status of performance audit
33 resolution to the appropriate legislative committees and the state
34 auditor. The legislature shall consider the performance audit results
35 in connection with the state budget process.

36 The auditor may request status reports on specific audits or
37 findings.

38 (10) For the period from July 1, 2005, until June 30, 2007, the
39 amount of \$4,000,000 is appropriated from the transportation

partnership account to the state auditors office for the purposes of subsections (2) through (9) of this section.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The move ahead WA account is created in the motor vehicle fund. Moneys in the account may be spent only after appropriation.

Expenditures from the account must be used only for projects or improvements identified as move ahead WA projects or improvements in an omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements. During the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia, the legislature may direct the state treasurer to make transfers of moneys from the move ahead WA account to the motor vehicle fund, the Puget Sound ferry operations account, the Puget Sound capital construction account, the transportation 2003 account (nickel account), and the transportation partnership account.

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

(1) A special account to be known as the state route number 520 civil penalties account is created in the state treasury. All state route number 520 bridge replacement and HOV program civil penalties generated from the nonpayment of tolls on the state route number 520 corridor must be deposited into the account, as provided under RCW 47.56.870(4)(b)(vii). Moneys in the account may be spent only after appropriation. Expenditures from the account must be used to fund legal obligations associated with bonds and loans associated with the construction and operation of state route number 520 under circumstances where the toll revenue collections at the time are not sufficient to fully cover such legal obligations, and then may be used to fund any project within the state route number 520 bridge replacement and HOV program, including mitigation. The legislature may direct the state treasurer to make transfers of moneys in the state route number 520 civil penalties account to the state route number 520 corridor account. During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027 fiscal biennia, the legislature may direct the state treasurer to transfer moneys in the state route number 520 civil penalties account to the motor vehicle (~~(account-[fund])~~) fund.

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

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

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

3 (a) Each year the department shall provide the commission a
4 report of its review of fares and pricing policies, with
5 recommendations for the revision of fares and pricing policies for
6 the ensuing year;

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

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

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

16 (4) The chief executive officer of the ferry system may authorize
17 the use of promotional, discounted, and special event fares to the
18 general public and commercial enterprises for the purpose of
19 maximizing capacity use and the revenues collected by the ferry
20 system. The department shall report to the commission a summary of
21 the promotional, discounted, and special event fares offered during
22 each fiscal year and the financial results from these activities.

23 (5) Fare revenues and other revenues deposited in the Puget Sound
24 ferry operations account created in RCW 47.60.530 may not be used to
25 support the Puget Sound capital construction account created in RCW
26 47.60.505, unless the support for capital is separately identified in
27 the fare or except as provided in (~~section 715, chapter 333, Laws of~~
28 ~~2021 during the 2021-2023 biennium and~~) section 716, chapter 472,
29 Laws of 2023 during the 2023-2025 fiscal biennium and section 716,
30 chapter . . ., Laws of 2025 (this act) during the 2025-2027 fiscal
31 biennium.

32 (6) The commission may not raise fares until the fare rules
33 contain pricing policies developed under RCW 47.60.290, or September
34 1, 2009, whichever is later.

35 (7) The commission shall impose a vessel replacement surcharge of
36 25 cents on every one-way and round-trip ferry fare sold, including
37 multiride and monthly pass fares. This surcharge must be clearly
38 indicated to ferry passengers and drivers and, if possible, on the
39 fare media itself.

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

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

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

18 (11) For the 2023-2025 and 2025-2027 fiscal (~~biennium~~) biennia,
19 any ferry fuel surcharge imposed by the commission may not go into
20 effect until after the ensuing regular legislative session. If a fuel
21 surcharge is imposed as provided under this subsection, the
22 commission must reevaluate the need for the surcharge on at least a
23 quarterly basis to determine if the surcharge is still needed to
24 cover increased fuel costs, and revoke the surcharge if the
25 determination is that the surcharge is no longer needed for this
26 purpose.

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

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

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

32 (a) All moneys directed by law;

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

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

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

37 (4) Expenditures from the account may be used only for the
38 maintenance, administration, and operation of the Washington state
39 ferry system.

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

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

7 (1)(a) The department's public transportation division shall
8 establish a green transportation capital grant program. The purpose
9 of the grant program is to aid any transit authority in funding cost-
10 effective capital projects to reduce the carbon intensity of the
11 Washington transportation system, examples of which include:
12 Electrification of vehicle fleets, including battery and fuel cell
13 electric vehicles; modification or replacement of capital facilities
14 in order to facilitate fleet electrification and/or hydrogen
15 refueling; necessary upgrades to electrical transmission and
16 distribution systems; and construction of charging and fueling
17 stations. The department's public transportation division shall
18 identify projects and shall submit a prioritized list of all projects
19 requesting funding to the legislature by December 1st of each even-
20 numbered year.

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

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

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

28 (c) During the 2023-2025 and 2025-2027 fiscal ((biennium))
29 biennia, the department must incorporate principles into the grant
30 selection process with the goal of increasing the distribution of
31 funding to communities based on addressing environmental harms and
32 providing environmental benefits for overburdened communities, as
33 defined in RCW 70A.02.010, and vulnerable populations.

34 (2) The department's public transportation division must
35 establish an advisory committee to assist in identifying projects
36 under subsection (1) of this section. The advisory committee must
37 include representatives from the department of ecology, the
38 department of commerce, the utilities and transportation commission,
39 and at least one transit authority.

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

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

8 (5) For purposes of this section, "transit authority" means a
9 city transit system under RCW 35.58.2721 or chapter 35.95A RCW, a
10 county public transportation authority under chapter 36.57 RCW, a
11 metropolitan municipal corporation transit system under chapter 36.56
12 RCW, a public transportation benefit area under chapter 36.57A RCW,
13 an unincorporated transportation benefit area under RCW 36.57.100, a
14 regional transit authority under chapter 81.112 RCW, or any special
15 purpose district formed to operate a public transportation system.

16 (6) During the 2021-2023 fiscal biennium, the department may
17 provide up to 20 percent of the total green transportation capital
18 grant program funding for zero emissions capital transition planning
19 projects. During the 2023-2025 fiscal biennium, the department may
20 provide up to 10 percent of the total green transportation capital
21 grant program funding for zero emissions capital transition planning
22 projects. During the 2025-2027 fiscal biennium, the department may
23 provide up to five percent of the total green transportation capital
24 grant program funding for zero emissions capital transition planning
25 projects.

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

28 The electric vehicle account is created in the transportation
29 infrastructure account. Proceeds from the principal and interest
30 payments made on loans from the account must be deposited into the
31 account. Expenditures from the account may be used only for the
32 purposes specified in RCW 47.04.350, 82.08.9999, and 82.12.9999, and
33 the support of other transportation electrification and alternative
34 fuel related purposes, including RCW 47.01.520. Moneys in the account
35 may be spent only after appropriation. During the ((2021-2023 and))
36 2023-2025 and 2025-2027 fiscal biennia, the legislature may direct
37 the state treasurer to make transfers of moneys in the electric
38 vehicle account to the move ahead WA flexible account, the move ahead
39 WA account, and multimodal transportation account.

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

3 (1)(a) A state highway shall be constructed, altered, repaired,
4 or improved, and improvements located on property acquired for
5 right-of-way purposes may be repaired or renovated pending the use of
6 such right-of-way for highway purposes, by contract or state forces.
7 The work or portions thereof may be done by state forces when the
8 estimated costs thereof are less than (~~((fifty thousand dollars))~~)
9 \$50,000 and effective July 1, 2005, (~~((sixty thousand dollars))~~)
10 \$60,000.

11 (b) When delay of performance of such work would jeopardize a
12 state highway or constitute a danger to the traveling public, the
13 work may be done by state forces when the estimated cost thereof is
14 less than (~~((eighty thousand dollars))~~) \$80,000 and effective July 1,
15 2005, (~~((one hundred thousand dollars))~~) \$100,000.

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

19 (d) To enable a larger number of small businesses and veteran,
20 minority, and women contractors to effectively compete for department
21 of transportation contracts, the department may adopt rules providing
22 for bids and award of contracts for the performance of work, or
23 furnishing equipment, materials, supplies, or operating services
24 whenever any work is to be performed and the engineer's estimate
25 indicates the cost of the work would not exceed (~~((eighty thousand~~
26 ~~dollars))~~) \$80,000 and effective July 1, 2005, (~~((one hundred thousand~~
27 ~~dollars))~~) \$100,000.

28 (2) The rules adopted under this section:

29 (a) Shall provide for competitive bids to the extent that
30 competitive sources are available except when delay of performance
31 would jeopardize life or property or inconvenience the traveling
32 public; and

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

39 (c) May establish prequalification standards and procedures as an
40 alternative to those set forth in RCW 47.28.070, but the

1 prequalification standards and procedures under RCW 47.28.070 shall
2 always be sufficient.

3 (3) The department of transportation shall comply with such goals
4 and rules as may be adopted by the office of minority and women's
5 business enterprises to implement chapter 39.19 RCW with respect to
6 contracts entered into under this chapter. The department may adopt
7 such rules as may be necessary to comply with the rules adopted by
8 the office of minority and women's business enterprises under chapter
9 39.19 RCW.

10 (4)(a) Work for less than (~~one hundred thousand dollars~~)
11 \$100,000 may be performed on ferry vessels and terminals by state
12 forces. During the 2025-2027 fiscal biennium, work for less than
13 \$400,000 may be performed on ferry vessels and terminals by state
14 forces.

15 (b) When the estimated cost of work to be performed on ferry
16 vessels and terminals is between (~~one hundred thousand dollars~~)
17 \$100,000 and (~~two hundred thousand dollars~~) \$200,000, or between
18 \$400,000 and \$500,000 during the 2025-2027 fiscal biennium, the
19 department shall contact, by mail or (~~electronic mail~~) email,
20 contractors that appear on the department's small works roster as
21 created pursuant to procedures in chapter 39.04 RCW to do specific
22 work the contractors are qualified to do to determine if any
23 contractor is interested and capable of doing the work. If there is a
24 response of interest within (~~seventy-two~~) 72 hours, the small works
25 roster procedures commence. If no qualified contractors respond with
26 interest and availability to do the work, the department may use its
27 regular contracting procedures. If the secretary determines that the
28 work to be completed is an emergency, procedures governing
29 emergencies apply.

30 (c) The department shall hire a disinterested, third party to
31 conduct an independent analysis to identify methods of reducing out-
32 of-service times for vessel maintenance, preservation, and
33 improvement projects. The analysis must include options that consider
34 consolidating work while vessels are at shipyards by having state
35 forces perform services traditionally performed at Eagle Harbor at
36 the shipyard and decreasing the allowable time at shipyards. The
37 analysis must also compare the out-of-service vessel times of
38 performing services by state forces versus contracting out those
39 services which in turn must be used to form a recommendation as to
40 what the threshold of work performed on ferry vessels and terminals

1 by state forces should be. This analysis must be presented to the
2 transportation committees of the senate and house of representatives
3 by December 1, 2010.

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

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

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

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

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

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

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

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

28 (iv) A review of the department's vessel maintenance,
29 preservation, and improvement program contracting process and
30 contractual requirements;

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

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

36 (vii) Coordination with required United States coast guard dry
37 dockings;

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

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

3 **Sec. 720.** RCW 88.16.061 and 2018 c 107 s 13 are each amended to
4 read as follows:

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

15 **Sec. 721.** RCW 47.66.070 and 2000 2nd sp.s. c 4 s 2 are each
16 amended to read as follows:

17 The multimodal transportation account is created in the state
18 treasury. Moneys in the account may be spent only after
19 appropriation. Expenditures from the account may be used only for
20 transportation purposes. During the 2025-2027 fiscal biennium, the
21 legislature may direct the state treasurer to make transfers of
22 moneys in the multimodal transportation account to the general fund.

23 **Sec. 722.** RCW 14.40.020 and 2024 c 310 s 601 are each amended to
24 read as follows:

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

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

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

4 **Sec. 723.** RCW 46.20.--- and 2025 c ... (ESHB 1878) s 20 are each
5 amended to read as follows:

6 (1) The driver education safety improvement account is created in
7 the state treasury. The portion of the driver's application fee
8 prescribed under RCW 46.68.041(4)(a), the portion of the driver's
9 instruction permit application fee prescribed under RCW
10 46.68.041(4)(b), and the portion of the license service fee
11 prescribed under RCW 46.17.025 must be deposited in the account. The
12 account may also receive a portion of the revenue from traffic
13 infraction fines as described under RCW 46.63.200(9). Moneys in the
14 account may be spent only after appropriation. Expenditures from the
15 account may only be used for expanding and improving driver's
16 education programs and activities including, but not limited to, the
17 online work zone and first responder safety course under section
18 2(3), chapter . . . (ESHB 1878), Laws of 2025, the driver training
19 school instructor education opportunities program established in
20 section 10, chapter . . . (ESHB 1878), Laws of 2025, the driver
21 training education course voucher program established in section 11,
22 chapter . . . (ESHB 1878), Laws of 2025, and the tribal partnership
23 program established in section 13, chapter . . . (ESHB 1878), Laws of
24 2025.

25 (2) During the 2025-2027 fiscal biennium, the legislature may
26 direct the state treasurer to make transfers of moneys in the driver
27 education safety improvement account to the highway safety fund.

28 NEW SECTION. **Sec. 724.** Appropriations in this act from the
29 natural climate solutions account, carbon emissions reduction
30 account, climate transit programs account, and climate active
31 transportation account are subject to the requirements of RCW
32 70A.65.030.

33 NEW SECTION. **Sec. 725. DEVELOPMENT OF CLIMATE COMMITMENT ACT**
34 **EVALUATION TOOLS**

35 The department of transportation shall cooperate and provide
36 assistance, as requested, in the joint transportation committee's
37 development of program delivery evaluation tools and methodologies

1 provided under section 204 of this act for programs, projects, and
2 other activities related to emission reductions resulting from fuel
3 conversion activities that receive funding from the carbon emissions
4 reduction 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)~~)

\$80,000

Electric Vehicle Account—State Appropriation. \$220,000

TOTAL APPROPRIATION. (~~(\$5,220,000)~~)

\$300,000

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

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~~

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

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

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

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

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

Sec. 804. 2024 c 310 s 110 (uncodified) is amended to read as
follows:

FOR THE EVERGREEN STATE COLLEGE

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

1 The appropriation in this section is subject to the following
2 conditions and limitations: ((~~\$188,000~~)) \$94,000 of the aeronautics
3 account—state appropriation is provided solely for the Washington
4 state institute for public policy to:

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

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

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

24 (4) Provide a report to the office of the governor and the
25 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.))~~)

(11) \$1,000,000 of the highway safety account—state appropriation is provided solely to implement a multifaceted approach to supplement existing funding targeted at impaired driving and other enforcement. The areas of emphasis expected to be funded include additional high visibility enforcement and indigenous knowledge-informed tribal traffic safety support. Funding is also provided for the commission to administer and provide oversight of these activities. The commission must provide a preliminary report to the transportation committees of the legislature on these funded activities and any outcome information by December 1, 2025, with a final report due by December 1, 2026.

Sec. 902. 2024 c 310 s 202 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Rural Arterial Trust Account—State Appropriation.	\$1,615,000
Motor Vehicle Account—State Appropriation.	((\$3,524,000))
	<u>\$3,402,000</u>
County Arterial Preservation Account—State	
Appropriation.	\$1,839,000
TOTAL APPROPRIATION.	((\$6,978,000))
	<u>\$6,856,000</u>

The appropriations in this section are subject to the following conditions and limitations: 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 2023 and 2024 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. The county road administration board may revise program standards, as needed, with legislative consultation.

Sec. 903. 2024 c 310 s 204 (uncodified) is amended to read as follows:

FOR THE JOINT TRANSPORTATION COMMITTEE

Carbon Emissions Reduction Account—State	
Appropriation.	((\$3,477,000))
	<u>\$1,207,000</u>

1	Multimodal Transportation Account—State	
2	Appropriation.	((\$552,000))
3		<u>\$480,000</u>
4	Motor Vehicle Account—State Appropriation.	((\$5,100,000))
5		<u>\$5,028,000</u>
6	((Puget Sound Ferry Operations Account—State	
7	Appropriation.	\$100,000))
8	TOTAL APPROPRIATION.	((\$9,229,000))
9		<u>\$6,715,000</u>

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

12 (1)(a) \$300,000 of the motor vehicle account—state appropriation
13 is for the joint transportation committee, from amounts set aside out
14 of statewide fuel taxes distributed to cities according to RCW
15 46.68.110(2), to convene a study of a statewide retail delivery fee
16 on orders of taxable retail items delivered by motor vehicles within
17 the state. The study must:

18 (i) Determine the annual revenue generation potential of a range
19 of fee amounts;

20 (ii) Examine options for revenue distributions to state and local
21 governments based upon total deliveries, lane miles, or other
22 factors;

23 (iii) Estimate total implementation costs, including start-up and
24 ongoing administrative costs; and

25 (iv) Evaluate the potential impacts to consumers, including
26 consideration of low-income households and vulnerable populations and
27 potential impacts to businesses.

28 (b) The study should document and evaluate similar programs
29 adopted in other states. The joint transportation committee must
30 submit a report on the study to the transportation committees of the
31 legislature by June 30, 2024.

32 (2)(a) \$400,000 of the motor vehicle account—state appropriation
33 is for the joint transportation committee, in collaboration with the
34 department of transportation, to convene a work group to study and
35 recommend a new statutory framework for the department's public-
36 private partnership program. The committee may contract with a third-
37 party consultant for work group support and drafting the new
38 statutory framework.

1 (b) (i) The work group must consist of, but is not limited to, the
2 following members:

3 (A) The secretary of transportation or their designee;

4 (B) Joint transportation committee executive committee members or
5 their designees;

6 (C) The state treasurer or the state treasurer's designee;

7 (D) A representative of a national nonprofit organization
8 specializing in public-private partnership program development;

9 (E) A representative of the construction trades; and

10 (F) A representative from an organization representing general
11 contractors.

12 (ii) The work group must also consult with the Washington state
13 transportation commission and the department of commerce.

14 (c) (i) The work group must review the 2012 joint transportation
15 committee's "Evaluation of Public-Private Partnerships" study,
16 consisting of an evaluation of the recommendations for replacing
17 chapter 47.29 RCW and development of a process for implementing
18 public-private partnerships that serve the defined public interest,
19 including, but not limited to:

20 (A) Protecting the state's ability to retain public ownership of
21 assets constructed or managed under a public-private partnership
22 contract;

23 (B) Allowing for the most transparency during the negotiation of
24 terms of a public-private partnership agreement; and

25 (C) Addressing the state's ability to oversee the private
26 entity's management of the asset.

27 (ii) (A) The work group must identify any barriers to the
28 implementation of funding models that best protect the public
29 interest, including statutory and constitutional barriers.

30 (B) The work group may also evaluate public-private partnership
31 opportunities for required fish passage and culvert work on state
32 highways, for the construction of, replacement of, or commercial
33 retail options within Washington state ferries' terminals, and for
34 other projects as determined by the work group.

35 (iii) The work group must update the 2012 recommendations and
36 devise an implementation plan for the state.

37 (d) The work group must submit a preliminary report, including
38 any recommendations or draft legislation, to the office of the
39 governor and the transportation committees of the legislature by
40 December 15, 2023. The work group must submit a final report with

1 draft legislation to the office of the governor and the
2 transportation committees of the legislature by July 1, 2024.

3 (3) \$300,000 of the motor vehicle account—state appropriation is
4 for the joint transportation committee, from amounts set aside out of
5 statewide fuel taxes distributed to cities according to RCW
6 46.68.110(2), to contract with the municipal research and services
7 center to convene a department of transportation-local government
8 partnership work group to create a procedure in which the department
9 of transportation can partner with a local jurisdiction to perform
10 preservation and maintenance and construct projects on state
11 highways.

12 (a) The work group must consist of, but is not limited to, the
13 following members:

14 (i) One representative from a city with a population of more than
15 5,000 and fewer than 50,000;

16 (ii) One representative from a city with a population of more
17 than 50,000;

18 (iii) One representative from a county with a population of more
19 than 100,000 and fewer than 400,000;

20 (iv) One representative from a county with a population of more
21 than 400,000;

22 (v) At least one representative of a public port;

23 (vi) A representative from the county road administration board;

24 (vii) A representative of the transportation improvement board;

25 (viii) At least one representative from the department of
26 transportation's local programs division;

27 (ix) At least two representatives from the department of
28 transportation with expertise in procurement and legal services; and

29 (x) At least one member from the house of representatives
30 transportation committee and at least one member from the senate
31 transportation committee.

32 (b) Of the members described in (a) of this subsection, at least
33 one of the city representatives and one of the county representatives
34 must have public works contracting experience, and at least one of
35 the city representatives and one of the county representatives must
36 have public works project management experience.

37 (c) The work group must make recommendations of how the
38 department of transportation could better work in partnership with
39 local jurisdictions to ensure that roadway construction projects can
40 be performed when funds are made available in the omnibus

1 transportation appropriations act even if the department of
2 transportation does not have the capacity to be the project manager
3 on a project and a local jurisdiction is ready, willing, and able to
4 implement the project within the time frames envisioned in the
5 omnibus transportation appropriations act. In developing its
6 recommendations, the work group must consider, at a minimum:

7 (i) Differing roadway and construction standards between state
8 and local agencies;

9 (ii) Revenue, reimbursement, and financial agreements between
10 state and local agencies;

11 (iii) Differing procurement processes between state and local
12 agencies;

13 (iv) Liability; and

14 (v) Other issues as determined by the work group.

15 (d) The work group must submit a preliminary report, including
16 any recommendations, to the office of the governor and the
17 transportation committees of the legislature by December 15, 2023.
18 The work group must submit a final report to the office of the
19 governor and the transportation committees of the legislature by July
20 1, 2024.

21 (4) (a) (~~(\$2,000,000)~~) \$404,000 of the carbon emissions reduction
22 account—state appropriation is for the joint transportation committee
23 to oversee:

24 (i) The design of an infrastructure and incentive strategy to
25 drive the purchase and use of zero emission medium and heavy duty
26 vehicles, as well as cargo handling and off-road equipment, in the
27 state including, but not limited to, programs for tractor trucks, box
28 trucks, drayage trucks, refuse trucks, step and panel vans, heavy and
29 medium-duty buses, school buses, on and off-road terminal tractors,
30 transport refrigeration units, forklifts, container handling
31 equipment, airport cargo loaders, and railcar movers; and

32 (ii) A review of the passenger vehicle tax incentive in current
33 law and evaluation of its utility, to include possible modification
34 of the criteria for eligibility and tax incentive amount maximums, as
35 applicable.

36 (b) Design development must include recommendations for
37 encouraging vehicle conversions for smaller commercial vehicle fleets
38 and owner-operators of commercial vehicles, as well as tools for
39 facilitating carbon emission reductions to benefit vulnerable
40 populations and overburdened communities. Infrastructure and

1 incentive programs recommended may include, but are not limited to,
2 grant, rebate, tax incentive, and financing assistance programs.

3 (c) Consultation with legislative members identified by the chair
4 and ranking members of the transportation committees of the
5 legislature throughout design of the infrastructure and incentive
6 strategy is required. A report is due to the transportation
7 committees of the legislature by January 2, 2024.

8 (5) (~~(\$125,000)~~) \$53,000 of the motor vehicle account—state
9 appropriation and (~~(\$125,000)~~) \$53,000 of the multimodal
10 transportation account—state appropriation are for the joint
11 transportation committee to evaluate potential options and make
12 recommendations for a statewide household travel survey and
13 additional analytical capacity regarding transportation research.

14 (a) The recommendation on the statewide household travel survey
15 must be based on how well a statewide survey investment would:
16 Address policy questions related to household travel; address gaps
17 between separate regional and local transportation models; and create
18 a dataset to allow both for analysis and response to policymakers'
19 questions relating to household travel and for transportation
20 modeling and development. In evaluating potential survey options, the
21 committee shall consider opportunities for the state to partner and
22 expand on developed established household travel surveys, including
23 surveys conducted at both the Puget Sound regional council and the
24 federal highway administration. In its recommendation, the committee
25 shall outline the process required for a statewide survey, including
26 the costs and timing of each option.

27 (b) The committee shall recommend an agency or agencies to
28 perform ongoing analysis of a statewide household travel survey and
29 other transportation research. The committee shall consider the
30 ability of an agency or agencies to meet shorter timeline policy
31 needs, as well as longer timeline research projects. The
32 recommendation must include the timing and costs associated with the
33 development of such analytical capacity.

34 (6) (~~(\$1,000,000)~~) \$600,000 of the carbon emissions reduction
35 account—state appropriation is for the joint transportation committee
36 to oversee the development of tools and methodologies to assist in
37 program delivery evaluation for programs that receive appropriations
38 from the carbon emissions reduction account. Program delivery
39 evaluation must include carbon emissions reduction estimates by

1 program and by unit of time, program cost per unit of emission
2 reduction, quantified benefits to vulnerable populations and
3 overburdened communities by program cost, any additional appropriate
4 qualitative and quantitative metrics, and actionable recommendations
5 for improvements in program delivery. A report is due to the
6 transportation committees of the legislature by October 1, 2024.

7 (7) \$500,000 of the motor vehicle account—state appropriation is
8 for the joint transportation committee to engage an independent
9 review team to work in coordination with the Washington state
10 department of transportation's analysis, funded in section 217(10),
11 chapter 472, Laws of 2023, of highway, road, and freight rail
12 transportation needs, options, and impacts from shifting the movement
13 of freight and goods that currently move by barge through the lower
14 Snake river dams to highways, other roads, and rail.

15 (a) The department shall include the independent review team in
16 all phases of the analysis to enable the team to develop an
17 independent assessment of the analysis, assumptions, stakeholder
18 engagement, and cost and impact estimates. Summary findings from the
19 independent assessment must be provided to the department, the
20 governor's office, and the transportation committees of the
21 legislature on a quarterly basis, with an end of biennium report due
22 to the governor and the transportation committees of the legislature
23 by June 30, 2025. The end of biennium report must include a detailed
24 summary of stakeholder views expressed during the independent review
25 process and an analysis of how these views can be addressed in the
26 overall findings of the analysis.

27 (b) The independent review team must conduct an independent
28 stakeholder engagement effort. The river transportation work group
29 must be formed to provide data and guidance to the independent review
30 team for the independent stakeholder engagement effort. The river
31 transportation work group must be made up of stakeholders, including
32 farming and agricultural production, fishing industry, tug and barge
33 operators, shippers and receivers, public ports, railroad operators,
34 cruise lines, the federal highway administration, and the army corps
35 of engineers. Consultations with federally recognized tribes must
36 also occur in coordination with the Washington state department of
37 transportation.

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

1 (8) The joint transportation committee shall also convene a work
2 group that includes, but is not limited to, the executive committee
3 of the joint transportation committee, the office of financial
4 management, the Washington state department of transportation, and
5 the Washington state treasurer's office to develop recommendations,
6 by October 15, 2023, to meet the challenge of identifying an
7 achievable delivery schedule for completing transportation projects
8 across the state.

9 (9) (a) \$450,000 of the motor vehicle account—state appropriation
10 is for the joint transportation committee to conduct a study and make
11 recommendations on alternative project delivery methods that may be
12 used by the Washington state department of transportation in public
13 works contracting. The study must review use of design-build, design-
14 bid-build, progressive design build, general contractor/construction
15 manager, public-private partnerships, and other contracting methods,
16 including the alliance contracting procedure, and how choice of
17 project delivery method impacts cost, contract competition, and
18 project delivery schedule.

19 (b) The study must also evaluate other innovative project
20 delivery practices utilized around the country and Washington state-
21 specific possibilities such as: (i) Increased use of the advanced
22 environmental mitigation revolving account and advance right-of-way
23 revolving fund as cost containment strategies; and (ii) benefits and
24 costs associated with the bundling of bridge, culvert, or other
25 groups of projects into single procurement packages.

26 (c) The study must specifically examine contracting methods,
27 alternative bundling concepts, and other options to manage costs as
28 the Washington state department of transportation continues to make
29 progress on meeting the requirements of the federal *U.S. v.*
30 *Washington* court injunction.

31 (d) The study must include recommendations on any changes to
32 current practices and statutory requirements.

33 (e) In developing project delivery method recommendations, the
34 joint transportation committee must engage with industry stakeholders
35 including, but not limited to, engineering, contracting,
36 environmental, and women and minority-owned business communities.

37 (f) A preliminary report is due to the office of the governor and
38 the transportation committees of the legislature by December 15,
39 2024. A final report is due to the office of the governor and the
40 transportation committees of the legislature by June 30, 2025.

1 (10)(a) \$375,000 of the motor vehicle account—state appropriation
2 is for the joint transportation committee to contract with the
3 municipal research and services center to convene a project delivery
4 streamlining work group to review streamlining options and recommend
5 practices that support expedited project delivery.

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

8 (i) One representative from a city with a population of more than
9 5,000 and fewer than 50,000;

10 (ii) One representative from a city with a population of more
11 than 50,000;

12 (iii) One representative from a county with a population of more
13 than 100,000 and fewer than 400,000;

14 (iv) One representative from a county with a population of more
15 than 400,000;

16 (v) At least one representative of a transit agency serving a
17 rural county;

18 (vi) At least one representative of a transit agency serving an
19 urban county;

20 (vii) At least one representative of a regional transit
21 authority;

22 (viii) At least one representative of a public port;

23 (ix) A representative from the county road administration board;

24 (x) A representative of the transportation improvement board;

25 (xi) A representative of the freight mobility strategic
26 investment board;

27 (xii) At least one representative from the department of
28 transportation's local programs division with experience in federal
29 funding oversight; and

30 (xiii) At least two representatives from the department of
31 transportation with expertise in procurement and the multiagency
32 permit program.

33 (c) Of the members described in (b) of this subsection, at least
34 one of the city representatives and one of the county representatives
35 must have public works contracting experience, and at least one of
36 the city representatives and one of the county representatives must
37 have public works project management experience.

38 (d) The work group must review options for project streamlining
39 to expedite project delivery that include, but are not limited to:
40 Preapplication communication; partnership agreements; contracting

1 processes; fund sources; mitigation; land use; rights-of-way;
2 permitting; and shared technology; and must identify opportunities
3 for pilot projects to test some of these recommendations.

4 (e) The work group must submit a preliminary report to the office
5 of the governor and the transportation committees of the legislature
6 by December 15, 2024. The work group must submit a final report to
7 the office of the governor and the transportation committees of the
8 legislature by June 30, 2025.

9 ~~(((\$100,000 of the Puget Sound ferry operations account—state~~
10 ~~appropriation is for the joint transportation committee to convene a~~
11 ~~work group in advance of the 75th anniversary of the Washington state~~
12 ~~ferries on June 1, 2026, to review Washington state ferry funding~~
13 ~~requirements and options to increase dedicated funding sources for~~
14 ~~the ferry system. The executive committee of the joint transportation~~
15 ~~committee may appoint relevant stakeholders as part of the work~~
16 ~~group. A preliminary report must be submitted to the governor and~~
17 ~~transportation committees of the legislature by December 15, 2024,~~
18 ~~and the legislature intends that a final report will be submitted to~~
19 ~~the governor and transportation committees of the legislature by June~~
20 ~~1, 2026.~~

21 ~~((12) Beginning January 1, 2025, \$477,000))~~ \$203,000 of the carbon
22 emissions reduction account—state appropriation is for the joint
23 transportation committee to conduct a study of the impacts of
24 implementing California's emissions standards for ocean-going vessels
25 at berth in Titles 13 and 17 of the California Code of Regulations in
26 Washington. The study must include estimates of greenhouse gas
27 emissions reductions, criteria air pollutant reductions, potential
28 labor impacts, potential impacts on shipping costs and port
29 competitiveness, and shore power infrastructure needs and costs. The
30 joint transportation committee must, at a minimum, coordinate with
31 the department of ecology, department of transportation,
32 representatives from Washington ports, shippers, utilities, and the
33 trucking industry, impacted labor unions, and environmental
34 organizations. The joint transportation committee must report to the
35 transportation committees of the legislature by June 30, 2025.

36 ~~((13))~~ (12)(a) \$250,000 of the multimodal transportation
37 account—state appropriation is for the joint transportation committee
38 to contract with a national expert on developing inclusive, mixed-
39 income, mixed-use transit-oriented housing to complete a review of

transit-oriented development conditions in cities in King, Pierce, Spokane, Clark, and Snohomish counties that (i) have populations of more than 12,500; and (ii) have at least one major transit stop, as defined in RCW 36.70A.030. The contracted party must have demonstrated expertise in understanding the impact of housing development on racially diverse communities, as well as expertise in, and existing peer-reviewed research on, developing housing near transit that is inclusive of low-income, workforce, and market rate housing.

(b) The review must look at any comprehensive plans, housing-focused local tax and fee programs, and development regulations required to be adopted on or before December 31, 2024. The review must include examples of local and national best practices for developing affordable housing and workforce housing near transit, and allow for comparison on a city-by-city basis. The review must also include a report with recommendations for state-level policy to expand housing and mixed-use transit-oriented development in Washington state, in a manner that minimizes displacement of existing communities and ensures housing near transit remains affordable to low-income Washingtonians. ~~((The contracted party shall provide its review to the appropriate committees of the legislature by June 30, 2025.))~~

Sec. 904. 2024 c 310 s 207 (uncodified) is amended to read as follows:

FOR THE WASHINGTON STATE PATROL

Alaskan Way Viaduct Replacement Project Account—

State Appropriation. \$43,000

State Patrol Highway Account—State Appropriation. ~~(\$629,476,000)~~

\$621,421,000

State Patrol Highway Account—Federal Appropriation. ~~(\$19,360,000)~~

\$23,360,000

State Patrol Highway Account—Private/Local

Appropriation. \$4,594,000

Highway Safety Account—State Appropriation. \$1,736,000

Ignition Interlock Device Revolving Account—State

Appropriation. \$2,208,000

Multimodal Transportation Account—State

Appropriation. \$316,000

State Route Number 520 Corridor Account—State	
Appropriation.	\$89,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$275,000
I-405 and SR 167 Express Toll Lanes Account—State	
Appropriation.	\$2,895,000
TOTAL APPROPRIATION.	((\$660,992,000))
	<u>\$656,937,000</u>

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

(1) \$580,000 of the state patrol highway account—state appropriation is provided solely for the operation of and administrative support to the license investigation unit to enforce vehicle registration laws in southwestern Washington. The Washington state patrol, in consultation with the department of revenue, shall maintain a running estimate of the additional vehicle registration fees, sales and use taxes, and local vehicle fees remitted to the state pursuant to activity conducted by the license investigation unit. Beginning October 1, 2023, and semiannually thereafter, the Washington state patrol shall submit a report detailing the additional revenue amounts generated since July 1, 2023, to the director of the office of financial management and the transportation committees of the legislature. At the end of the fiscal quarter in which it is estimated that more than \$625,000 in state sales and use taxes have been remitted to the state since July 1, 2023, the Washington state patrol shall notify the state treasurer and the state treasurer shall transfer funds pursuant to section 406, chapter 472, Laws of 2023.

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

(3)(a) By December 1st of each year during the 2023-2025 fiscal biennium, the Washington state patrol must report to the

1 transportation committees of the legislature on the status of
2 recruitment and retention activities as follows:

- 3 (i) A summary of recruitment and retention strategies;
- 4 (ii) The number of transportation funded staff vacancies by major
5 category;
- 6 (iii) The number of applicants for each of the positions by these
7 categories;
- 8 (iv) The composition of workforce;
- 9 (v) Other relevant outcome measures with comparative information
10 with recent comparable months in prior years; and
- 11 (vi) Activities related to the implementation of the agency's
12 workforce diversity plan, including short-term and long-term,
13 specific comprehensive outreach, and recruitment strategies to
14 increase populations underrepresented within both commissioned and
15 noncommissioned employee groups.

16 (b) During the 2023-2025 fiscal biennium, the office of financial
17 management, with assistance of the Washington state patrol, must
18 conduct two surveys regarding the competitiveness with law
19 enforcement agencies within the boundaries of the state of Washington
20 pursuant to RCW 43.43.380, with the first survey being informational
21 regarding the change since the last survey was conducted and the
22 second survey used as part of the collective bargaining process.
23 Prior to the 2024 legislative session, the office of financial
24 management, with assistance of the Washington state patrol, must also
25 provide comparison information regarding recruitment bonus amounts
26 currently being offered by local law enforcement agencies in the
27 state.

28 (4) (a) \$6,575,000 of the state patrol highway account—state
29 appropriation is provided solely for the land mobile radio system
30 replacement, upgrade, and other related activities.

31 (b) Beginning January 1, 2024, the Washington state patrol must
32 report semiannually to the office of the chief information officer on
33 the progress related to the projects and activities associated with
34 the land mobile radio system, including the governance structure,
35 outcomes achieved in the prior six-month time period, and how the
36 activities are being managed holistically as recommended by the
37 office of the chief information officer. At the time of submittal to
38 the office of the chief information officer, the report must be
39 transmitted to the office of financial management and the
40 transportation committees of the legislature.

1 (5) (a) \$2,688,000 of the state patrol highway account—state
2 appropriation is provided solely for enhancing the state patrol's
3 diversity, equity, and inclusion program, a community engagement
4 program to improve relationships with historically underrepresented
5 communities and to recruit and retain a diverse workforce, and
6 contracting with an external psychologist to perform exams. The state
7 patrol will work with the governor's office of equity and meet all
8 reporting requirements and responsibilities pursuant to RCW
9 43.06D.060. Funds provided for the community engagement program must
10 ensure engagement with communities throughout the state.

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

13 (6) (a) \$10,000 of the state patrol highway account—state
14 appropriation is provided solely for the Washington state patrol to
15 administer a pilot program that implements a yellow alert system
16 notifying the public when a hit-and-run accident resulting in a
17 fatality or substantial bodily harm has occurred and been reported to
18 the state patrol or other local law enforcement entity. The
19 Washington state patrol must post on traffic message boards or share
20 on public communication systems any identifying information acquired
21 including, but not limited to, a complete or partial license plate
22 number or a description of the vehicle. Each alert must be posted or
23 shared as such for at least 24 hours.

24 (b) The Washington state patrol must report the following to the
25 transportation committees of the legislature annually until June 30,
26 2025:

- 27 (i) The number of yellow alerts received;
28 (ii) The number of arrests made from accidents reported on the
29 yellow alert system;
30 (iii) The number of hit-and-run accidents resulting in a fatality
31 or substantial bodily harm statewide;
32 (iv) The number of arrests made from accidents described under
33 (b)(iii) of this subsection; and
34 (v) The number of hit-and-run accidents reported statewide.

35 (c) The Washington state patrol must also report on the efficacy
36 of the program and recommend in its final report if the pilot program
37 should continue or be enacted on a permanent basis and implemented
38 statewide, based on the results of the report.

1 (7) (a) ((~~\$2,243,000~~)) \$2,918,000 of the state patrol highway
2 account—state appropriation is provided solely for administrative
3 costs, advertising, outreach, and bonus payments associated with
4 developing and implementing a state trooper expedited recruitment
5 incentive program for the purpose of recruiting and filling vacant
6 trooper positions in the 2023-2025 fiscal biennium. The legislature
7 is committed to continuing the state trooper expedited recruitment
8 incentive program until the vacancy levels are significantly reduced
9 from current levels. The recruitment, advertising, and outreach
10 associated with this program must continue efforts to create a more
11 diverse workforce and must also provide an accelerated pathway for
12 joining the state patrol for high quality individuals who have
13 previously been employed as a general authority peace officer.

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

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

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

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

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

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

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

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

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

37 (c) The expenditure on the state trooper expedited recruitment
38 incentive program is contingent upon execution of an appropriate
39 memorandum of understanding between the governor or the governor's
40 designee and the exclusive bargaining representative, consistent with

1 the terms of this section. Expenditures and eligibility for the state
2 trooper expedited recruitment incentive program established in this
3 section are subject to the availability of amounts appropriated for
4 this specific purpose.

5 (d) For the purposes of this subsection:

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

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

12 (8) (~~(\$3,896,000)~~) \$3,033,000 of the state patrol highway account
13 —state appropriation is provided solely for implementation of chapter
14 17, Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023
15 is not enacted by June 30, 2023, the amount provided in this
16 subsection lapses.

17 (9) \$500,000 of the state patrol highway account—state
18 appropriation is provided solely for bonuses and other recruitment
19 and retention-related compensation adjustments for communication
20 officers and other noncommissioned staff of the Washington state
21 patrol who are covered by a collective bargaining agreement. Funding
22 in this subsection must first be used for targeted adjustments for
23 communication officers. Remaining amounts may be used for
24 compensation adjustments for other noncommissioned staff. Funding
25 provided in this subsection is contingent upon the governor or the
26 governor's designee reaching an appropriate memorandum of
27 understanding with the exclusive bargaining representative.
28 Agreements reached for compensation adjustments under this section
29 may not exceed the amounts provided. If any agreement or combination
30 of agreements exceed the amount provided in this subsection, all the
31 agreements are subject to the requirements of RCW 41.80.010(3).

32 (10) (~~(\$3,226,000)~~) \$1,690,000 of the state patrol highway
33 account—state appropriation is provided solely for ~~((two))~~
34 accelerated training programs for lateral hires. It is the intent of
35 the legislature that the ~~((second))~~ accelerated training ~~((program))~~
36 programs for lateral hires offered in fiscal year 2025 achieves at
37 least 40 qualified graduates based on the Washington state patrol
38 aggressively recruiting, advertising bonus policies, and taking other
39 steps to achieve this outcome.

1 (11) \$98,000 of the state patrol highway account—state
2 appropriation is provided solely for the implementation of chapter
3 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is
4 not enacted by June 30, 2023, the amount provided in this subsection
5 lapses.

6 (12) \$76,000 of the state patrol highway account—state
7 appropriation is provided solely for the implementation of chapter
8 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
9 is not enacted by June 30, 2023, the amount provided in this
10 subsection lapses.

11 (13) \$107,000 of the state patrol highway account—state
12 appropriation is provided solely for the implementation of chapter
13 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023
14 is not enacted by June 30, 2023, the amount provided in this
15 subsection lapses.

16 (14) By December 1, 2024, the Washington state patrol must
17 provide a report to the governor and appropriate committees of the
18 legislature on the status of *McClain v. Washington State Patrol* and
19 an update on legal expenses associated with the case.

20 (15) \$32,000 of the state patrol highway account—state
21 appropriation is provided solely for the implementation of chapter
22 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
23 not enacted by June 30, 2023, the amount provided in this subsection
24 lapses.

25 (16) (~~(\$5,905,000)~~) \$9,563,000 of the state patrol highway
26 account—state appropriation is provided solely for a third arming and
27 third trooper basic training class, the initiation of a fourth arming
28 and fourth trooper basic training class, and other additional academy
29 costs. The third cadet class is expected to graduate in June 2025,
30 and the fourth cadet class is expected to graduate in January 2026.

31 (17) (~~(\$2,381,000)~~) \$1,758,000 of the state patrol highway
32 account—state appropriation is provided solely for the Washington
33 state patrol to implement the provisions of the settlement agreement
34 under *Washington State Patrol Troopers Association v. Washington*
35 *State Patrol*, Public Employment Relations Commission Case No. 134557-
36 U-21.

37 (18) \$2,307,000 of the state patrol highway account—state
38 appropriation is provided solely for the migration of the agency's
39 active directory into the state enterprise active directory.

1 (19) \$250,000 of the state patrol highway account—state
2 appropriation is provided solely to expand the activities of the
3 license investigation unit to King county on a pilot basis beyond the
4 unit's current activities in southwestern Washington. By February 15,
5 2025, the Washington state patrol must provide a status report on the
6 pilot implementation.

7 (20) (~~(\$2,222,000)~~) \$2,640,000 of the state patrol highway
8 account—state appropriation is provided solely for the first planned
9 replacement of an aging Cessna aircraft, including infrared cameras,
10 and \$100,000 of the state patrol highway account—state appropriation
11 is provided solely for the downpayment and related costs of the
12 second planned replacement of another aging Cessna aircraft. It is
13 the intent of the legislature to fund the second planned Cessna
14 replacement without financing the acquisition as soon as the aircraft
15 can be received in the 2025-2027 fiscal biennium, and therefore, the
16 Washington state patrol may take the necessary steps to ensure
17 delivery of the aircraft as soon as possible in the 2025-2027 fiscal
18 biennium.

19 (21) \$300,000 of the state patrol highway account—state
20 appropriation is provided solely for individual gun safes for
21 troopers and other staff to allow the safe storage of firearms used
22 in the performance of their duties.

23 (22) \$35,000 of the state patrol highway account—state
24 appropriation is provided solely for implementation of chapter 207,
25 Laws of 2024 (tribal warrants). If chapter 207, Laws of 2024 is not
26 enacted by June 30, 2024, the amount provided in this subsection
27 lapses.

28 (23) \$250,000 of the ignition interlock device revolving account—
29 state appropriation is provided solely to improve compliance with
30 ignition interlock device requirements associated with impaired
31 driving offenses. By June 30, 2025, the Washington state patrol must
32 provide a report detailing the staff hired, the activities
33 undertaken, and outcome information associated with improving
34 ignition interlock device compliance rates.

35 (24) \$691,000 of the state patrol highway account—state
36 appropriation is provided solely for the implementation of chapter
37 237, Laws of 2024 (state patrol longevity bonus). If chapter 237,
38 Laws of 2024 is not enacted by June 30, 2024, the amount provided in
39 this subsection lapses.

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

Sec. 905. 2024 c 310 s 208 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF LICENSING

Driver Licensing Technology Support Account—State

Appropriation. (~~(\$1,743,000)~~)
\$1,740,000

Marine Fuel Tax Refund Account—State Appropriation. \$34,000

Motorcycle Safety Education Account—State

Appropriation. (~~(\$5,319,000)~~)
\$5,292,000

Limited Fish and Wildlife Account—State

Appropriation. (~~(\$768,000)~~)
\$632,000

Highway Safety Account—State Appropriation. (~~(\$283,109,000)~~)
\$285,803,000

Highway Safety Account—Federal Appropriation. \$2,371,000

Motor Vehicle Account—State Appropriation. (~~(\$101,823,000)~~)
\$100,523,000

Motor Vehicle Account—Private/Local Appropriation. \$1,336,000

Ignition Interlock Device Revolving Account—State

Appropriation. (~~(\$6,415,000)~~)
\$6,509,000

Department of Licensing Services Account—State

Appropriation. (~~(\$9,150,000)~~)
\$8,741,000

License Plate Technology Account—State Appropriation. (~~(\$4,398,000)~~)
\$4,369,000

Abandoned Recreational Vehicle Account—State

Appropriation. (~~(\$3,091,000)~~)
\$4,591,000

Limousine Carriers Account—State Appropriation. (~~(\$126,000)~~)
\$134,000

Electric Vehicle Account—State Appropriation. \$443,000

DOL Technology Improvement & Data Management	
Account—State Appropriation.	\$943,000
Agency Financial Transaction Account—State	
Appropriation.	((\$16,998,000))
	<u>\$16,430,000</u>
Move Ahead WA Flexible Account—State Appropriation. .	((\$2,096,000))
	<u>\$1,779,000</u>
TOTAL APPROPRIATION.	((\$440,163,000))
	<u>\$441,670,000</u>

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

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

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

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

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

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

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

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

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

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

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

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

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

10 (3) (a) \$350,000 of the highway safety account—state appropriation
11 is provided solely for the department, in consultation with the
12 Washington traffic safety commission, the department of health, the
13 elder law section of the Washington state bar association,
14 organizations representing older drivers, and driver rehabilitation
15 specialists, to develop a comprehensive plan aimed at improving older
16 driver safety. The department must submit a report on the
17 comprehensive plan to the governor and the transportation committees
18 of the legislature by December 1, 2024. The plan must include, but is
19 not limited to:

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

22 (A) The medical assessment review process; and

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

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

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

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

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

39 (4) \$5,499,000 of the motor vehicle account—state appropriation
40 is provided solely for the department to upgrade and improve its

1 prorate and fuel tax system, and is subject to the conditions,
2 limitations, and review requirements of section 701, chapter 472,
3 Laws of 2023. In each phase of the project, the department must
4 ensure and document the increase in business capabilities and
5 customer service outcomes, the improvements in fuel tax collection
6 related information designed to resolve historical discrepancies in
7 reporting information, and how the implementation plan mitigates
8 risks associated with the proposed timeline and results in the
9 sustainability of systems and platforms for the future. Before
10 initiating the implementation phase of the project, the department
11 must report to the office of the chief information officer on how the
12 project meets its FAST act modernization roadmap, and vendor
13 management and resource plans.

14 (5) \$16,000 of the motorcycle safety education account—state
15 appropriation, \$2,000 of the limited fish and wildlife account—state
16 appropriation, \$947,000 of the highway safety account—state
17 appropriation, \$308,000 of the motor vehicle account—state
18 appropriation, \$14,000 of the ignition interlock device revolving
19 account—state appropriation, and \$14,000 of the department of
20 licensing services account—state appropriation are provided solely
21 for the department to redesign and improve its online services and
22 website, and are subject to the conditions, limitations, and review
23 requirements in section 701, chapter 472, Laws of 2023.

24 (6) The department shall report on a quarterly basis on licensing
25 service office operations, associated workload, and information with
26 comparative information with recent comparable months in prior years.
27 The report must include detailed statewide and by licensing service
28 office information on staffing levels, average monthly wait times,
29 the number of enhanced drivers' licenses and enhanced identicards
30 issued and renewed, and the number of primary drivers' licenses and
31 identicards issued and renewed. By November 1, 2024, the department
32 must prepare a report with recommendations on the future of licensing
33 service office operations based on the recent implementation of
34 efficiency measures designed to reduce the time for licensing
35 transactions and wait times, and the implementation of statutory and
36 policy changes made during the pandemic.

37 (7) For the 2023-2025 fiscal biennium, the department shall
38 charge \$1,336,000 for the administration and collection of a motor
39 vehicle excise tax on behalf of a regional transit authority, as

1 authorized under RCW 82.44.135. The amount in this subsection must be
2 deducted before distributing any revenues to a regional transit
3 authority.

4 (8) \$742,000 of the motor vehicle account—state appropriation is
5 provided solely for the increased costs associated with improvements
6 desired to resolve delays in the production of license plates,
7 including converting all subagents to the standard ordering process
8 as recommended in the December 2022 plate inventory report, and to
9 provide updated annual reports detailing changes in license plate
10 production, inventory, and other practices taken to guard against
11 plate production delays. The reports must be submitted to the
12 governor and the transportation committees of the legislature by
13 December 1, 2023, and December 1, 2024.

14 (9) \$243,000 of the highway safety account—state appropriation is
15 provided solely for the department to continue to provide written
16 materials on, place signage in licensing service offices regarding,
17 and include into new driver training curricula, the requirements of
18 RCW 46.61.212, the slow down and move over law.

19 (10) (~~(\$3,082,000)~~) \$4,591,000 of the abandoned recreational
20 vehicle disposal account—state appropriation is provided solely for
21 providing reimbursements in accordance with the department's
22 abandoned recreational vehicle disposal reimbursement program. It is
23 the intent of the legislature that the department prioritize this
24 funding for allowable and approved reimbursements and not to build a
25 reserve of funds within the account. During the 2023-2025 fiscal
26 biennium, the department must report any amounts recovered to the
27 office of financial management and appropriate committees of the
28 legislature on a quarterly basis.

29 (11) \$1,077,000 of the highway safety account—federal
30 appropriation is provided solely for implementation of chapter 35,
31 Laws of 2023 (CDL drug and alcohol clearinghouse). If chapter 35,
32 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
33 this subsection lapses.

34 (12) \$116,000 of the highway safety account—state appropriation
35 is provided solely for implementation of chapter 57, Laws of 2023
36 (streamlining CDL issuance). If chapter 57, Laws of 2023 is not
37 enacted by June 30, 2023, the amount provided in this subsection
38 lapses.

1 (13) \$845,000 of the highway safety account—state appropriation
2 is provided solely for the implementation of chapter 445, Laws of
3 2023 (improving young driver safety). If chapter 445, Laws of 2023 is
4 not enacted by June 30, 2023, the amount provided in this subsection
5 lapses.

6 (14) \$180,000 of the motor vehicle account—state appropriation is
7 provided solely for the implementation of chapter 440, Laws of 2023
8 (open motor vehicle safety recalls). If chapter 440, Laws of 2023 is
9 not enacted by June 30, 2023, the amount provided in this subsection
10 lapses.

11 (15) \$497,000 of the highway safety account—state appropriation
12 is provided solely for the implementation of chapter 466, Laws of
13 2023 (updating processes related to voter registration). If chapter
14 466, Laws of 2023 is not enacted by June 30, 2023, the amount
15 provided in this subsection lapses.

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

21 (17) \$47,000 of the highway safety account—state appropriation is
22 provided solely for the implementation of chapter 453, Laws of 2023
23 (competency evaluations). If chapter 453, Laws of 2023 is not enacted
24 by June 30, 2023, the amount provided in this subsection lapses.

25 (18) \$23,000 of the highway safety account—state appropriation is
26 provided solely for the implementation of chapter 283, Laws of 2023
27 (illegal racing). If chapter 283, Laws of 2023 is not enacted by June
28 30, 2023, the amount provided in this subsection lapses.

29 (19) \$155,000 of the highway safety account—state appropriation
30 is provided solely for the implementation of chapter 316, Laws of
31 2023 (jury diversity). If chapter 316, Laws of 2023 is not enacted by
32 June 30, 2023, the amount provided in this subsection lapses.

33 (20)(a) \$36,000 of the motor vehicle account—state appropriation
34 is provided solely for the issuance of nonemergency medical
35 transportation vehicle decals to implement the high occupancy vehicle
36 lane access pilot program established in section 217(2), chapter 472,
37 Laws of 2023. A for hire nonemergency medical transportation vehicle
38 is a vehicle that is a "for hire vehicle" under RCW 46.04.190 that
39 provides nonemergency medical transportation, including for life-

1 sustaining transportation purposes, to meet the medical
2 transportation needs of individuals traveling to medical practices
3 and clinics, cancer centers, dialysis facilities, hospitals, and
4 other care providers.

5 (b) As part of this pilot program, the owner of a for hire
6 nonemergency medical transportation vehicle may apply to the
7 department, county auditor or other agent, or subagent appointed by
8 the director, for a high occupancy vehicle exempt decal for a for
9 hire nonemergency medical transportation vehicle. The high occupancy
10 vehicle exempt decal allows the for hire nonemergency medical
11 transportation vehicle to use a high occupancy vehicle lane as
12 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
13 biennium.

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

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

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

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

21 (d) The owner of a for hire nonemergency medical transportation
22 vehicle or the owner's representative must apply for a high occupancy
23 vehicle exempt decal on a form provided or approved by the
24 department. The application must include:

25 (i) The name and address of the person who is the owner of the
26 vehicle;

27 (ii) A full description of the vehicle, including its make,
28 model, year, and the vehicle identification number;

29 (iii) The purpose for which the vehicle is principally used;

30 (iv) An attestation signed by the vehicle's owner or the owner's
31 representative that the vehicle's owner has a minimum of one contract
32 or service agreement to provide for hire transportation services for
33 medical purposes with one or more of the following entities: A health
34 insurance company; a hospital, clinic, dialysis center, or other
35 medical institution; a day care center, retirement home, or group
36 home; a federal, state, or local agency or jurisdiction; or a broker
37 who negotiates these services on behalf of one or more of these
38 entities; and

39 (v) Other information as required by the department upon
40 application.

1 (e) The department, county auditor or other agent, or subagent
2 appointed by the director shall collect the fee required under (f) of
3 this subsection when issuing or renewing a high occupancy vehicle
4 exempt decal.

5 (f) The department, county auditor or other agent, or subagent
6 must collect a \$5 fee when issuing or renewing a decal under this
7 subsection, in addition to any other fees and taxes required by law.

8 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
9 and must be marked to indicate its expiration date. The decal may be
10 renewed if the pilot program is continued past the date of a decal's
11 expiration. The status as an exempt vehicle continues until the high
12 occupancy vehicle exempt decal is suspended or revoked for misuse,
13 the vehicle is no longer used as a for hire nonemergency medical
14 transportation vehicle, or the pilot program established in section
15 217(2), chapter 472, Laws of 2023 is terminated.

16 (h) The department may adopt rules to implement this subsection.

17 (21)(a) \$265,000 of the highway safety account—state
18 appropriation is provided solely for the department to provide an
19 interagency transfer to the Washington center for deaf and hard of
20 hearing youth, in consultation with the department and the office of
21 the superintendent of public instruction, to fund the cost of
22 interpreters for driver training education for deaf and hard of
23 hearing youth to enable them to access driver training education at
24 the same cost as their peers, and to pilot a sustainable driver
25 training education program to determine how best to meet the driver
26 training education needs of deaf and hard of hearing youth in the
27 state in the future. The pilot must include:

28 (i) Determination of an appropriate number of instructors and an
29 appropriate method of certification for instructors who are fluent in
30 American Sign Language (ASL);

31 (ii) Determination of how best to provide driver training
32 education statewide to deaf and hard of hearing novice drivers;

33 (iii) Development of a program to offer the required curriculum
34 under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

35 (iv) Capped course instruction costs for deaf and hard of hearing
36 students at the average rate of their hearing peers.

37 (b) The department shall submit a report to the transportation
38 committees of the legislature developed by the Washington center for
39 deaf and hard of hearing youth by March 1, 2024, that provides

1 recommendations for a permanent program to make driver education
2 equitably accessible for deaf and hard of hearing students.

3 (22) \$350,000 of the highway safety account—state appropriation
4 is provided solely for the department to improve the process for
5 commercial driver's license (CDL) holders to submit medical
6 certification documents and update self-certification status to the
7 department. The department shall:

8 (a) Update license express to improve the process and make it
9 more user friendly;

10 (b) Add options for the driver to renew or replace the driver's
11 CDL credentials as part of the medical or self-certification process;

12 (c) Add a customer verification step confirming the requested
13 changes and clearly stating how this change will impact the driver's
14 CDL; and

15 (d) Add improved messaging throughout the process.

16 In addition, the department shall make available on the driving
17 record abstract a complete medical certificate downgrade history, and
18 provide a one-time mailing to all current CDL holders explaining the
19 process to update their medical certificate documents and self-
20 certification.

21 (23) \$1,962,000 of the highway safety account—state appropriation
22 is provided solely for the establishment of a pilot mobile licensing
23 unit to provide licensing and identicard services. By December 1,
24 2024, the department must submit a report to the governor and the
25 transportation committees of the legislature detailing the locations
26 served, the number and type of documents issued, and other outcome
27 measures associated with the mobile licensing unit. The report must
28 include consideration of the facility needs of licensing service
29 offices in the context of flexible mobile licensing services.

30 (24) \$2,750,000 of the highway safety account—state appropriation
31 is provided solely for organizations providing driver's license
32 assistance and support services. Of this amount:

33 (a) \$2,000,000 of the highway safety account—state appropriation
34 is provided solely for driver's license assistance and support
35 services in King county with an existing provider that is already
36 providing these services to low-income immigrant and refugee women;
37 and

38 (b) \$750,000 of the highway safety account—state appropriation is
39 provided solely for additional contracts in fiscal year 2025 with

1 organizations providing driver's license assistance and other related
2 support services in other parts of the state.

3 (c) By December 1st of each year, the department must submit
4 information on the contracted providers, including: The annual budget
5 of the contracted providers in the preceding year; information
6 regarding private and other governmental support for the activities
7 of the providers; and a description of the number of people served,
8 services delivered, and outcome measures. In developing its 2025-2027
9 biennial budget submittal, the department, after consulting with the
10 existing organization in King county and organizations receiving
11 funds with the fiscal year 2025 expansion, must develop a statewide
12 delivery plan that maximizes the number of people served, promotes
13 efficiency in service delivery, and recognizes different models based
14 on needs in particular areas of the state.

15 (25) \$8,000 of the motorcycle safety education account—state
16 appropriation is provided solely for the implementation of chapter
17 137, Laws of 2023 (motorcycle safety board). If chapter 137, Laws of
18 2023 is not enacted by June 30, 2023, the amount provided in this
19 subsection lapses.

20 (26) \$29,000 of the motor vehicle account—state appropriation is
21 provided solely for the implementation of chapter 431, Laws of 2023
22 (transportation resources). If chapter 431, Laws of 2023 is not
23 enacted by June 30, 2023, the amount provided in this subsection
24 lapses.

25 (27) \$282,000 of the highway safety account—state appropriation
26 is provided solely for the implementation of chapter 471, Laws of
27 2023 (negligent driving). If chapter 471, Laws of 2023 is not enacted
28 by June 30, 2023, the amount provided in this subsection lapses.

29 (28) \$4,464,000 of the highway safety account—state appropriation
30 is provided solely for costs associated with relocating licensing
31 service offices during the 2023-2025 fiscal biennium. This includes
32 \$2,790,000 provided for relocations in the 2023-2025 omnibus
33 transportation appropriations act. By June 30th of each year, the
34 department must submit a status report on licensing service offices
35 planned for relocation during the 2023-2025 fiscal biennium.

36 (29) \$1,395,000 of the motor vehicle account—state appropriation
37 is provided solely for implementation of chapter 1, Laws of 2024
38 (enhancing prorated and fuel tax collections). If chapter 1, Laws of

2024 is not enacted by June 30, 2024, the amount provided in this subsection lapses.

(30) (~~(\$100,000)~~) \$65,000 of the highway safety account—state appropriation is provided solely for implementation of chapter 162, Laws of 2024 (improving access to department of licensing issued documents). If chapter 162, Laws of 2024 is not enacted by June 30, 2024, the amount provided in this subsection lapses.

(31) \$150,000 of the motor vehicle account—state appropriation is provided solely for the department to conduct a study on the feasibility of implementing a process for the electronic submittal of title and registration documents for motor vehicles, within the current vehicle licensing model. The department must submit a report of the study findings and any recommendations to the governor and the transportation committees of the legislature by September 1, 2025. The study must: (a) Review the current processes in Washington and other states, including how such processes addressed fraud prevention and document security; (b) examine existing technical infrastructure and potential changes needed to allow for completion and submittal of lien and titling documents by financial institutions and vehicle dealers to subagents, county auditors, and the department of licensing, while maximizing interoperability, utility, data security, and customer privacy; (c) identify the technical investments and other costs associated with the submission of electronic documents by financial institutions and vehicle dealers to subagents, county auditors, and the department of licensing; (d) recommend any statutory changes required to allow for the submission of electronic documentation to subagents, county auditors, and the department of licensing; and (e) examine the impact of these technology changes on external stakeholders including, but not limited to, subagents, county auditors, financial institutions, vehicle dealers, and insurance companies.

(32) \$6,000 of the motorcycle safety education account—state appropriation, \$1,000 of the limited fish and wildlife account—state appropriation, \$406,000 of the highway safety account—state appropriation, \$137,000 of the motor vehicle account—state appropriation, \$5,000 of the ignition interlock device revolving account—state appropriation, and \$6,000 of the department of licensing services account—state appropriation are provided solely for the department of licensing for additional finance and budget

1 staff. By December 1, 2024, the department shall submit a report to
2 the governor and appropriate committees of the legislature on the
3 specific steps the department has taken to address the findings of
4 the State Auditor's Office FY2022 Accountability Audit Report No.
5 1032793.

6 (33) \$225,000 of the highway safety account—state appropriation
7 is provided solely for the department, for incorporation into its
8 comprehensive implementation plan required under chapter 445, Laws of
9 2023 (improving young driver safety), to expand driver training
10 education requirements for driver's license purposes to persons age
11 18 through 24 to include: (a) An assessment of opportunities to close
12 availability and accessibility gaps in rural and underserved areas,
13 as specified in section 612 of this act; and (b) an analysis of the
14 potential inclusion of a mandatory driver's education refresher
15 course requirement consisting of in-person or virtual classroom-based
16 instruction on risk management and hazard protections one year after
17 licensure, as specified in section 612 of this act.

18 (34) \$38,000 of the motor vehicle account—state appropriation is
19 provided solely for implementation of chapter 308, Laws of 2024
20 (speed safety cameras). If chapter 308, Laws of 2024 is not enacted
21 by June 30, 2024, the amount provided in this subsection lapses.

22 (35) \$34,000 of the motor vehicle account—state appropriation is
23 provided solely for the implementation of chapter 146, Laws of 2024
24 (definition of veteran). If chapter 146, Laws of 2024 is not enacted
25 by June 30, 2024, the amount provided in this subsection lapses.

26 (36) \$159,000 of the highway safety account—state appropriation
27 is provided solely for the implementation of chapter 306, Laws of
28 2024 (impaired driving). If chapter 306, Laws of 2024 is not enacted
29 by June 30, 2024, the amount provided in this subsection lapses.

30 (37) \$300,000 of the highway safety account—state appropriation
31 is provided solely for the implementation of chapter 315, Laws of
32 2024 (state custody/ID cards). If chapter 315, Laws of 2024 is not
33 enacted by June 30, 2024, the amount provided in this subsection
34 lapses.

35 (38) \$50,000 of the motor vehicle account—state appropriation is
36 provided solely for the department to conduct a study on the
37 feasibility of implementing and administering a per mile fee program.
38 The study must identify the staffing and resources needed to
39 implement and administer the program, including possible technical

1 investments, leveraging existing technology platforms. A preliminary
2 report of the study findings relating to internal costs to administer
3 the program is due to the governor and transportation committees of
4 the legislature by December 31, 2024. The legislature intends to
5 require a final report that includes potential third-party costs and
6 options to the governor and the transportation committees of the
7 legislature by December 31, 2025.

8 (39) \$2,100,000 of the highway safety account—state appropriation
9 is provided solely for the department to increase public awareness of
10 REAL ID. Of the amounts appropriated in this subsection, \$1,000,000
11 is for the department to directly contract with a communications
12 group with experience spreading awareness about REAL ID to community-
13 based organizations and ethnic media outlets.

14 (40) (a) \$10,000 of the highway safety account—state appropriation
15 is provided solely for the department to enter into an interagency
16 agreement with the commission on Asian Pacific American Affairs to
17 contract with one or more private nonprofit organizations with
18 appropriate expertise and experience to provide REAL ID compliance
19 support to residents of the state who are compact of free association
20 citizens, comprised of citizens of the Federated States of
21 Micronesia, the Republic of the Marshall Islands, and the Republic of
22 Palau, by providing the following assistance using a culturally and
23 linguistically appropriate approach:

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

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

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

(b) To qualify for assistance under (a)(ii) of this subsection (40), a compact of free association citizen who resides in the state of Washington must be:

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

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

Sec. 906. 2024 c 310 s 209 (uncodified) is amended to read as follows:

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

State Route Number 520 Corridor Account—State

Appropriation.	((\$67,199,000))
	<u>\$55,639,000</u>

State Route Number 520 Civil Penalties Account—State

Appropriation.	((\$4,178,000))
	<u>\$2,378,000</u>

Tacoma Narrows Toll Bridge Account—State

Appropriation.	((\$34,398,000))
	<u>\$36,510,000</u>

Alaskan Way Viaduct Replacement Project Account—

State Appropriation.	((\$22,541,000))
	<u>\$24,614,000</u>

Interstate 405 and State Route Number 167 Express

Toll Lanes Account—State Appropriation.	((\$25,523,000))
	<u>\$25,764,000</u>

TOTAL APPROPRIATION.	((\$153,839,000))
	<u>\$144,905,000</u>

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

(1) \$1,300,000 of the Tacoma Narrows toll bridge account—state appropriation and \$12,820,000 of the state route number 520 corridor account—state appropriation are provided solely for the purposes of addressing unforeseen operations and maintenance costs on the Tacoma Narrows bridge and the state route number 520 bridge, respectively. The office of financial management shall place the amounts provided in this subsection, which represent a portion of the required minimum fund balance under the policy of the state treasurer, in unallotted

1 status. The office may release the funds only when it determines that
2 all other funds designated for operations and maintenance purposes
3 have been exhausted.

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

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

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

22 (3) \$535,000 of the Interstate 405 and state route number 167
23 express toll lanes account—state appropriation, \$1,245,000 of the
24 state route number 520 corridor account—state appropriation, \$535,000
25 of the Tacoma Narrows toll bridge account—state appropriation, and
26 \$702,000 of the Alaskan Way viaduct replacement project account—state
27 appropriation are provided solely for the reappropriation of unspent
28 funds on the new tolling back office system from the 2021-2023 fiscal
29 biennium.

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

34 (5) As part of the department's 2025-2027 biennial budget
35 request, the department shall update the cost allocation
36 recommendations that assign appropriate costs to each of the toll
37 funds for services provided by relevant Washington state department
38 of transportation programs, the Washington state patrol, and the
39 transportation commission. The recommendations shall be based on

updated traffic and toll transaction patterns and other relevant factors.

(6) Up to \$16,648,000 of the amounts provided for operations and maintenance expenses on the state route number 520 facility from the state route number 520 corridor account during the 2023-2025 fiscal biennium in this act are derived from the receipt of federal American rescue plan act of 2021 funds and not toll revenues.

(7) \$500,000 of the state route number 520 corridor account—state appropriation is provided solely for the department to begin a traffic and revenue study of tolling on the state route number 520 corridor. The department, in consultation with the transportation commission, shall initiate planning work regarding updated tolling on the state route number 520 corridor.

(8) (~~(\$19,248,000)~~) \$10,188,000 of the state route number 520 corridor account—state appropriation is provided solely for the costs of insurance for the state route number 520 floating bridge.

(9) \$75,000 of the state route number 520 corridor account—state appropriation is provided solely for the department to (a) conduct an actuarial analysis of the short and long-term costs and benefits, including risk mitigation of self-insurance as compared to the commercial insurance option for the state route number 520 floating bridge, as allowed under the terms of the state route number 520 master bond resolution, and (b) develop a plan to implement a self-insurance program for the state route number 520 floating bridge. By December 15, 2024, the department shall report to the governor and the transportation committees of the legislature on the results of the actuarial analysis and the self-insurance program. It is the intent of the legislature to implement a self-insurance program for the state route number 520 floating bridge by July 1, 2025.

Sec. 907. 2024 c 310 s 210 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM C

Transportation Partnership Account—State

Appropriation. \$1,494,000

Motor Vehicle Account—State Appropriation. (~~(\$122,732,000)~~)
\$122,714,000

Puget Sound Ferry Operations Account—State

Appropriation.	\$307,000
Multimodal Transportation Account—State	
Appropriation.	\$2,988,000
Transportation 2003 Account (Nickel Account)—State	
Appropriation.	\$1,488,000
TOTAL APPROPRIATION.	((\$129,009,000))
	<u>\$128,991,000</u>

The appropriations in this section are subject to the following conditions and limitations: \$2,006,000 of the motor vehicle account—state appropriation is provided solely for hardware cost increases. Before any hardware replacement, the department, in consultation with WaTech, must further review leasing options.

Sec. 908. 2024 c 310 s 211 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING

Motor Vehicle Account—State Appropriation.	((\$40,362,000))
	<u>\$40,320,000</u>
Move Ahead WA Account—State Appropriation.	\$2,532,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$34,000
TOTAL APPROPRIATION.	((\$42,928,000))
	<u>\$42,886,000</u>

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

(1) \$500,000 of the move ahead WA account—state appropriation is provided solely for the department to conduct a detailed space study and develop an implementation plan that builds off the findings and recommendations of the department's "Telework Impact Study" completed in September 2022. Such efforts must also incorporate office space use reduction requirements for the department in this act as well as current and planned telework levels. The detailed space study and development of the implementation plan must be conducted in consultation with the office of financial management and the department of enterprise services, and must focus on office and administrative space efficiency, providing specific recommendations, cost estimates, and cost savings. While focused on office and administrative space, the department is encouraged to review other

types of facilities where efficiencies can be achieved. The final study report must include:

(a) The development of low, medium, and high scenarios based on reducing space use, with the high space reduction scenario being based on a minimum of a 30 percent reduction by 2030;

(b) Detailed information on any increased capital and other implementation costs under each scenario;

(c) Detailed information on reduced costs, such as leases, facility maintenance, and utilities, under each scenario;

(d) An analysis of opportunities to collocate with other state, local, and other public agencies to reduce costs and improve cost-efficiency while meeting utilization standards; and

(e) An assessment of the commercial value and return to the state transportation funds associated with the sale of the property from consolidation and other space efficiency measures.

(2)(a) The department must submit the implementation plan and final report from the detailed space study to the office of financial management and the transportation committees of the legislature by October 1, 2024.

(b) Conducting the detailed space study under subsection (1) of this section must not prevent or delay the department from meeting other space use and related requirements, or where warranted by current information or opportunities.

(c) In addition to the reporting requirement under subsection (1) of this section, the department must provide information to the office of financial management in its comparative analysis of office space, leases, and relocation costs required by the omnibus operating appropriations act.

Sec. 909. 2024 c 310 s 212 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION EQUIPMENT FUND—
PROGRAM E**

Motor Vehicle Account—State Appropriation.	\$700,000
Move Ahead WA Account—State Appropriation.	\$20,000,000
Multimodal Transportation Account—State Appropriation.	\$433,000
TOTAL APPROPRIATION.	\$21,133,000

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

3 (1) The entire move ahead WA account—state appropriation is
4 provided solely for the department's costs related to replacing
5 obsolete transportation equipment and replacing fuel sites. Beginning
6 December 1, 2024, and annually thereafter, the department must
7 provide a report to the office of financial management and the
8 transportation committees of the legislature detailing the current
9 progress on replacing obsolete equipment, progress towards reaching a
10 level purchasing state, and the status of a fuel site replacement
11 prioritization plan. The report must also include:

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

14 (b) A discussion of department practices that would create a
15 sustained revenue source for capital repair and replacement of fuel
16 sites; and

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

19 (2)(a) \$100,000 of the multimodal transportation account—state
20 appropriation is provided solely for the department to administer a
21 pilot program to install and test intelligent speed monitoring
22 technology in a portion of the department's fleet of vehicles while
23 using global positioning system technology and other mapping tools to
24 monitor vehicle location and corresponding speed limits on traveled
25 roadways.

26 (b) The pilot program must begin by January 1, 2024, for a 12-
27 month period. By June 30, 2025, the department must report to the
28 transportation committees of the legislature the results of the pilot
29 program and provide any legislative or policy recommendations,
30 including information on the potential impact of lawsuits related to
31 vehicle operations.

32 **Sec. 910.** 2024 c 310 s 213 (uncodified) is amended to read as
33 follows:

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

35 Aeronautics Account—State Appropriation. ((~~\$17,448,000~~))

36 \$17,134,000

37 Aeronautics Account—Federal Appropriation. ((~~\$5,579,000~~))

38 \$5,129,000

Aeronautics Account—Private/Local Appropriation. \$60,000
TOTAL APPROPRIATION. ((~~\$23,087,000~~))
\$22,323,000

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

(1) ((~~\$2,000,000~~)) \$1,900,000 of the aeronautics account—state appropriation is provided solely for the move ahead WA aviation grants. The department shall prioritize projects eligible for federal funding.

(2) ((~~\$1,476,000~~)) \$1,376,000 of the aeronautics account—state appropriation is provided solely for sustainable aviation grants recommended by the department under the sustainable aviation grants program. The department shall submit a report to the transportation committees of the legislature by October 1, 2024, identifying a selection of sustainable aviation projects for funding by the legislature. In considering projects to recommend to fund, the department shall only consider projects that advance the state of sustainable aviation technology and lead to future innovation. Innovative sustainable aviation projects may include, but are not limited to, pilot projects demonstrating the use of:

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

(3) \$300,000 of the aeronautics account—state appropriation is provided solely for the department to develop a statewide advanced air mobility aircraft plan to develop and integrate advanced air mobility aircraft into current modal systems. The department shall submit a report by June 1, 2025, to the office of financial management and the transportation committees of the legislature including, but not limited to:

(a) Near, medium, and long-term recommendations for land use planning for advanced and urban air mobility vertiports and vertistops;

(b) An inventory of infrastructure needs to support a statewide vertiport network and a recommended program to deploy funds to local governments to share costs;

1 (c) Proposed state governance structures and regulatory
2 mechanisms to adequately complement federal aviation administration
3 oversight;

4 (d) Recommended policies to foster vertiport and vertistop
5 infrastructure development that ensure open public access, efficiency
6 in land use siting, and equitable distribution across the state; and

7 (e) In consultation with local jurisdictions, planning
8 organizations, and other modal managers, recommendations on advanced
9 air mobility aircraft integration into statewide transportation
10 plans.

11 (4) \$1,931,000 of the aeronautics account—state appropriation is
12 provided solely for the implementation of chapter 463, Laws of 2023
13 (commercial aviation services). Funding is provided for the
14 activities of the work group and for support of the work group by the
15 department. The activities of the work group include the issuance of
16 the initial progress report, required in section 4, chapter 463, Laws
17 of 2023, which requires the listing of areas that will not have
18 further review as the areas are in conflict with the operations of a
19 military installation. The report must also identify unsuitable
20 geographies due to either environmental impacts or impacts to
21 overburdened communities. Additionally, within the funding provided,
22 the work group must:

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

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

29 (5) \$300,000 of the aeronautics account—state appropriation is
30 provided solely for the Port of Bremerton to conduct a study on the
31 feasibility of offering commercial service at the Port of Bremerton
32 airport. Pursuant to RCW 47.68.090(2)(c), the department may not
33 require a match for this project.

34 (6) \$2,575,000 of the aeronautics account—state appropriation is
35 provided solely for the Pullman-Moscow regional airport. Pursuant to
36 RCW 47.68.090(2)(c), the department may not require a match for this
37 project.

1 **Sec. 911.** 2024 c 310 s 214 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND**
4 **SUPPORT—PROGRAM H**

5	Motor Vehicle Account—State Appropriation.	((\$65,161,000))
6		<u>\$63,536,000</u>
7	Motor Vehicle Account—Federal Appropriation.	\$500,000
8	Multimodal Transportation Account—State	
9	Appropriation.	((\$1,351,000))
10		<u>\$1,001,000</u>
11	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
12	TOTAL APPROPRIATION.	((\$67,584,000))
13		<u>\$65,609,000</u>

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

16 (1) During the 2023-2025 fiscal biennium, if the department takes
17 possession of the property situated in the city of Edmonds for which
18 a purchase agreement was executed between Unocal and the department
19 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
20 confirms that the property is still no longer needed for
21 transportation purposes, the department shall provide the city of
22 Edmonds with the first right of purchase at fair market value in
23 accordance with RCW 47.12.063(3) for the city's intended use of the
24 property to rehabilitate near-shore habitat for salmon and related
25 species.

26 (2) \$469,000 of the motor vehicle account—state appropriation is
27 reappropriated and provided solely for the implementation of chapter
28 217, Laws of 2021 (noxious weeds).

29 (3) The department shall determine the fair market value of the
30 northern parcel of site 14 on the Puget Sound Gateway Program SR 509
31 Completion Project Surplus Property list, located immediately south
32 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in
33 Des Moines, to be submitted to the transportation committees of the
34 legislature by December 15, 2023, for an evaluation of possible next
35 steps for use of the property that is in the public interest.

36 (4) (a) \$572,000 of the move ahead WA flexible account—state
37 appropriation is provided solely to track and maximize clean fuels
38 credits and revenue generated by state agencies pursuant to chapter
39 70A.535 RCW.

1 (b) The LEAP Transportation Document ((2024-2)) 2025-2 ALL
2 PROJECTS as developed ((March 6, 2024)) April 26, 2025, anticipates
3 fulfillment of the requirements under chapter 70A.535 RCW of
4 generating credits and revenue for transportation investments funded
5 in an omnibus transportation appropriations act, including the move
6 ahead WA transportation package. The omnibus transportation
7 appropriations act anticipates credits for ferry electrification for
8 new hybrid electric vessels, active transportation, transit programs
9 and projects, alternative fuel infrastructure, connecting
10 communities, and multimodal 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 (5) \$93,000 of the multimodal transportation account—state
16 appropriation is provided solely for the implementation of chapter
17 169, Laws of 2023 (climate resilience strategy).

18 ((47)) (6)(a) (((\$500,000)) \$150,000 of the multimodal
19 transportation account—state appropriation is provided solely for the
20 department to explore alternative uses of the state's highway rights-
21 of-way to address pressing public needs relating to climate change,
22 equitable communications, renewable energy generation, electrical
23 transmission and distribution projects, broadband projects,
24 vegetation management, inductive charging in travel lanes,
25 alternative fueling facilities, and other appropriate uses. In
26 exploring alternative uses of the state's highway rights-of-way, the
27 department shall:

28 (i) Review the utility accommodation policy and make
29 recommendations to update the policy to include clean energy and
30 connectivity projects under 23 C.F.R. Part 645. At a minimum, the
31 recommendations for updated clean energy and connectivity projects
32 must include renewable energy and electrical transmission and
33 distribution;

34 (ii) Review and update the department's integrated roadside
35 vegetation management plans to maximize carbon sequestration and
36 develop habitat and forage for native pollinators, Monarch
37 butterflies, and honeybees through plantings of native noninvasive
38 flowering plants and grasses on the state highways rights-of-way and
39 at safety rest areas;

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

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

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

(c) The department must report its findings, recommendations, and status of its updates to the transportation committees of the legislature by January 15, 2025.

~~((+8))~~ (7) To assist the department as it continues to make progress on meeting the requirements of the federal *U.S. v. Washington* court injunction and to address estimated programmatic cost increases, within the funding provided in this section, the department shall analyze contracting methods, alternative bundling concepts, and other options to manage costs. The department shall provide a report outlining recommendations to the governor and transportation committees of the legislature by December 15, 2024.

Sec. 912. 2024 c 310 s 215 (uncodified) is amended to read as follows:

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

Motor Vehicle Account—State Appropriation.	\$703,000
Electric Vehicle Account—State Appropriation.	\$4,746,000
Multimodal Transportation Account—State Appropriation.	\$4,400,000
Multimodal Transportation Account—Federal Appropriation.	((\$25,000,000))
	<u>\$26,770,000</u>
Carbon Emissions Reduction Account—State Appropriation.	((\$195,025,000))
	<u>\$39,323,000</u>
TOTAL APPROPRIATION.	((\$229,874,000))
	<u>\$75,942,000</u>

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

3 (1) \$3,746,000 of the electric vehicle account—state
4 appropriation(~~(,)~~) and \$30,000,000 of the carbon emissions reduction
5 account—state appropriation(~~(, and beginning January 1, 2025,~~
6 ~~\$15,000,000 of the carbon emissions reduction account state~~
7 ~~appropriation)~~) are provided solely for the clean alternative fuel
8 vehicle charging and refueling infrastructure program in (~~chapter~~
9 ~~287, Laws of 2019 (advancing green transportation adoption))~~) RCW
10 47.04.350.

11 (2) \$1,000,000 of the electric vehicle account—state
12 appropriation and \$500,000 of the multimodal transportation account—
13 state appropriation are provided solely for a colocated DC fast
14 charging and hydrogen fueling station near the Wenatchee or East
15 Wenatchee area near a state route or near or on a publicly owned
16 facility to service passenger, light-duty and heavy-duty vehicles.
17 The hydrogen fueling station must include a DC fast charging station
18 colocated at the hydrogen fueling station site. Funds may be used for
19 one or more fuel cell electric vehicles that would utilize the
20 fueling stations. The department must contract with a public utility
21 district that produces hydrogen in the area to own and/or manage and
22 provide technical assistance for the design, planning, permitting,
23 construction, maintenance and operation of the hydrogen fueling
24 station. The department and public utility district are encouraged to
25 collaborate with and seek contributions from additional public and
26 private partners for the fueling station.

27 (3) The public-private partnerships program must continue to
28 explore retail partnerships at state-owned park and ride facilities,
29 as authorized in RCW 47.04.295.

30 (4) \$1,200,000 of the multimodal transportation account—state
31 appropriation(~~(,)~~) and \$2,000,000 of the carbon emissions reduction
32 account—state appropriation(~~(, and beginning January 1, 2025,~~
33 ~~\$3,400,000 of the carbon emissions reduction account state~~
34 ~~appropriation,)~~) are provided solely for the pilot program
35 established under (~~chapter 287, Laws of 2019 (advancing green~~
36 ~~transportation adoption))~~) RCW 47.04.355 to provide clean alternative
37 fuel vehicle use opportunities to underserved communities and low to
38 moderate income members of the workforce not readily served by
39 transit or located in transportation corridors with emissions that

1 exceed federal or state emissions standards. Consistent with the
2 geographical diversity element described in RCW 47.04.355(4), the
3 legislature strongly encourages the department to consider
4 implementing the pilot in both urban and rural communities if
5 possible, to obtain valuable information on the needs of underserved
6 communities located in different geographical locations in
7 Washington.

8 (5) (~~(\$120,000,000)~~) \$7,849,000 of the carbon emissions reduction
9 account—state appropriation(~~(, and beginning January 1, 2025,~~
10 ~~\$10,000,000 of the carbon emissions reduction account—state~~
11 ~~appropriation, are))~~) is provided solely for implementation of zero-
12 emission medium and heavy-duty vehicle and equipment infrastructure
13 and incentive programs and for the replacement of school buses
14 powered by fossil fuels with zero-emission school buses, including
15 the purchase and installation of zero-emission school bus refueling
16 infrastructure.

17 (a) Of this amount, (~~(\$20,000,000)~~) \$660,000 is for the
18 department to administer an early action grant program to provide
19 expedited funding for the replacement of school buses powered by
20 fossil fuels with zero-emission school buses, including the purchase
21 and installation of zero-emission school bus refueling
22 infrastructure. The department must contract with the department of
23 ecology to implement the early action grant program.

24 (b)(i) The remaining (~~(\$110,000,000)~~) \$4,149,000, inclusive of
25 costs for program administration and staffing, is for a point-of-sale
26 voucher incentive program to encourage the faster adoption of zero-
27 emission medium and heavy-duty vehicles to further state climate
28 goals under RCW 70A.45.020 and state equity goals under chapter
29 70A.02 RCW. The voucher incentive program must be administered by a
30 third-party administrator that has experience administering voucher
31 incentive programs, with oversight conducted by the department.

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

- 36 (A) Simplified zero-emission vehicle eligibility requirements;
37 (B) Vehicle and infrastructure incentives aligned with programs
38 in other jurisdictions, where appropriate, to streamline user
39 planning;

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

5 (D) A centralized user and manufacturer portal for information,
6 application, and assistance;

7 (E) A fleet assistance and qualification program to assist in
8 zero-emission vehicle and infrastructure planning, to be administered
9 by the Washington State University extension energy program in
10 coordination with the department and the voucher program's third-
11 party administrator; and

12 (F) A voucher preapproval process to evaluate participant
13 eligibility, readiness for fleet deployment, and infrastructure
14 preparedness.

15 (iii) The following battery electric and hydrogen fuel cell
16 electric vehicle categories and associated charging, as well as
17 refueling infrastructure for these categories, are eligible for the
18 voucher program, subject to additional qualification criteria to be
19 determined by the department and the voucher program third-party
20 administrator:

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

23 (B) Cargo handling and off-road equipment.

24 (iv) School buses and transit vehicles eligible for state grant
25 programs for the purchase of zero-emission vehicles are not eligible
26 for vouchers under this program, but are eligible for fleet
27 assistance provided in association with the voucher program, which
28 must include assistance in determining state and federal grant
29 eligibility for these vehicles.

30 (v) The voucher amounts selected by the department and voucher
31 program third-party administrator must further the policy goals of
32 the program cited in (b)(i) of this subsection by offsetting
33 investments required for medium and heavy-duty vehicle and equipment
34 owners to transition to zero-emission vehicles and equipment. The
35 department and voucher program third-party administrator must
36 condition vehicle and infrastructure voucher funding to ensure these
37 program policy goals are furthered through the voucher funding
38 provided.

39 (vi) Consistent with voucher program design, the department is
40 required to distribute funds to the voucher program third-party

1 administrator sufficiently in advance of final requirements for
2 voucher distribution being met to facilitate the voucher's timely
3 distribution by the third-party administrator to sellers of zero-
4 emission vehicles and infrastructure.

5 (6) \$2,100,000 of the carbon emissions reduction account—state
6 appropriation is provided solely to fund electric vehicle charging
7 infrastructure for the electric charging megasite project at Mount
8 Vernon library commons.

9 (7) \$2,500,000 of the multimodal transportation account—state
10 appropriation is provided solely for the department to coordinate
11 with cities, counties, ports, and private entities to develop
12 actionable recommendations for state assistance in the development of
13 specific candidate truck parking sites to be developed with
14 amenities, identified by location. The department shall identify
15 private land parcels for potential development of sites, which may
16 include, but should not be limited to, a feasibility analysis of
17 sites adjacent to Interstate 90 near North Bend for a 400 to 600
18 space truck parking site. The public benefit of each potential truck
19 parking site must be included in this assessment. The department
20 shall consider opportunities for the state to provide assistance in
21 the development of truck parking sites, including possible
22 opportunities to provide assistance in land acquisition and
23 evaluating land use requirements. The department must update the
24 transportation committees of the legislature on agency activities and
25 their status by December 1, 2023, and to provide a final report to
26 the transportation committees of the legislature by December 1, 2024.

27 (8) (~~Beginning January 1, 2025, \$10,000,000~~) \$14,000 of the
28 carbon emissions reduction account—state appropriation is provided
29 solely for grants, and to serve as a state match for secured federal
30 funds, to finance hydrogen refueling infrastructure for medium and
31 heavy-duty vehicles (~~((with a focus on locations in disadvantaged and~~
32 ~~overburdened communities, where possible))~~). The department, in
33 consultation with the interagency electric vehicle coordinating
34 council, should pursue any federal funding available through the
35 charging and fueling infrastructure discretionary grant program and
36 any other sources under the federal infrastructure investment and
37 jobs act (P.L. 29 117-58).

38 (9) (~~Beginning January 1, 2025, \$800,000~~) \$400,000 of the
39 carbon emissions reduction account—state appropriation is provided

solely for the cities of Bellevue and Redmond to each purchase an electric fire engine.

~~(10) Beginning January 1, 2025, \$1,725,000 of the carbon emissions reduction account state appropriation is provided solely for a Tacoma Public Utilities medium-duty zero-emission utility service vehicle pilot project that includes charging infrastructure and mobile battery units.))~~

Sec. 913. 2024 c 310 s 216 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M

Motor Vehicle Account—State Appropriation.	((\$545,500,000))
	<u>\$557,197,000</u>
Motor Vehicle Account—Federal Appropriation.	\$7,000,000
Move Ahead WA Account—State Appropriation.	\$50,000,000
RV Account—State Appropriation.	\$1,100,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$4,841,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$1,585,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation.	\$8,752,000
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation.	\$2,624,000
TOTAL APPROPRIATION.	((\$621,402,000))
	<u>\$633,099,000</u>

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

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

(2)(a) \$115,000 of the state route number 520 corridor account—state appropriation is provided solely for the department to enter into a dispute resolution process with local jurisdictions to produce interagency agreements to address the ongoing facility and landscape maintenance of the three state route number 520 eastside lids and

1 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
2 92nd Avenue NE.

3 (b) The agreements pursuant to (a) of this subsection must be
4 executed by June 30, 2024.

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

26 (b) Beginning November 1, 2023, and semiannually thereafter, the
27 Washington state patrol and the department of transportation must
28 jointly submit a report to the governor and the transportation
29 committees of the legislature on the status of these efforts,
30 including:

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

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

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

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

12 (5) \$1,025,000 of the motor vehicle account—state appropriation
13 is provided solely for the department to implement safety
14 improvements and debris clean up on department-owned rights-of-way in
15 the city of Seattle at levels above that being implemented as of
16 January 1, 2019, to be administered in conjunction with subsection
17 (3) of this section. The department must maintain a crew dedicated
18 solely to collecting and disposing of garbage, clearing debris or
19 hazardous material, and implementing safety improvements where
20 hazards exist to the traveling public, department employees, or
21 people encamped upon department-owned rights-of-way. The department
22 may request assistance from the Washington state patrol as necessary
23 in order for both agencies to provide enhanced safety-related
24 activities regarding the emergency hazards along state highway
25 rights-of-way in the Seattle area.

26 (6) \$1,015,000 of the motor vehicle account—state appropriation
27 is provided solely for a partnership program between the department
28 and the city of Tacoma, to be administered in conjunction with
29 subsection (3) of this section. The program must address the safety
30 and public health problems created by homeless encampments on the
31 department's property along state highways within the city limits.
32 \$570,000 of the motor vehicle account—state appropriation is for
33 dedicated department maintenance staff and associated clean-up costs.
34 The department and the city of Tacoma shall enter into a reimbursable
35 agreement to cover up to \$445,000 of the city's expenses for clean-up
36 crews and landfill costs.

37 (7) (~~(\$1,500,000)~~) \$1,300,000 of the motor vehicle account—state
38 appropriation is provided solely for the department to contract with
39 the city of Fife to address the risks to safety and public health

1 associated with homeless encampments on department-owned rights-of-
2 way along the SR 167/SR 509 Puget Sound Gateway project corridor in
3 and adjacent to the city limits pursuant to section 216(10), chapter
4 186, Laws of 2022. However, the amount provided in this subsection
5 must be placed in unallotted status and may not be spent prior to
6 November 1, 2023. If, after November 1, 2023, the department, in
7 consultation with the office of financial management, determines that
8 the department fully spent the \$2,000,000 appropriated in section
9 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal
10 biennium for this purpose, the amount provided in this subsection
11 must remain in unallotted status and unspent. If the department did
12 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,
13 the department may only spend from the appropriation in this
14 subsection an amount not in excess of the amount unspent from the
15 \$2,000,000 within the 2021-2023 fiscal biennium, with any remaining
16 amount to remain in unallotted status and unspent. In no event may
17 the department spend more than \$2,000,000 within the 2021-2023 and
18 2023-2025 fiscal biennia for this purpose.

19 (8) To the greatest extent practicable, the department shall
20 schedule mowing along state highways to occur after litter pickup has
21 been performed in the area to be mowed. This subsection is not
22 intended to prevent mowing or other similar maintenance activities
23 from being undertaken in the event litter pickup has not been
24 performed.

25 **Sec. 914.** 2024 c 310 s 217 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
28 **PROGRAM Q—OPERATING**

29 Highway Safety Fund—State Appropriation.	((\$5,529,000))
30	<u>\$4,897,000</u>
31 Motor Vehicle Account—State Appropriation.	((\$88,566,000))
32	<u>\$86,574,000</u>
33 Motor Vehicle Account—Federal Appropriation.	\$2,050,000
34 Motor Vehicle Account—Private/Local Appropriation.	\$294,000
35 Move Ahead WA Account—State Appropriation.	\$3,090,000
36 Multimodal Transportation Account—State	
37 Appropriation.	\$5,000,000
38 State Route Number 520 Corridor Account—State	

1	Appropriation.	\$247,000
2	Tacoma Narrows Toll Bridge Account—State	
3	Appropriation.	\$44,000
4	Alaskan Way Viaduct Replacement Project Account—	
5	State Appropriation.	\$1,122,000
6	Interstate 405 and State Route Number 167 Express	
7	Toll Lanes Account—State Appropriation.	\$37,000
8	TOTAL APPROPRIATION.	((\$105,979,000))
9		<u>\$103,355,000</u>

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

12 (1) \$6,000,000 of the motor vehicle account—state appropriation
13 is provided solely for low-cost enhancements. The department shall
14 give priority to low-cost enhancement projects that improve safety or
15 provide congestion relief. By December 15th of each odd-numbered
16 year, the department shall provide a report to the legislature
17 listing all low-cost enhancement projects completed in the prior
18 fiscal biennium.

19 (2)(a) During the 2023-2025 fiscal biennium, the department shall
20 continue a pilot program that expands private transportation
21 providers' access to high occupancy vehicle lanes. Under the pilot
22 program, when the department reserves a portion of a highway based on
23 the number of passengers in a vehicle, the following vehicles must be
24 authorized to use the reserved portion of the highway if the vehicle
25 has the capacity to carry eight or more passengers, regardless of the
26 number of passengers in the vehicle: (i) Auto transportation company
27 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
28 carrier vehicles regulated under chapter 81.70 RCW, except marked or
29 unmarked stretch limousines and stretch sport utility vehicles as
30 defined under department of licensing rules; (iii) private nonprofit
31 transportation provider vehicles regulated under chapter 81.66 RCW;
32 and (iv) private employer transportation service vehicles. For
33 purposes of this subsection, "private employer transportation
34 service" means regularly scheduled, fixed-route transportation
35 service that is offered by an employer for the benefit of its
36 employees. Nothing in this subsection is intended to authorize the
37 conversion of public infrastructure to private, for-profit purposes
38 or to otherwise create an entitlement or other claim by private users
39 to public infrastructure.

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

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

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

23 (3) The appropriations in this section assume implementation of
24 additional cost recovery mechanisms to recoup at least \$100,000 in
25 credit card and other financial transaction costs related to the
26 collection of fees imposed under RCW 46.17.400, 46.44.090, and
27 46.44.0941 for driver and vehicle fee transactions beginning January
28 1, 2023. The department may recover transaction fees incurred through
29 credit card transactions.

30 (4) The department shall promote safety messages encouraging
31 drivers to slow down and move over and pay attention when emergency
32 lights are flashing on the side of the road and other suitable safety
33 messages on electronic message boards the department operates across
34 the state. The messages must be promoted through June 30, 2025. The
35 department may coordinate such messaging with any statewide public
36 awareness campaigns being developed by the department of licensing or
37 the Washington state traffic safety commission, or both.

38 (5) \$5,000,000 of the multimodal transportation account—state
39 appropriation is provided solely for the department to address
40 emergent issues related to safety for pedestrians and bicyclists.

Funds may only be spent after approval from the office of financial management. By December 15th of each odd-numbered year, the department shall provide a report to the legislature listing all emergent issues addressed in the prior fiscal biennium.

(6) (~~(\$3,529,000)~~) \$2,897,000 of the highway safety account—state appropriation is provided solely for implementation of chapter 17, Laws of 2023 (speed safety cameras).

(7) \$1,279,000 of the move ahead WA account—state appropriation is provided solely for maintenance and operations of the virtual coordination center. The department is encouraged to apply for federal grant funds for the virtual coordination center and may use state funds as a match. By December 1, 2023, the department shall report to the transportation committees of the legislature: (a) Recommendations to expand the center's operations, including specific additional jurisdictions and corridors across the state; and (b) amounts received and dates of receipt of any new cash and in-kind matches from virtual coordination center partners including, but not limited to, the city of Seattle, King county, other state and local jurisdictions, and private sector partners.

(8) \$100,000 of the motor vehicle account—state appropriation is provided solely for the department to prepare and submit a report to the transportation committees of the legislature by December 1, 2024, with a prioritized list of recommendations for improving safety and mobility on Interstate 90 between North Bend and Cle Elum during winter weather events, including estimated costs. The recommendations must include, but are not limited to, options to improve compliance with traction tire and chain requirements and reduce snow-related closures.

(9) (a) (~~(\$5,000,000)~~) \$3,100,000 of the motor vehicle account—state appropriation is provided solely for the department, in coordination with the independent review team of the joint transportation committee, to conduct an analysis of highway, road, and freight rail transportation needs, options, and impacts from shifting the movement of freight and goods that currently move by barge through the lower Snake river dams to highways, other roads, and rail. The study should generate volume estimates and evaluate scenarios for changes in infrastructure and operations that would be necessary to address those additional volumes. The assessment must include quantitative analysis based on available data in terms of

1 both financial and carbon emission costs; and qualitative input
2 gathered from tribal governments, local governments, freight
3 interests, and other key stakeholders, including impacts on
4 disadvantaged/underserved communities. The analysis must include a
5 robust public engagement process to solicit feedback from interested
6 stakeholders including but not limited to: Residents and officials in
7 affected cities and counties; stakeholders involved in railroad,
8 agriculture, fishing, trucking, shipping and other related
9 industries; appropriate Native American tribes; representatives of
10 advocacy and community organizations; and transportation, public
11 works, and economic development organizations in the affected areas,
12 federal highway administration and army corps of engineers. The
13 analysis must be informed by the work of the joint transportation
14 committee's independent review team, and must include the following:

15 (i) Existing volumes and traffic patterns;

16 (ii) Potential changes in volumes and traffic patterns
17 immediately following the loss of freight movement by barge and over
18 the following 20 years, including the carbon emissions impact of this
19 mode shift;

20 (iii) Identification of whether regional geography, land
21 availability, and state and federal regulatory processes would allow
22 for rail and road expansions and increased capacity;

23 (iv) Identification of potential infrastructure and operational
24 improvements to existing highways, other roads, and rail, including
25 additional access to facilities, needed to accommodate the higher
26 freight volumes and impacts and potential opportunities to mitigate
27 impacts on shipping rates;

28 (v) Identification of rail line development options, including
29 impacts and potential opportunities to mitigate impacts on grain
30 storage and handling facilities at regional unit train yards and port
31 export facilities;

32 (vi) An assessment of costs associated with mitigating potential
33 slope failure and stabilization necessitated by the drawdown of the
34 river. An assessment of impacts and potential opportunities to
35 mitigate impacts on adjacent roads, bridges, railroads, and utility
36 corridors shall be included;

37 (vii) Both financial and carbon cost estimates for development
38 and implementation of identified needs and options, including
39 planning, design, and construction;

1 (viii) Analysis of the impacts and potential opportunities to
2 mitigate impacts of these infrastructure changes on environmental
3 justice and disadvantaged/underserved communities during
4 construction, as well as from future operations;

5 (ix) Analysis of safety impacts and potential opportunities to
6 mitigate impacts for a shift from barge transportation to rail or
7 truck, including increases in rural community traffic and consistency
8 with the Washington State Strategic Highway Safety Plan: Target Zero;

9 (x) Impacts and potential opportunities to mitigate impacts on
10 highly affected commodities, including agriculture, petroleum,
11 project cargo, and wind energy components;

12 (xi) Analysis of the impacts and potential opportunities to
13 mitigate impacts that reduced competition resulting from removing
14 barging of agricultural products on the Snake river would have on
15 Washington's agricultural industry along with impacts modal shifts
16 would have on the entire supply chain, including export facilities
17 and ports on the Lower Columbia River; and

18 (xii) Determination of the feasibility that additional east-west
19 freight rail capacity can be achieved, particularly through Columbia
20 River Gorge, and the alternative routes that exist in the event that
21 adding more infrastructure on these routes is not feasible.

22 (b) The department shall provide status updates on a quarterly
23 basis in coordination with the joint transportation committee. The
24 legislature intends to require a final report to the governor and the
25 transportation committees of the legislature by December 31, 2026.

26 (10) \$2,000,000 of the highway safety account—state appropriation
27 is provided solely for the department, in consultation with the
28 Washington traffic safety commission, to evaluate and identify
29 geographical locations in both urban and rural highway settings to
30 install and implement wrong-way driving prevention strategies. Such
31 prevention strategies may include improved signage and pavement
32 markings as recommended by the traffic safety commission's report on
33 wrong-way driving, "Strategies and Technologies to Prevent and
34 Respond to Wrong-Way Driving Crashes." The department must report to
35 the legislature any crash data or wrong-way violations that occur at
36 the selected locations by June 30, 2025.

37 (11) \$1,000,000 of the motor vehicle account—state appropriation
38 is provided solely for the department to develop an automated highway
39 speed safety camera pilot program to test two to three automated
40 traffic safety cameras on state highways. The goals of the automated

1 highway speed safety camera pilot program are to test speed camera
2 technology, determine the impact on speeding behavior in areas of
3 testing, and compile public response to the use of traffic safety
4 cameras on highways.

5 (a) The department must work with the Washington state patrol and
6 the traffic safety commission to develop the pilot program to
7 include, but not be limited to, the following program elements:

8 (i) Selection of technology;

9 (ii) Placement of cameras in high speed, collision, or fatality
10 locations;

11 (iii) Establishment of public notification and warning signs
12 prior to entering into an area with a speed safety camera;

13 (iv) Outreach and public engagement about the program and site
14 selection process; and

15 (v) Development and implementation of a process to collect and
16 report relevant pilot program data, including rates of speed prior
17 to, during, and after the use of pilot program cameras, and public
18 response to pilot program cameras.

19 (b) Automated traffic safety cameras may only take pictures of
20 the vehicle and the vehicle license plates.

21 (c) Ticketing of violators using vehicle speed information
22 captured by automated traffic safety cameras authorized under the
23 pilot program is prohibited during the pilot program.

24 (d) As part of the pilot program, the department may inform
25 registered vehicle owners of a vehicle's rate of speed exceeding the
26 posted speed limit and the amount of the fine the law would have
27 allowed to be imposed by providing notification by mail.

28 (e) The department is required to provide a program progress
29 report to the governor and transportation committees of the
30 legislature by (~~September 30, 2024~~) June 30, 2025, to include a
31 summary of public input on the use of safety cameras, including
32 objections, evaluation of technologies used, and changes in speeding
33 behavior.

34 (f) Photographs, microphotographs, electronic images, and other
35 personally identifying data captured and collected for the purposes
36 of the pilot program are for the exclusive use of the Washington
37 state patrol and department of transportation in carrying out the
38 pilot program, are not open to the public, and may not be used in
39 court in a pending action or proceeding.

(12) \$1,000,000 of the motor vehicle account—state appropriation is provided solely for implementation of chapter 111, Laws of 2024 (graffiti abatement and reduction pilot). If chapter 111, Laws of 2024 is not enacted by June 30, 2024, the amount provided in this subsection lapses.

Sec. 915. 2024 c 310 s 218 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S

Motor Vehicle Account—State Appropriation.	((\$63,497,000))
	<u>\$63,497,000</u>
Motor Vehicle Account—Federal Appropriation.	\$780,000
Motor Vehicle Account—Private/Local Appropriation.	\$500,000
Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
Puget Sound Ferry Operations Account—State	
Appropriation.	\$509,000
Multimodal Transportation Account—State	
Appropriation.	((\$22,723,000))
	<u>\$15,932,000</u>
State Route Number 520 Corridor Account—State	
Appropriation.	\$220,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$136,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation.	\$127,000
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation.	\$114,000
TOTAL APPROPRIATION.	((\$94,006,000))
	<u>\$87,215,000</u>

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

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

(i) The preapprenticeship support services (PASS) and career opportunity maritime preapprenticeship support services (COMPASS) programs, which aim to increase diversity in the highway construction

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

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

11 (b) The department shall report annually to the transportation
12 committees of the legislature on efforts to increase diversity in the
13 transportation construction workforce.

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

16 (2) \$1,512,000 of the motor vehicle account—state appropriation
17 and \$488,000 of the Puget Sound ferry operations account—state
18 appropriation are provided solely for the department to develop,
19 track, and monitor the progress of community workforce agreements,
20 and to assist with the development and implementation of internal
21 diversity, equity, and inclusion efforts and serve as subject matter
22 experts on federal and state civil rights provisions. The department
23 shall engage with relevant stakeholders, and provide a progress
24 report on the implementation of efforts under this subsection to the
25 transportation committees of the legislature and the governor by
26 December 1, 2024.

27 (3) For Washington state department of transportation small works
28 roster projects under RCW 39.04.155, the department may only allow
29 firms certified as small business enterprises, under 49 C.F.R. 26.39,
30 to bid on the contract, unless the department determines there would
31 be insufficient bidders for a particular project. The department
32 shall report on the effectiveness of this policy to the
33 transportation committees of the legislature by December 1, 2024.

34 (4) \$21,195,000 of the motor vehicle account—state appropriation
35 and ((~~\$21,194,000~~)) \$14,403,000 of the multimodal transportation
36 account—state appropriation are provided solely for the department to
37 upgrade the transportation reporting and accounting information
38 system to the current cloud version of the software, and is subject

to the conditions, limitations, and review requirements of section 701, chapter 472, Laws of 2023.

(5) \$56,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter 230, Laws of 2023 (clean energy siting).

Sec. 916. 2024 c 310 s 219 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State

Appropriation.	\$4,000,000
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Motor Vehicle Account—State Appropriation.	((\$32,044,000))
	<u>\$30,459,000</u>

Motor Vehicle Account—Federal Appropriation.	((\$31,527,000))
	<u>\$31,527,000</u>

Motor Vehicle Account—Private/Local Appropriation.	\$400,000
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Move Ahead WA Flexible Account—State Appropriation.	\$11,922,000
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Multimodal Transportation Account—State

Appropriation.	((\$2,714,000))
	<u>\$2,574,000</u>

Multimodal Transportation Account—Federal

Appropriation.	\$2,809,000
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Multimodal Transportation Account—Private/Local

Appropriation.	\$100,000
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TOTAL APPROPRIATION.	((\$85,516,000))
	<u>\$83,791,000</u>

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

(1) \$750,000 of the multimodal transportation account—state appropriation is provided solely for the department to partner with the department of commerce and regional transportation planning organizations in implementing vehicle miles traveled targets and supporting actions. As part of target setting, important factors that must be considered include land use patterns, safety, and vulnerable populations. The department shall provide an interim report by June 30, 2024, and a final report by June 30, 2025.

(2) \$150,000 of the motor vehicle account—state appropriation is provided solely for the department to continue implementation of a

performance-based project evaluation model. The department must issue a report by September 1, 2024.

(3)(a) \$180,000 of the multimodal transportation account—state appropriation is provided solely for Thurston regional planning council (TRPC) to conduct a study examining options for multimodal high capacity transportation (HCT) to serve travelers on the Interstate 5 corridor between central Thurston county (Olympia area) and Pierce county.

(b) The study will include an assessment of travelsheds and ridership potential and identify and provide an evaluation of options to enhance connectivity and accessibility for the greater south Puget Sound region with an emphasis on linking to planned or existing commuter or regional light rail. The study must account for previous and ongoing efforts by transit agencies and the department. The study will emphasize collaboration with a diverse community of interests, including but not limited to transit, business, public agencies, tribes, and providers and users of transportation who because of age, income, or ability may face barriers and challenges.

(c) The study is due to the governor and transportation committees of the legislature by September 1, 2024.

(4) (~~(\$700,000)~~) \$560,000 of the multimodal transportation account—state appropriation is provided solely for the city of Seattle's office of planning and community development to support an equitable development initiative to reconnect the South Park neighborhood, currently divided by state route number 99.

(a) The support work must include:

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

(ii) A feasibility study of decommissioning state route number 99 in the South Park neighborhood to include, but not be limited to, traffic studies, environmental impact analysis, and development of alternatives, including the transfer of the land to a neighborhood-led community land trust.

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

(c) The city must provide (~~(a report on the plan that includes recommendations)~~) an interim report on progress to date to the

1 Seattle city council, state department of transportation, and the
2 transportation committees of the legislature by June 30, 2025.

3 (5) (~~(\$2,557,000)~~) \$1,000,000 of the motor vehicle account—state
4 appropriation is provided solely for the department to upgrade the
5 department's linear referencing system (LRS) and highway performance
6 monitoring system (HPMS) (~~(, and is subject to the conditions,~~
7 ~~limitations, and review requirements in section 701, chapter 472,~~
8 ~~Laws of 2023))~~).

9 (6) \$306,000 of the multimodal transportation account—state
10 appropriation is provided solely for the department to appoint or
11 designate a liaison to serve as a point of contact and resource for
12 the department, local governments, and project proponents regarding
13 land use decisions and processing development permit applications.
14 The liaison must, as a priority, facilitate and expedite any
15 department decisions required for project approval.

16 (7) \$742,000 of the motor vehicle account—federal appropriation
17 is provided solely for remaining work on the "Forward Drive" road
18 usage charge research project overseen by the transportation
19 commission using the remaining amounts of the federal grant award.
20 The remaining work of this project includes:

21 (a) Analysis of road usage charge simulation and participant
22 surveys;

23 (b) Follow up on road usage charge experiences related to payment
24 installments, mileage exemptions, and vehicle-based mileage
25 reporting;

26 (c) Completion of technology research; and

27 (d) Development of the final "Forward Drive" research program
28 report.

29 (8)(a) \$11,922,000 of the move ahead WA flexible account—state
30 appropriation is provided solely for an Interstate 5 planning and
31 environmental linkage study and a statewide Interstate 5 master plan,
32 building upon existing work under way in the corridor. It is the
33 intent of the legislature to provide a total of \$40,000,000 for this
34 work by 2029.

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

37 (i) Seismic resiliency planning to refine the level of effort and
38 develop informed cost estimates for the seismic vulnerability
39 analysis;

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

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

9 (iv) A report to the transportation committees of the legislature
10 by December 1, 2024, with recommendations for future phases and a
11 detailed funding request for work planned through 2029.

12 (c) Of the amounts provided in this subsection, \$300,000 is
13 provided solely for the department to conduct a Seattle Interstate 5
14 ramp reconfiguration study. The study must be conducted in
15 coordination and partnership with the city of Seattle's department of
16 transportation, informed by the input of Interstate 5 lid
17 stakeholders, and coordinated with work under (a) and (b) of this
18 subsection. The department must provide a study report, including
19 recommendations, to the city of Seattle's department of
20 transportation and the transportation committees of the legislature
21 by December 1, 2024. The study must include an analysis of:

22 (i) Options and opportunities to reconfigure, relocate, or remove
23 Interstate 5 ramps within and between Chinatown-International
24 District and the University District for the purpose of improving
25 through-traffic operations, enhancing multimodal transportation
26 safety, and enabling more efficient air rights development;

27 (ii) Potential mitigation needs and cost estimates of ramp
28 changes and demolitions;

29 (iii) Benefits of ramp changes and demolitions to pedestrian and
30 bicycle travel, transit operations, and future lid design;

31 (iv) Ramps for the mainline, collector-distributor lanes and
32 express lanes including, at a minimum, ramps connecting to and from
33 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca
34 Street, Spring Street, University Street, Union Street, Olive Way,
35 Yale Avenue, NE 45th Street, and NE 50th Street;

36 (v) Removal of the existing ramps at Seneca Street, Spring
37 Street, and University Street; and

38 (vi) Removal and consolidation options of the existing NE 45th
39 Street and NE 50th Street ramps.

1 (d) The department shall work with the emergency management
2 division of the military department to identify strategic
3 transportation corridors, opportunities to improve resilience and
4 reinforce the corridors against natural disasters, and opportunities
5 to secure federal funding for investments in the resilience of the
6 transportation network. The department shall provide a report to the
7 transportation committees of the legislature by December 1, 2023, on:

8 (i) Strategic transportation corridors and opportunities to
9 improve their resilience;

10 (ii) Federal funding opportunities the state should pursue; and

11 (iii) Recommendations for actions to maximize federal funding for
12 the state of Washington.

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

28 (10) \$3,000,000 of the carbon emissions reduction account—state
29 appropriation is provided solely for the department, in coordination
30 with the department's HEAL act team and environmental services
31 office, to develop and implement a community outreach, education, and
32 technical assistance program for overburdened communities and their
33 community partners in order to develop community-centered carbon
34 reduction strategies to make meaningful impacts in a community, and
35 to provide assistance in gaining access to available funding to
36 implement these strategies, where applicable. The department may
37 provide appropriate compensation to members of overburdened
38 communities who provide solicited community participation and input
39 needed by the department to implement and administer the program
40 established in this subsection. By June 1, 2024, and by June 1, 2025,

the department must submit a report to the transportation committees of the legislature and to the governor that provides an update on the department's community outreach, education, and technical assistance program development and implementation efforts.

(11) \$200,000 of the motor vehicle account—state appropriation is provided solely for planning and intersection improvements along state route number 904 and improvements to the local network that would feed intersections with state route number 904. This work must include, but is not limited to, the Medical Lake/Four Lakes Road/West 3rd Ave intersection and feeding local network. The department must collaborate with Spokane county and the city of Cheney on this work and other improvement ideas along the corridor.

(12) Beginning January 1, 2025, \$1,000,000 of the carbon emissions reduction account—state appropriation is provided solely for the department to contract with a world cup organizing committee based in Seattle to undertake low carbon transportation planning efforts that will help prepare for the increase in visitors due to the 2026 FIFA world cup soccer matches in Seattle and other venues in the state. The planning, to be developed in coordination with the department and local mobility agencies, must identify critical infrastructure and operational improvements that will support active transportation and reliability of transit, making it easier for the public to choose options other than single-occupancy vehicles. A progress report including best practices for future events must be delivered to the department, office of the governor, and transportation committees of the legislature by June 30, 2025.

Sec. 917. 2024 c 310 s 220 (uncodified) is amended to read as follows:

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

Aeronautics Account—State Appropriation.	\$1,000
Transportation Partnership Account—State Appropriation.	\$56,000
Motor Vehicle Account—State Appropriation.	(\$112,419,000)
	<u>\$122,169,000</u>
Puget Sound Ferry Operations Account—State Appropriation.	\$244,000
State Route Number 520 Corridor Account—State	

1	Appropriation.	\$69,000
2	Connecting Washington Account—State Appropriation.	\$452,000
3	Multimodal Transportation Account—State	
4	Appropriation.	((\$6,335,000))
5		<u>\$6,335,000</u>
6	Tacoma Narrows Toll Bridge Account—State	
7	Appropriation.	\$43,000
8	Alaskan Way Viaduct Replacement Project Account—	
9	State Appropriation.	\$38,000
10	Interstate 405 and State Route Number 167 Express	
11	Toll Lanes Account—State Appropriation.	\$43,000
12	TOTAL APPROPRIATION.	((\$119,700,000))
13		<u>\$129,450,000</u>

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

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

22 (2) On August 1, 2023, and semiannually thereafter, the
23 department, in conjunction with the attorney general and the
24 department of enterprise services, shall provide a report with
25 judgments and settlements dealing with the Washington state ferry
26 system to the director of the office of financial management and the
27 transportation committees of the legislature. The report must include
28 information on: (a) The number of claims and settlements by type; (b)
29 the average claim and settlement by type; (c) defense costs
30 associated with those claims and settlements; and (d) information on
31 the impacts of moving legal costs associated with the Washington
32 state ferry system into the statewide self-insurance pool.

33 (3) On August 1, 2023, and semiannually thereafter, the
34 department, in conjunction with the attorney general and the
35 department of enterprise services, shall provide a report with
36 judgments and settlements dealing with the nonferry operations of the
37 department to the director of the office of financial management and
38 the transportation committees of the legislature. The report must
39 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. 918. 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

Appropriation.	((\$30,400,000))
	<u>\$2,257,000</u>

Climate Transit Programs Account—State Appropriation ((\$410,645,000))	
	<u>\$378,704,000</u>

State Vehicle Parking Account—State Appropriation.	\$784,000
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Regional Mobility Grant Program Account—State

Appropriation.	((\$120,177,000))
	<u>\$61,730,000</u>

Rural Mobility Grant Program Account—State

Appropriation.	\$33,077,000
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Multimodal Transportation Account—State

Appropriation.	((\$126,238,000))
	<u>\$119,509,000</u>

Multimodal Transportation Account—Federal

Appropriation.	\$4,374,000
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Multimodal Transportation Account—Private/Local

Appropriation.	\$100,000
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TOTAL APPROPRIATION.	((\$725,795,000))
	<u>\$600,535,000</u>

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

(1) \$64,906,000 of the multimodal transportation account—state appropriation and ((~~\$78,325,000~~)) \$77,900,000 of the climate transit programs account—state appropriation are provided solely for a grant program for special needs transportation provided by transit agencies and nonprofit providers of transportation. Of this amount:

1 (a) \$14,420,000 of the multimodal transportation account—state
2 appropriation and (~~(\$17,963,000)~~) \$17,713,000 of the climate transit
3 programs account—state appropriation are provided solely for grants
4 to nonprofit providers of special needs transportation. Grants for
5 nonprofit providers must be based on need, including the availability
6 of other providers of service in the area, efforts to coordinate
7 trips among providers and riders, and the cost effectiveness of trips
8 provided.

9 (b) \$48,278,000 of the multimodal transportation account—state
10 appropriation and (~~(\$60,137,000)~~) \$59,962,000 of the climate transit
11 programs account—state appropriation are provided solely for grants
12 to transit agencies to transport persons with special transportation
13 needs. To receive a grant, the transit agency must, to the greatest
14 extent practicable, have a maintenance of effort for special needs
15 transportation that is no less than the previous year's maintenance
16 of effort for special needs transportation. Grants for transit
17 agencies must be prorated based on the amount expended for demand
18 response service and route deviated service in calendar year 2021 as
19 reported in the "2021 Summary of Public Transportation" published by
20 the department of transportation. No transit agency may receive more
21 than 30 percent of these distributions. Fuel type may not be a factor
22 in the grant selection process.

23 (c) \$2,208,000 of the multimodal transportation account—state
24 appropriation and \$225,000 of the climate transit programs account—
25 state appropriation are provided solely for the reappropriation of
26 amounts provided for this purpose in the 2021-2023 fiscal biennium.

27 (2) \$33,077,000 of the rural mobility grant program account—state
28 appropriation is provided solely for grants to aid small cities in
29 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
30 factor in the grant selection process.

31 (3) (~~(\$11,598,000)~~) \$9,925,000 of the multimodal transportation
32 account—state appropriation is provided solely for a public transit
33 rideshare grant program for: (a) Public transit agencies to add or
34 replace rideshare vehicles; and (b) incentives and outreach to
35 increase rideshare use. The grant program for public transit agencies
36 may cover capital costs only, and costs for operating vanpools at
37 public transit agencies are not eligible for funding under this grant
38 program. Awards from the grant program must not be used to supplant
39 transit funds currently funding ride share programs, or to hire

1 additional employees. Fuel type may not be a factor in the grant
2 selection process. Of the amounts provided in this subsection,
3 \$1,308,000 is for the reappropriation of amounts provided for this
4 purpose in the 2021-2023 fiscal biennium.

5 (4) \$48,597,000 of the regional mobility grant program account—
6 state appropriation is reappropriated and provided solely for the
7 regional mobility grant projects identified in LEAP Transportation
8 Document ((2024-2)) 2025-2 ALL PROJECTS as developed ((March 6,
9 2024)) April 26, 2025, Program - Public Transportation Program (V).

10 (5) (a) ((~~\$71,581,000~~)) \$13,133,000 of the regional mobility grant
11 program account—state appropriation is provided solely for the
12 regional mobility grant projects identified in LEAP Transportation
13 Document ((2024-2)) 2025-2 ALL PROJECTS as developed ((March 6,
14 2024)) April 26, 2025, Program - Public Transportation Program (V).
15 The department shall review all projects receiving grant awards under
16 this program at least semiannually to determine whether the projects
17 are making satisfactory progress. Any project that has been awarded
18 funds, but does not report activity on the project within one year of
19 the grant award, must be reviewed by the department to determine
20 whether the grant should be terminated. The department shall promptly
21 close out grants when projects have been completed, and any remaining
22 funds must be used only to fund projects identified in the LEAP
23 transportation document referenced in this subsection. The department
24 shall provide annual status reports on December 15, 2023, and
25 December 15, 2024, to the office of financial management and the
26 transportation committees of the legislature regarding the projects
27 receiving the grants. It is the intent of the legislature to
28 appropriate funds through the regional mobility grant program only
29 for projects that will be completed on schedule. A grantee may not
30 receive more than 25 percent of the amount appropriated in this
31 subsection unless all other funding is awarded. Additionally, when
32 allocating funding for the 2023-2025 fiscal biennium, no more than 30
33 percent of the total grant program may directly benefit or support
34 one grantee unless all other funding is awarded. Fuel type may not be
35 a factor in the grant selection process.

36 (b) In order to be eligible to receive a grant under (a) of this
37 subsection during the 2023-2025 fiscal biennium, a transit agency
38 must establish a process for private transportation providers to
39 apply for the use of park and ride facilities. For purposes of this
40 subsection, (i) "private transportation provider" means: An auto

1 transportation company regulated under chapter 81.68 RCW; a passenger
2 charter carrier regulated under chapter 81.70 RCW, except marked or
3 unmarked stretch limousines and stretch sport utility vehicles as
4 defined under department of licensing rules; a private nonprofit
5 transportation provider regulated under chapter 81.66 RCW; or a
6 private employer transportation service provider; and (ii) "private
7 employer transportation service" means regularly scheduled, fixed-
8 route transportation service that is offered by an employer for the
9 benefit of its employees.

10 (c) (~~(\$1,500,000)~~) \$749,000 of the amount appropriated in this
11 subsection is provided solely for a contingency fund to assist
12 current regional mobility grantees with cost escalations and
13 overages. The department shall create a system for grantees to
14 request funds, and set a cap of contingency funds per grantee to
15 ensure an equitable distribution among requesters.

16 (d) During the 2023-2025 fiscal biennium, the department shall
17 consider applications submitted by regional transportation planning
18 organizations and metropolitan planning organizations for the
19 regional mobility grant program funding in the 2025-2027 fiscal
20 biennium.

21 (6) \$6,195,000 of the multimodal transportation account—state
22 appropriation, \$3,300,000 of the climate transit programs account—
23 state appropriation, and \$784,000 of the state vehicle parking
24 account—state appropriation are provided solely for CTR grants and
25 activities. Fuel type may not be a factor in the grant selection
26 process. Of this amount, \$495,000 of the multimodal transportation
27 account—state appropriation is reappropriated and provided solely for
28 continuation of previously approved projects under the first mile/
29 last mile connections grant program.

30 (7) (~~(\$16,319,000)~~) \$12,911,000 of the multimodal transportation
31 account—state appropriation is provided solely for connecting
32 Washington transit projects identified in LEAP Transportation
33 Document ((2024-2)) 2025-2 ALL PROJECTS as developed ((~~March 6,~~
34 ~~2024~~)) April 26, 2025. It is the intent of the legislature that
35 entities identified to receive funding in the LEAP transportation
36 document referenced in this subsection receive the amounts specified
37 in the time frame specified in that LEAP document. If an entity has
38 already completed a project in the LEAP transportation document
39 referenced in this subsection before the time frame identified, the

entity may substitute another transit project or projects that cost a similar or lesser amount.

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

(9) (~~(\$12,000,000)~~) \$12,203,000 of the multimodal transportation account—state appropriation and (~~(\$39,400,000)~~) \$28,905,000 of the climate transit programs account—state appropriation are provided solely for the green transportation capital projects identified in LEAP Transportation Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed (~~(March 6, 2024)~~) April 26, 2025, Program - Public Transportation Program (V). Of the amount of climate transit program account funds appropriated in this subsection, up to one percent may be used for program administration and staffing.

(10) (~~(\$5,950,000)~~) \$3,864,000 of the multimodal transportation account—state appropriation and (~~(\$1,249,000)~~) \$144,000 of the climate transit programs account—state appropriation are reappropriated and provided solely for the green transportation capital grant projects identified in LEAP Transportation Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed (~~(March 6, 2024)~~) April 26, 2025, Program - Public Transportation Program (V).

(11) (~~(Beginning January 1, 2025, \$7,442,000 of the carbon emissions reduction account—state appropriation is provided solely for additional green transportation capital projects identified in LEAP Transportation Document 2024-2 ALL PROJECTS as developed March 6, 2024. Of the amounts provided in this subsection, \$1,000,000 is for the Jefferson Transit - Electric Bus Replacement project (GT23250A), \$1,023,000 is for the Pacific Transit - Electrification of the Paratransit Fleet project (GT23250C), \$3,795,000 is for the C-TRAN - Hydrogen Fueling Station Infrastructure project (GT23250D), and \$1,623,000 is for the Island Transit - Fleet Expansion project (GT23250E).~~

~~(12) \$10,267,000)~~ \$8,632,000 of the climate transit programs account—state appropriation is provided solely for tribal transit grants. Up to one percent of the amount provided in this subsection may be used for program administration and staffing.

(a) The department must establish a tribal transit competitive grant program. Grants to federally recognized tribes may be for any transit purpose, including planning, operating costs, maintenance, and capital costs. The department shall report to the transportation

committees of the legislature and the office of financial management with a list of projects recommended for funding by September 1, 2024, along with recommendations on how to remove barriers for tribes to access grant funds, including removal of grant match requirements, and recommendations for how the department can provide technical assistance.

(b) Within the amount provided in this subsection, ~~(((\$10,167,000))~~ \$8,532,000 is provided solely for move ahead Washington tribal transit grant projects as listed in LEAP Transportation Document ~~((2024-2))~~ 2025-2 ALL PROJECTS as developed ~~((March 6, 2024))~~ April 26, 2025. Of this amount, \$529,000 is for the Sauk-Suiattle Commuter project (L1000318).

~~((13))~~ (12) \$188,930,000 of the climate transit programs account—state appropriation is provided solely for transit support grants for public transit agencies that have adopted a zero-fare policy for youth 18 years of age and under by October 1, 2022. The department must confirm zero-fare policies are in effect at transit agencies to be eligible for biennial distributions.

~~((14) \$38,000,000))~~ (13) \$35,723,000 of the climate transit programs account—state appropriation is provided solely for the bus and bus facility grant program for replacement, rehabilitation, and purchase of transit rolling stock, or construction, modification, or rehabilitation of transit facilities.

~~((15) Beginning January 1, 2025, \$7,758,000 of the carbon emissions reduction account—state appropriation is provided solely for additional bus and bus facility projects. Of the amounts provided in this subsection, \$1,467,000 is for Kitsap Transit for inductive charging units for transit centers, \$1,891,000 is for Twin Transit for zero-emission vehicle acquisition, \$4,400,000 is for C-TRAN for highway 99 BRT hydrogen fuel cell buses.~~

~~(16))~~ (14) \$2,000,000 of the climate transit programs account—state appropriation is provided solely for newly selected transit coordination grants. The department shall prioritize grant proposals that promote the formation of joint partnerships between transit agencies or merge service delivery across entities.

~~((17) \$46,587,000))~~ (15) \$31,544,000 of the climate transit programs account—state appropriation is provided solely for move ahead Washington transit projects as listed in LEAP Transportation

Document ((2024-2)) 2025-2 ALL PROJECTS as developed ((March 6, 2024)) April 26, 2025, Move Ahead WA - Transit Projects.

(a) For projects funded as part of this subsection, if the department expects to have substantial reappropriations for the 2023-2025 fiscal biennium, the department may, on a pilot basis, apply funding from a project with an appropriation that is unable to be used within the 2023-2025 fiscal biennium to advance one or more of the projects listed, prioritizing projects first by tier then by project readiness.

(b) In instances when projects listed in the LEAP transportation document referenced in this subsection (15) are no longer viable or have been completed, the department may recommend in its next budget submittal alternative project proposals from the local jurisdictions if the project is similar in type and scope and consistent with limitations on certain funds provided. In the event that the listed project has been completed, the local jurisdictions may, rather than submitting an alternative project, be reimbursed in the year in which it was scheduled for documented costs incurred implementing the listed project, not in excess of the amount awarded from the funding program.

(c) At least 10 business days before advancing or swapping a project pursuant to this subsection, the department must notify the office of financial management and the transportation committees of the legislature. The advancement of a project may not hinder the delivery of the projects for which the reappropriations are necessary for the 2023-2025 fiscal biennium.

((~~(18)~~)) (16) \$702,000 of the multimodal transportation account—state appropriation is provided solely for the department to provide a statewide vanpool benefit for all state employees. For department employees working in remote job sites, such as mountain passes, the department must ensure employees are able to access job sites via a subsidized vanpool or provide a modal alternative for the "last mile" to ensure employees can access the job site without additional charge.

((~~(19)~~)) (17) \$200,000 of the multimodal transportation account—state appropriation is provided solely for the department to update the 2019 feasibility study to add a fifth travel Washington intercity bus line in the Yakima Valley. The department must provide a summary report of the updated feasibility and cost estimates to the transportation committees of the legislature by December 1, 2024.

1 ~~((+20+))~~ (18) \$555,000 of the multimodal transportation account—
2 state appropriation and \$500,000 of the carbon emissions reduction
3 account—state appropriation are provided solely for an interagency
4 transfer to the Washington State University extension energy program
5 to administer a technical assistance and education program for public
6 agencies on the use of alternative fuel vehicles. The Washington
7 State University extension energy program shall prepare a report
8 regarding the utilization of the program and submit this report to
9 the transportation committees of the legislature by November 15,
10 2023.

11 ~~((+21+))~~ (19)(a) \$500,000 of the multimodal transportation
12 account—state appropriation is provided solely for King county metro
13 to develop a pilot program to place teams, including human services
14 personnel, along routes that are enduring significant public safety
15 issues and various disruptive behavior in south King county. The team
16 would be available to deescalate disruptions, provide immediate
17 access to transit resources, and refer customers to community
18 resources to break cycles of inappropriate behavior. The teams must
19 consist of individuals trained in deescalation and outreach. Team
20 functions and duties should be cocreated with community stakeholders.

21 (b) King county metro must provide a report to the transportation
22 committees of the legislature by June 30, 2024, regarding the
23 effectiveness of the program, any suggestions for improving its
24 efficacy, and any modifications that might be necessary for other
25 transit providers to institute similar programs.

26 (c) King county metro must provide at least a 50 percent match to
27 develop the pilot program funded under this subsection.

28 ~~((+22+))~~ (20) \$500,000 of the multimodal transportation account—
29 state appropriation is provided solely for planning to move Grays
30 Harbor transit operation and administration facilities from the
31 current location.

32 ~~((+23+))~~ (21) As part of the department's 2025-2027 biennial
33 budget request, the department must submit budget materials for the
34 public transportation division separated into operating and capital
35 budgeted programs.

36 ~~((+24) Beginning January 1, 2025, \$2,000,000))~~ (22) \$290,000 of
37 the carbon emissions reduction account—state appropriation is
38 provided solely for new transit coordination grants, prioritizing
39 projects that coordinate transit service to and from Washington state

ferry terminals. Program eligibility must be expanded to include proposals from transit agencies in counties with populations fewer than 700,000 that coordinate service to and from Washington state ferry terminals.

~~((25) Beginning January 1, 2025, \$900,000 of the carbon emissions reduction account state appropriation is provided solely for the department to implement certain recommendations from the 2023 frequent transit service study. The department shall define levels and types of demand-response service and measure access to these services within Washington for the purpose of gaining a fuller picture of transit access. The department must collect ongoing transportation data and develop systems to allow for analysis of disparities in access to existing fixed route transit. The data collection should prioritize collecting information on accessibility and inclusion of people with disabilities, vulnerable populations in overburdened communities, and other underserved communities. The department shall submit a report on data collection efforts to the transportation committees of the legislature and the office of financial management by June 30, 2025.~~

~~(26) Beginning January 1, 2025, \$11,800,000 of the carbon emissions reduction account state appropriation is provided solely for the following projects identified in LEAP Transportation Document 2024-2 ALL PROJECTS as developed March 6, 2024:~~

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

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

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

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

~~(27))~~ (23) \$100,000 of the multimodal transportation account—state appropriation is provided solely for King county metro to implement a pilot program to provide funds to nonprofit organizations to offer rideshare vouchers to persons who are low-income and people with disabilities who rely on paratransit to get to and from work or medical appointments. King county metro must work with a group who provides dialysis services in King county and with a group who provides employment services and supports to adults with disabilities in the four most populous counties in Washington. The department must submit a report to the office of financial management and the

transportation committees of the legislature by June 1, 2025. The report must incorporate feedback from participants to the extent possible and evaluate the effectiveness of the program as an alternative to current public transportation programs.

Sec. 919. 2024 c 310 s 222 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X

Puget Sound Ferry Operations Account—State

Appropriation. ((~~\$571,594,000~~))

\$541,178,000

Puget Sound Ferry Operations Account—Federal

Appropriation. ((~~\$198,650,000~~))

\$197,187,000

Puget Sound Ferry Operations Account—Private/Local

Appropriation. \$121,000

TOTAL APPROPRIATION. ((~~\$770,365,000~~))

\$738,486,000

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

(1) The office of financial management budget instructions require agencies to recast enacted budgets into activities. The Washington state ferries shall include a greater level of detail in its 2023-2025 supplemental and 2025-2027 omnibus transportation appropriations act requests, as determined jointly by the office of financial management, the Washington state ferries, and the transportation committees of the legislature. This level of detail must include the administrative functions in the operating as well as capital programs. The data in the tables in the report must be supplied in a digital file format.

(2) ((~~\$97,060,000~~)) \$75,020,000 of the Puget Sound ferry operations account—federal appropriation and ((~~\$51,450,000~~)) \$29,385,000 of the Puget Sound ferry operations account—state appropriation are provided solely for auto ferry vessel operating fuel in the 2023-2025 fiscal biennium, which reflect cost savings from a reduced biodiesel fuel requirement and, therefore, is contingent upon the enactment of section 703, chapter 472, Laws of 2023. The amount provided in this subsection represents the fuel budget for the purposes of calculating any ferry fare fuel surcharge.

1 The department shall review future use of alternative fuels and dual
2 fuel configurations, including hydrogen.

3 (3) \$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 (4) The department must work to increase its outreach and
8 recruitment of populations underrepresented in maritime careers and
9 continue working to expand apprenticeship and internship programs,
10 with an emphasis on programs that are shown to improve recruitment
11 for positions with the state ferry system.

12 (5) \$175,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for the department to continue a
14 study of passenger demographics. The study may be included as part of
15 a larger origin and destination study. The department shall report
16 study results to the transportation committees of the legislature by
17 December 1, 2023. Following completion of the study, the department
18 must compare study results to the composition of groups outlined in
19 RCW 47.60.310, both by overall representation of ferry riders and by
20 route. A summary is due to the office of the governor and
21 transportation committees of the legislature by December 1, 2024.

22 (6) The department shall continue to oversee a consultant study
23 to identify and recommend cost-effective strategies to maximize walk-
24 on passenger ridership of the Anacortes - San Juan ferry routes. The
25 study is due to the transportation committees of the legislature by
26 December 1, 2023. By December 1, 2024, any feasible near to medium
27 term solutions identified from the study must be reported to the
28 office of the governor and transportation committees of the
29 legislature and include cost estimates for implementation.

30 (7) (~~(\$16,973,000)~~) \$8,873,000 of the Puget Sound ferry
31 operations account—state appropriation is provided solely for
32 Washington state ferries to:

33 (a) Provide scholarships, coursework fees, and stipends for
34 candidates to become licensed deck officers (mates);

35 (b) Improve the process for unlicensed candidates who have
36 achieved able-bodied sailor (AB) status to earn their mate's license;

37 (c) Annually hire, orient, train, and develop entry level engine
38 room staff at the wiper classification with the intention of
39 successfully promoting to oiler classification;

1 (d) Create an operations project management office;

2 (e) Increase human resources capacity to expand recruitment
3 efforts including to communities currently underrepresented within
4 the Washington state ferries, and add a workforce ombuds; and

5 (f) Hire additional dispatch staff, or any other staff mandatory
6 for system operations.

7 (8) \$169,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for hiring an additional service
9 planner.

10 (9) (a) During negotiations of the 2025-2027 collective bargaining
11 agreements, the department must conduct a review and analysis of the
12 collective bargaining agreements governing state ferry employees, to
13 identify provisions that create barriers for, or contribute to
14 creating a disparate impact on, newly hired ferry employees,
15 including those who are women, people of color, veterans, and other
16 employees belonging to communities that have historically been
17 underrepresented in the workforce. The review and analysis must
18 incorporate, to the extent practicable, the findings and
19 recommendations from the December 2022 joint transportation committee
20 study on Washington state ferries' workforce, and must also include,
21 but not be limited to, provisions regarding seniority, work
22 assignments, and work shifts. The review and analysis must also
23 include consultation with the governor's office of labor relations,
24 the governor's office of equity, and the attorney general's office.

25 (b) For future negotiations or modifications of the collective
26 bargaining agreements, it is the intent of the legislature that the
27 collective bargaining representatives for the state and ferry
28 employee organizations may consider the findings of the review and
29 analysis required in (a) of this subsection and negotiate in a manner
30 to remove identified barriers and address identified impacts so as
31 not to perpetuate negative impacts.

32 (10) \$1,504,000 of the Puget Sound ferry operations account—state
33 appropriation is provided solely for the implementation of chapter
34 188, Laws of 2023 (state ferry workforce development issues). If
35 chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount
36 provided in this subsection lapses.

37 (11) \$5,000,000 of the Puget Sound ferry operations account—state
38 appropriation is provided solely for support of the Kitsap transit
39 passenger ferry to supplement service on the Seattle-Bremerton route.

1 (12) \$100,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely to assess temporary service
3 restoration options for the Sidney, British Columbia route until
4 Washington state ferries can resume its service. Washington state
5 ferries must provide service options and recommendations to the
6 office of financial management and the transportation committees of
7 the legislature by December 15, 2023.

8 (13) \$2,549,000 of the Puget Sound ferry operations account—state
9 appropriation is provided solely for security services at Colman
10 Dock.

11 (14) \$13,856,000 of the Puget Sound ferry operations account—
12 state appropriation is provided solely for overtime and
13 familiarization expenses incurred by engine, deck, and terminal
14 staff. The department must provide updated staffing cost estimates
15 for fiscal years 2024 and 2025 with its annual budget submittal and
16 updated estimates by January 1, 2024.

17 (15) \$1,064,000 of the Puget Sound ferry operations account—state
18 appropriation is provided solely for traffic control at ferry
19 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
20 Bainbridge Island, during peak ferry travel times, with a particular
21 focus on Sundays and holiday weekends.

22 (16) \$93,000 of the Puget Sound ferry operations account—state
23 appropriation is provided solely for the Washington state ferries to
24 secure housing for workforce training sessions and to pay in advance
25 for the costs of transportation worker identification credentials,
26 merchant mariner credentials, and medical examinations for incoming
27 ferry system employees and trainees.

28 (17) \$10,417,000 of the Puget Sound ferry operations account—
29 state appropriation is provided solely for vessel maintenance
30 initiatives to:

- 31 (a) Add a second shift at the Eagle Harbor maintenance facility;
32 (b) Establish maintenance management project controls to maximize
33 vessel maintenance work at the Eagle Harbor facility;
34 (c) Expand the existing Washington state ferries Eagle Harbor
35 apprenticeship program from two to eight apprentices; and
36 (d) Maintain assets in a state of good repair by investing in
37 enterprise asset management operating capacity.

38 (18)(a) \$855,000 of the Puget Sound ferry operations account—
39 state appropriation is provided solely for Washington state ferries

1 to provide to Seattle Central Community College for a pilot with the
2 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding
3 may not be expended until Washington state ferries certifies to the
4 office of financial management that a memorandum of agreement with
5 Seattle Central Community College has been executed, and the office
6 of financial management determines that funds provided in this
7 subsection are utilized for programs that are a benefit to the
8 Washington state ferries or the prospective workforce pipeline of the
9 Washington state ferries. The memorandum of agreement with Seattle
10 Central Community College must address:

11 (i) Prioritized use of training and other facilities and
12 implementation of joint training opportunities for Washington state
13 ferries' employees and trainees;

14 (ii) Development of a joint recruitment plan with Seattle Central
15 Community College aimed at increasing enrollment of women and people
16 of color, with specific strategies to recruit existing community and
17 technical college students, maritime skills center students, high
18 school students from maritime programs, including maritime skills
19 center students, foster care graduates, and former juvenile
20 rehabilitation and adult incarcerated individuals; and

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

24 (b) The joint training and recruitment plan must be submitted to
25 the appropriate policy and fiscal committees of the legislature by
26 December 1, 2023. The Washington state ferries must submit findings
27 of program effectiveness and recommendations for continuation of the
28 pilot, to the appropriate committees of the legislature by December
29 1, 2024.

30 (19) \$420,000 of the Puget Sound ferry operations account
31 appropriation—state is provided solely for a contract with an
32 organization with experience evaluating and developing
33 recommendations for the Washington state ferries' workforce to
34 provide expertise on short-term strategies including, but not limited
35 to, addressing recruitment, retention, diversity, training needs,
36 leadership development, and succession planning. The consultant shall
37 provide additional assistance as deemed necessary by the Washington
38 state ferries to implement recommendations from the joint
39 transportation committee 2022 workforce study. Periodic updates must
40 be given to the joint transportation committee and the governor.

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

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

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

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

17 (21) (~~(\$10,000,000)~~) \$5,000,000 of the Puget Sound ferry
18 operations account—state appropriation is provided solely for the
19 department to increase deck and engine positions across the system,
20 prioritizing positions that will mitigate crew related cancellations
21 and reduce overtime expenditures. The department must include an
22 update on the number of positions hired by job class as part of the
23 annual performance report. The legislature intends to provide
24 \$16,000,000 on an ongoing basis to support additional crew efforts.

25 (22) \$500,000 of the Puget Sound ferry operations account—state
26 appropriation is provided solely for the department to evaluate
27 options for the state to return to providing state passenger-only
28 ferry service to support existing ferry service routes.

29 (a) The study must focus on the routes recommended for further
30 study by the 2020 study of passenger-only ferry service by the Puget
31 Sound regional council as well as San Juan county interisland
32 passenger-only ferry service. The department must contract with a
33 third-party entity with experience in passenger-only ferry service.

34 (b) The evaluation must study options for the state to return to
35 providing state passenger-only ferry service to support existing
36 ferry service routes. The study must include estimated ridership,
37 operating costs including labor, vessel procurement options with
38 prioritization given to clean fueled ferries such as electric
39 ferries, funding options including state subsidies of passenger-only

ferry districts, and schedule and timing to implement passenger-only ferry options in evaluated routes.

(c) A progress report is due to the governor and transportation committees of the legislature by October 30, 2024. A final report is due to the governor and transportation committees of the legislature by June 1, 2025.

(23) \$100,000 of the Puget Sound ferry operations account—state appropriation is provided solely for the department to reimburse walk-on customers for emergency expenses incurred as a result of a cancellation of the last sailing of the day. In consideration for receiving the reimbursement, an applicant must sign a release of claims drafted by the department. The department shall create a process for reimbursement and set a per diem limit for reimbursement per individual.

(24) \$3,170,000 of the Puget Sound ferry operations account—state appropriation is provided solely for temporary expanded weekday midday King county water taxi service support to and from Vashon Island.

Sec. 920. 2024 c 310 s 223 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State

Appropriation.	\$2,250,000
------------------------	-------------

Multimodal Transportation Account—State

Appropriation.	((\$83,043,000))
	<u>\$82,990,000</u>

Multimodal Transportation Account—Federal

Appropriation.	\$1,335,000
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Multimodal Transportation Account—Private/Local

Appropriation.	\$46,000
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TOTAL APPROPRIATION.	((\$86,674,000))
	<u>\$86,621,000</u>

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

(1) The department shall continue to pursue restoring Amtrak Cascades service to pre-COVID service levels, and to the service levels committed to through the department's obligation of funding from the federal American recovery and reinvestment act. A status

1 report must be provided to the transportation committees of the
2 legislature and the office of financial management by September 1,
3 2023.

4 (2) (a) \$2,250,000 of the multimodal transportation account—state
5 appropriation is provided solely for the continued coordination,
6 engagement, and planning for a new ultra high-speed ground
7 transportation corridor with participation from Washington state,
8 Oregon state, and British Columbia, and is a reappropriation of funds
9 appropriated in the 2021-2023 fiscal biennium. For purposes of this
10 subsection, "ultra high-speed" means a maximum testing speed of at
11 least 250 miles per hour. These efforts are to support and advance
12 activities and must abide by the memorandum of understanding signed
13 by the governors of Washington and Oregon states, and the premier of
14 the province of British Columbia in November 2021. The department
15 shall establish a policy committee with participation from Washington
16 state, Oregon state, and British Columbia, including representation
17 from the two largest caucuses of each chamber of the Washington state
18 legislature, and coordinate the activities of the policy committee to
19 include:

20 (i) Developing an organizational framework that facilitates input
21 in decision-making from all parties;

22 (ii) Developing a public engagement approach with a focus on
23 equity, inclusion, and meaningful engagement with communities,
24 businesses, federal, state, provincial, and local governments
25 including indigenous communities;

26 (iii) Developing and leading a collaborative approach to prepare
27 and apply for potential future federal, state, and provincial funding
28 opportunities, including development of strategies for incorporating
29 private sector participation and private sector contributions to
30 funding, including through the possible use of public-private
31 partnerships;

32 (iv) Beginning work on scenario analysis addressing advanced
33 transportation technologies, land use and growth assumptions, and an
34 agreed to and defined corridor vision statement; and

35 (v) Developing a recommendation on the structure and membership
36 of a formal coordinating entity that will be responsible for
37 advancing the project through the project initiation stage to project
38 development and recommended next steps for establishment of the
39 coordinating entity. Project development processes must include
40 consideration of negative and positive impacts on communities of

1 color, low-income households, indigenous peoples, and other
2 disadvantaged communities.

3 (b) By June 30, 2024, the department shall provide to the
4 governor and the transportation committees of the legislature a high-
5 level status update that includes, but is not limited to, the status
6 of the items included in (a)(i) through (v) of this subsection.

7 (c) By June 30, 2025, the department shall provide to the
8 governor and the transportation committees of the legislature a
9 report detailing the work conducted by the policy committee and
10 recommendations for establishing a coordinating entity. The report
11 must also include an assessment of current activities and results
12 relating to stakeholder engagement, planning, and any federal funding
13 application. As applicable, the assessment should also be sent to the
14 executive and legislative branches of government in Oregon state and
15 appropriate government bodies in the province of British Columbia.

16 (3) Consistent with the ongoing planning and service improvement
17 for the intercity passenger rail program, \$335,000 of the multimodal
18 transportation account—federal appropriation is provided solely for
19 the Cascades service development plan, to be used to analyze current
20 and future market conditions and to develop a structured assessment
21 of service options and goals based on anticipated demand and the
22 results of the state and federally required 2019 state rail plan,
23 including identifying implementation alternatives to meet the future
24 service goals for the Amtrak Cascades route. The work must be
25 consistent with federal railroad administration guidance and
26 direction on developing service development plans, and must be
27 completed by June 30, 2024.

28 (4) The department shall continue to provide high quality
29 intercity passenger rail service, align planning efforts for
30 continued growth and on-time performance improvements consistent with
31 federally recognized corridor development programs, and implement
32 improvements consistent with planning efforts through leveraging
33 federal funding opportunities. New passenger rail equipment is
34 essential to service enhancements. The department shall make every
35 effort to coordinate with service partners to prepare for the arrival
36 of new trainsets and implementation of service enhancements. A status
37 report must be provided to the transportation committees of the
38 legislature and the office of financial management by December 1,
39 2024.

(5) \$500,000 of the multimodal transportation account—federal appropriation is provided solely for the Cascades corridor planning as part of the corridor identification and development program, in coordination with the Oregon state department of transportation. The department must continue to pursue funding opportunities for the Cascades corridor through the corridor identification and development program and the federal-state partnership programs at the federal rail administration. The department must notify the office of the governor and the transportation committees of the legislature of funding opportunities from the programs and any corresponding state match needs.

~~((6) \$50,000 of the multimodal transportation account—state appropriation is provided solely for the department to coordinate with partners on Amtrak long distance rail service.))~~

Sec. 921. 2024 c 310 s 224 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State

Appropriation. \$275,000

Motor Vehicle Account—State Appropriation. ~~(\$14,282,000)~~

\$14,266,000

Motor Vehicle Account—Federal Appropriation. \$2,567,000

Multiuse Roadway Safety Account—State Appropriation. . ~~(\$1,230,000)~~

\$750,000

Multimodal Transportation Account—State

Appropriation. \$2,000,000

TOTAL APPROPRIATION. ~~(\$20,354,000)~~

\$19,858,000

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

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

(2) \$1,063,000 of the motor vehicle account—state appropriation is provided solely for the department, from amounts set aside out of statewide fuel taxes distributed to counties according to RCW

1 46.68.120(3), to contract with the Washington state association of
2 counties to:

3 (a) Contract with the department of fish and wildlife to
4 identify, inventory, and prioritize county-owned fish passage
5 barriers;

6 (b) Continue streamlining and updating the county road
7 administration board's data dashboard, to provide a more detailed,
8 more transparent, and user-friendly platform for data management,
9 reporting, and research by the public and other interested parties;

10 (c) Commission a study to develop guidance for county public
11 works departments conducting environmental justice assessments in
12 their communities and recommend best practices for community
13 engagement plans to address environmental health disparities for
14 identified overburdened communities;

15 (d) Contract for a study to identify best practices within public
16 works for the recruitment and retention of employees, including:
17 Recommendations for improving outreach and recruitment to
18 underrepresented populations, methods to partner with local community
19 colleges and universities, methods to expand apprenticeship and
20 internship programs, strategies to increase training and development
21 opportunities, and recommendations for career advancement programs
22 and better work-life balance outcomes;

23 (e) Update the 2020 county transportation revenue study; and

24 (f) By December 15, 2024, report to the office of financial
25 management and the appropriate committees of the legislature the
26 deliverables from and the amounts expended on the purposes enumerated
27 in this subsection.

28 ((~~(4)~~)) (3) (a) \$200,000 of the multimodal transportation account—
29 state appropriation is provided solely for the department to develop
30 the preliminary phase of an action plan for the establishment of
31 cycle highways in locations that connect population centers and
32 support mode shift.

33 (b) The action plan may complement and incorporate existing
34 resources, including the state trails database maintained by the
35 recreation and conservation office, local and regional plans, and the
36 state active transportation plan.

37 (c) The action plan may also include, but is not limited to:

38 (i) Recommended design; geometric and operational criteria and
39 typologies appropriate to urban, suburban, and rural settings;

1 settings that include shared use; and incremental approaches to
2 achieve desired facility types;

3 (ii) A model or methodology to project potential demand and
4 carrying capacity based on facility quality, level of traffic stress,
5 location, directness, land use, and other key attributes;

6 (iii) Examination of the feasibility of developing high-capacity
7 infrastructure for bicycle and micromobility device use within a
8 variety of contexts and recommendations for pilot projects;

9 (iv) Identification of key gaps in regional networks, including
10 planned and aspirational routes and locations within three miles of
11 high-capacity transit or existing shared-use paths and trails
12 suitable for transportation;

13 (v) Identification of legal, regulatory, financial,
14 collaboration, and practical barriers to development and community
15 acceptance and support of such facilities; and

16 (vi) Recommended strategies to consider and address issues to
17 avoid unintended consequences such as displacement, and to ensure
18 equity in long-term development of such facilities.

19 (d) The department must provide a report with its initial
20 findings, and recommendations for next steps, to the transportation
21 committees of the legislature by June 30, 2025.

22 ~~((+5))~~ (4) \$750,000 of the multimodal transportation account—
23 state appropriation is provided solely for a grant program to support
24 local initiatives that expand or establish civilian intervention
25 programs for nonmoving violations, focusing on nonpunitive
26 interventions such as helmet voucher programs, fee offset programs,
27 fix-it tickets, and repair vouchers that provide solutions for
28 vehicle equipment failures for low-income road users.

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

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

38 ~~((+6))~~ (5) \$146,000 of the motor vehicle account—state
39 appropriation is provided solely for the implementation of chapter
40 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is

not enacted by June 30, 2023, the amount provided in this subsection lapses.

~~((47))~~ (6) (a) \$50,000 of the multimodal transportation account—state appropriation is provided solely for the department to examine the feasibility of creating a new budget program for the active transportation division, including, but not limited to, examining:

(i) Estimated cost, new staffing needs, and time frame to establish the program;

(ii) A proposed budget structure, and whether both operating and capital components should be established; and

(iii) Identification of staff, capital projects, and other resources that would need to be transferred from other existing programs.

(b) By December 1, 2024, the department shall report examination findings and recommendations to the office of financial management and the transportation committees of the legislature.

~~((48))~~ (7) \$275,000 of the carbon emissions reduction account—state appropriation is provided solely to support Pierce, Skagit, Whatcom, and Wahkiakum county ferries with youth zero-fare policies.

~~((49))~~ (8) \$500,000 of the multimodal transportation account—state appropriation is provided solely for the city of Seattle department of transportation to create a digital conflict area awareness management program to provide machine-readable information for transportation operators, such as autonomous vehicle fleet operators, to be aware of conflict areas, such as emergency response zones, work zones, schools, pick up and drop off locations, and other areas where vulnerable road users may be present.

(a) Program work must include:

(i) The city of Seattle engaging with first responders and transportation management officials and other relevant stakeholders, to determine program implementation needs and processes; and

(ii) A feasibility study of implementing the program's mobility and curb data specifications to include, but not be limited to, necessary partners, data platforms, ability to integrate real-time 911 dispatch, emergency vehicles, work zones, and other areas to reduce conflicts for transportation operators of autonomous vehicle fleets on public roads and in the right-of-way.

(b) Program work must also be conducted in coordination and partnership with city of Seattle departments, the nonprofit steward

1 of the program's mobility and curb data specifications, the
2 Washington state department of transportation, and other entities
3 potentially impacted by the implementation of the program.

4 (c) As feasible, the city of Seattle shall prepare an
5 implementation pilot of the program to make a standardized data feed
6 available publicly for transportation operator use.

7 ~~((d) The city of Seattle must provide a report on any findings
8 and recommendations of the program and any implementation needs and
9 process mapping for use by other jurisdictions to the Washington
10 state department of transportation and the transportation committees
11 of the legislature by June 30, 2025.~~

12 ~~(10))~~ (9) \$150,000 of the motor vehicle account—state
13 appropriation is provided solely for the department to fund one full-
14 time equivalent liaison position within the local program multiagency
15 permit program. Within the amounts provided in this subsection, the
16 department shall work to enhance its multiagency permit program
17 capabilities, with an emphasis on multiagency agreements that
18 streamline, prioritize, and expedite project-level and programmatic
19 permits and approvals. The department shall review current
20 multiagency permit program practices and provide a report with
21 recommendations on the enhancement of the program to the
22 transportation committees of the legislature by December 1, 2024.

(End of part)

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FOR THE TRANSPORTATION IMPROVEMENT BOARD

Appropriation.	\$3,975,000
Transportation Improvement Account—State	
Appropriation.	((\$240,000,000))
	<u>\$220,000,000</u>

Appropriation.	((\$14,670,000))
	<u>\$4,670,000</u>

Appropriation.	((\$19,067,000))
	<u>\$16,567,000</u>

TOTAL APPROPRIATION.	((\$287,045,000))
	\$254,545,000

FOR THE WASHINGTON STATE PATROL

State Patrol Highway Account—State Appropriation. . .	(\$7,888,000)
	\$6,531,000

(1) (~~(\$7,888,000)~~) \$6,531,000 of the state patrol highway account —state appropriation is provided solely for the following projects:

- ESSB 5161.PL

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**

supported at the location. "Field operations" include maintenance, transportation operations, materials testing, and construction.

(b) By October 15, 2024, covering the first 15 months of the 2023-2025 fiscal biennium, the department must provide a report based on the prioritization of facility preservation needs and repair projects developed pursuant to (a) of this subsection to the office of financial management and the transportation committees of the legislature. The report must include: (i) A by facility ranking based on the criteria implemented; (ii) detailed information on the actions taken in the previous period to address the identified issues and deficiencies; and (iii) the plan, by facility, to address issues and deficiencies for the remainder of the 2023-2025 fiscal biennium and the 2025-2027 fiscal biennium.

(c) The by facility ranking developed under (b) of this subsection must be the basis of an agency budget submittal for the 2025-2027 fiscal biennium.

(3)(a) \$1,200,000 of the multimodal transportation account—state appropriation is provided solely for the department to evaluate safety rest areas along Interstate 5 and Interstate 90 for potential truck parking expansion opportunities. The department shall also evaluate commercial vehicle inspection locations, in coordination with the Washington state patrol, for potential truck parking expansion opportunities.

(b) These evaluations must include assessments of opportunities to provide additional truck parking through rest stop and inspection location reconfiguration, expansion, and conversion, as well as evaluation of potential improvements to restroom facilities at weigh stations with truck parking. The department shall consider opportunities to expand rest stop footprints onto additional department-owned property, as well as opportunities to acquire property for rest stop expansion. Opportunities to convert a rest stop to a commercial vehicle-only rest stop must be considered if property is available to develop a new light-duty vehicle rest stop within a reasonable distance. The department shall include an evaluation of a potential truck parking site at John Hill Rest Area along the Interstate 90 corridor identified in the joint transportation committee's "Truck Parking Action Plan." Evaluations must include cost estimates for reconfiguration, expansion, and conversion, as well as other recommendations for the development of 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)~~) \$1,000,000 of the motor vehicle account—state
10 appropriation is provided solely for making improvements to the
11 department facility located at 11018 NE 51st Cir in Vancouver to meet
12 the Washington state clean buildings performance standard.

13 (5) (a) \$4,100,000 of the (~~(move-ahead-WA)~~) motor vehicle account—
14 state appropriation is provided solely for preliminary engineering
15 and 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,

adjusted where appropriate, to provisions already in use in the omnibus capital appropriations act for building projects, including the C-100 capital request form and other detail requirements for omnibus capital appropriations act building submissions.

Sec. 1004. 2024 c 310 s 304 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I

Alaskan Way Viaduct Replacement Project Account—

State Appropriation.	((\$23,794,000))
	<u>\$16,388,000</u>

Carbon Emissions Reduction Account—State

Appropriation.	\$250,000
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Climate Active Transportation Account—State

Appropriation.	((\$2,000,000))
	<u>\$1,100,000</u>

Move Ahead WA Account—Private/Local Appropriation. . . .	\$137,500,000
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State Route Number 520 Civil Penalties Account—State

Appropriation.	\$10,000,000
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Transportation 2003 Account (Nickel Account)—State

Appropriation.	\$634,000
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Transportation Partnership Account—State

Appropriation.	((\$46,899,000))
	<u>\$94,330,000</u>

Motor Vehicle Account—State Appropriation.	((\$100,366,000))
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	<u>\$91,237,000</u>
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Motor Vehicle Account—Federal Appropriation.	((\$480,282,000))
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	<u>\$342,563,000</u>
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Coronavirus State Fiscal Recovery Fund—Federal

Appropriation.	((\$337,144,000))
	<u>\$282,810,000</u>

Motor Vehicle Account—Private/Local Appropriation. . . .	((\$74,115,000))
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	<u>\$75,127,000</u>
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Connecting Washington Account—State Appropriation. ((\$1,960,374,000))

	<u>\$2,120,407,000</u>
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Special Category C Account—State Appropriation. . . .	((\$143,917,000))
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	<u>\$138,199,000</u>
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Multimodal Transportation Account—State

Appropriation.	((\$14,311,000))
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1		<u>\$7,719,000</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>\$4,678,459,000</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~~)) April 26, 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~~)) April 26, 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 ~~((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) (a) (~~(\$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.

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

(e) During the 2023-2025 fiscal biennium, the department shall provide reports of the amounts of federal funding received for this project to the governor and transportation committees of the legislature by November 1, 2023, and semiannually thereafter.

~~((113))~~ (12) (a) ~~(((\$15,000,000))~~ \$4,437,000 of the model toxics control stormwater account—state appropriation is provided solely for the Stormwater Retrofits and Improvements project (L4000040). It is the intent of the legislature, over the 16-year move ahead WA investment program, to provide \$500,000,000 for this program.

~~(b) ((Of the amounts provided in this subsection, \$6,000,000 is provided solely for the Urban Stormwater Partnership – I-5 Ship-Canal Bridge Pilot (Seattle) project.~~

~~(e))~~ The funding provided for stormwater retrofits and improvements must enhance stormwater runoff treatment from existing roads and infrastructure with an emphasis on green infrastructure retrofits. Projects must be prioritized based on benefits to salmon recovery and ecosystem health, reducing toxic pollution, addressing health disparities, and cost-effectiveness. The department of transportation must submit progress reports on its efforts to reduce the toxicity of stormwater runoff from existing infrastructure, recommendations for addressing barriers to innovative solutions, and anticipated demand for funding each fiscal biennium.

~~((114))~~ (13) (a) ~~(((\$25,067,000))~~ \$12,011,000 of the connecting Washington account—state appropriation is provided solely for the SR 3 Freight Corridor (T30400R) project. The legislature intends to provide a total of \$78,910,000 for this project, including an increase of \$12,000,000 in future biennia to safeguard against inflation and supply/labor interruptions and ensure that:

(i) The northern terminus remains at Lake Flora Road and the southern terminus at the intersection of SR 3/SR 302; and

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

(b) With respect to right-of-way acquisition and the construction of the SR 3 Freight Corridor project (T30400R), tribal consultation with the Suquamish tribe shall begin at the earliest stage of 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) The legislature recognizes the importance of the US-12/~~
26 ~~Walla Walla Corridor Improvements project (T20900R) and intends to~~
27 ~~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))~~ (16) \$94,000 of the move ahead WA account—state
33 appropriation is provided solely for the US 101/Simdars Bypass
34 project (L4000013).

35 ~~((19) —\$338,512,000))~~ (17) \$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))~~) (18) \$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))~~) (19) \$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))~~ (20) \$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))~~ (21) \$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))~~ (22) \$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))~~ (23) 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))~~ (24) \$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))~~ (25) \$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+))~~ (26) \$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) \$1,000,000 of the multimodal transportation account—state~~
7 ~~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))~~ (27) \$1,720,000 of the multimodal
13 transportation account—state appropriation and ~~((+31) \$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+))~~ (28) \$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+))~~ (29) The legislature intends to provide \$4,950,000 in
33 the 2025-2027 fiscal biennium for additional truck parking
34 improvements ~~((+33) \$1,000,000))~~. As part of the department's 2025-2027
35 budget 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 ~~((+34+))~~. 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~~)) April 26, 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~~)) April 26, 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

section are available to be used as part of the exchange. Upon determination that a project or projects funded in this section is eligible to spend the offered surface transportation block grant population funding, state funds appropriated in this section for the eligible state project or projects in an amount equal to 100 percent of the offered surface transportation block grant population funding must be placed in unallotted status. The legislature intends to evaluate the utility and efficacy of the pilot program in the 2025 legislative session while reappropriating any remaining funds into the 2025-2027 fiscal biennium. Therefore, the department may issue additional calls for projects with any remaining funds provided in this subsection.

~~((10) \$21,000 of motor vehicle account state appropriation is provided solely for the implementation of chapter 54, Laws of 2023 (bridge jumping signs) (G2000114)).~~

~~((11) \$4,319,000 of the move ahead Washington account state appropriation is provided solely for SR 525 Bridge Replacement - Mukilteo (L2021084). Of the amounts in this subsection, \$155,000 must be transferred to the city of Mukilteo for purposes of community planning and business engagement.))~~ (9) The appropriations in this section include funding for the following projects:

(a) SR 241/Mabton Bridge;

(b) SR 112 Preservation and Maintenance;

(c) SR 155/Omak Bridge Rehabilitation;

(d) SR 4/Abernathy Creek Bridge - Replace Bridge;

(e) SR 525 Bridge Replacement - Mukilteo;

(f) Land Mobile Radio (LMR) Upgrade;

(g) SR 104/Port Angeles Graving Dock Settlement and Remediation;

and

(h) Bridge Jumping Signs.

Sec. 1006. 2024 c 310 s 306 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—
PROGRAM Q—CAPITAL**

Motor Vehicle Account—State Appropriation.	((\$10,606,000))
	<u>\$10,538,000</u>
Motor Vehicle Account—Federal Appropriation.	((\$12,226,000))
	<u>\$12,768,000</u>

Motor Vehicle Account—Private/Local Appropriation.	\$500,000
Move Ahead WA Account—State Appropriation.	\$611,000
TOTAL APPROPRIATION.	((\$23,943,000))
	<u>\$24,417,000</u>

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

(1) ((~~\$5,547,000~~)) \$5,548,000 of the motor vehicle account—state appropriation, ((~~\$8,830,000~~)) \$8,465,000 of the motor vehicle account—federal appropriation, and \$500,000 of the motor vehicle account—private/local appropriation are provided solely for Programmatic Investment for Traffic Operations Capital projects (000005Q). By December 15th of each odd-numbered year, the department shall provide a report to the legislature listing all traffic operations capital project investments completed in the prior fiscal biennium.

(2) \$3,080,000 of the motor vehicle account—state appropriation is provided solely to construct pedestrian signals at nine locations on state route number 7 from 124th Street South to 189th Street South (0000YYY).

(3) \$1,463,000 of the motor vehicle account—state appropriation is provided solely for the replacement of 22 existing traffic cameras and installation of 10 new traffic cameras, including five pole installation sites, on the Interstate 90 corridor between mileposts 34 and 82 (L2021144). The department shall consult with news media organizations to explore options to allow such organizations access to traffic camera feeds.

Sec. 1007. 2024 c 310 s 307 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State	
Appropriation.	((\$116,021,000))
	<u>\$111,527,000</u>
Move Ahead WA Account—State Appropriation.	((\$49,828,000))
	<u>\$32,674,000</u>
Puget Sound Capital Construction Account—State	
Appropriation.	((\$388,304,000))
	<u>\$351,678,000</u>
Puget Sound Capital Construction Account—Federal	

1	Appropriation.	((\$87,047,000))
2		<u>\$72,199,000</u>
3	Puget Sound Capital Construction Account—	
4	Private/Local Appropriation.	((\$2,150,000))
5		<u>\$1,636,000</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>\$590,506,000</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~~)) April 26, 2025,
23 Program - 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~~)) \$18,000,000
29 of the carbon emissions reduction account—state appropriation is
30 provided solely for the acquisition of a 144-car hybrid-electric
31 vessel ((~~L2000329~~)) (L2021073). The amounts provided in this
32 subsection are contingent upon the enactment of chapter 429, Laws of
33 2023.

34 (4) ((~~Beginning January 1, 2025, \$11,554,000 of the carbon~~
35 ~~emissions reduction account—state appropriation is provided solely~~
36 ~~for construction of the first hybrid electric Olympic class vessel~~
37 ~~(L2000329).~~

38 ~~(5) \$1,500,000 of the Puget Sound capital construction account—~~
39 ~~state appropriation is provided solely for the Future Hybrid Electric~~

~~Ferry Class Pre-Design study (L2021131) to advance procurement of a new class of vessel that will account for changes in technology, staffing, and system needs. The department shall initiate a vessel predesign to replace the aging Issaquah class ferries with a new automobile hybrid electric ferry intended to operate on the Vashon Southworth-Fauntleroy route. The predesign study must include a review of the benefits and costs of constructing all future new vessels based on the same design. The review may also compare and contrast the benefits and costs of utilizing the existing hybrid electric Olympic class vessel design.~~

~~(6) — \$8,032,000))~~ \$2,032,000 of the Puget Sound capital construction account—state appropriation is provided solely for modernization of the ticketing and reservation system (990052C). ~~((Of this amount, \$3,032,000 must be held in unallotted status until Washington state ferries has consulted with the office of the chief information officer on the project scope and integration capabilities of the reservation system with existing Good to Go! and ORCA next generation products, and reported results to the office of financial management and the transportation committees of the legislature.~~

~~(7) — \$125,000))~~ (5) \$302,000 of the Puget Sound capital construction account—state appropriation and ~~(((\$125,000))~~ \$302,000 of the Puget sound capital construction account—federal appropriation are provided solely for development of a terminal wait times information system (998609A). Washington state ferries must consult with the office of the chief information officer on a technology solution for automated vehicle detection, and report the project scope, along with office of the chief information officer recommendations, to the office of financial management and the transportation committees of the legislature by December 1, 2024.

~~((8) The transportation partnership account—state appropriation includes up to \$7,195,000 in proceeds from the sale of bonds authorized in RCW 47.10.873.~~

~~(9))~~ (6) For the purposes of ferry and terminal electrification, the department must apply to the department of ecology for additional competitive grant funds available from Volkswagen settlement funds, and report on the status of the grant application by December 1, 2023.

~~((10))~~ (7) For the 2023-2025 fiscal biennium, the marine division shall provide to the office of financial management and the

transportation committees of the legislature a report for ferry capital projects in a manner consistent with past practices as specified in section 308, chapter 186, Laws of 2022.

~~((11) Beginning January 1, 2025, \$6,175,000 of the carbon emissions reduction account state appropriation is provided solely for construction of hybrid electric vessels (L2021073).~~

~~(12) Beginning January 1, 2025, \$24,265,000 of the carbon emissions reduction account state appropriation is provided solely for terminal electrification (L1000341).)~~

Sec. 1008. 2024 c 310 s 308 (uncodified) is amended to read as follows:

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

Carbon Emissions Reduction Account—State

Appropriation. ((\$114,800,000))
\$3,968,000

Essential Rail Assistance Account—State

Appropriation. ((\$1,412,000))
\$570,000

Motor Vehicle Account—State Appropriation. ((\$697,000))
\$384,000

Move Ahead WA Account—State Appropriation. \$1,500,000

Move Ahead WA Flexible Account—State Appropriation. ((\$33,500,000))
\$20,968,000

~~((Multimodal Transportation Account—~~

~~Private/Local Appropriation. \$12,000))~~

Transportation Infrastructure Account—State

Appropriation. ((\$16,621,000))
\$5,826,000

Multimodal Transportation Account—State

Appropriation. ((\$101,403,000))
\$46,222,000

Multimodal Transportation Account—Federal

Appropriation. ((\$25,903,000))
\$19,525,000

TOTAL APPROPRIATION. ((\$295,848,000))
\$98,963,000

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document ((2024-2)) 2025-2 ALL PROJECTS as developed ((March 6,
5 2024)) April 26, 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))~~ \$4,861,000 of the multimodal transportation
26 account—state appropriation is provided solely for new statewide
27 emergent freight rail assistance projects identified in the LEAP
28 transportation 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))~~ and \$5,000,000 of the
7 multimodal transportation account—federal appropriation are provided
8 solely for state match contributions to support the department's
9 application for federal grant opportunities for a new ultra high-
10 speed ground transportation corridor. These funds are to remain in
11 unallotted status and are available only upon award of federal funds.
12 The department must provide periodic grant application updates to the
13 transportation committees of the legislature, as well as anticipated
14 state match estimates for successful grants.

15 ~~((8) \$33,500,000))~~ (7) \$20,968,000 of the move ahead WA flexible
16 account—state appropriation ~~((is))~~ and \$6,900,000 of the multimodal
17 transportation account—federal appropriation are provided solely for
18 rehabilitation of the Palouse River and Coulee City Railroad
19 (L4000079). Up to \$433,000 of the amount in this subsection may be
20 used for management and oversight of operation and maintenance
21 activities.

22 ~~((9) \$19,990,000))~~ (8) \$4,155,000 of the multimodal
23 transportation account—federal appropriation is provided solely for
24 the rehabilitation of the Salmon Bay drawbridge (752010A) to ensure
25 the efficient movement of freight and passenger trains.

26 ~~((10) \$6,300,000))~~ (9) \$1,023,000 of the carbon emissions
27 reduction account—state appropriation is provided solely to fund a
28 zero emission drayage truck demonstration project (L1000324) at
29 Northwest Seaport Alliance facilities.

30 ~~((11) \$14,000,000))~~ (10) \$500,000 of the carbon emissions
31 reduction account—state appropriation ~~((, and beginning January 1,~~
32 ~~2025, \$14,000,000 of the carbon emissions reduction account—state~~
33 ~~appropriation, are))~~ is provided solely to fund a zero emission shore
34 power infrastructure demonstration project at Northwest Seaport
35 Alliance facilities (L1000325). Local funds sufficient to fully fund
36 this project must be contributed to the project, and any agreements
37 required for the project must be secured.

38 ~~((12) \$5,000,000 of the carbon emissions reduction account—state~~
39 ~~appropriation is provided solely to fund the replacement of two~~

~~Tacoma rail diesel-electric switcher locomotives with zero emission battery-electric switcher locomotives and to install on-site charging equipment at a Tacoma rail facility (L1000327). Local funds sufficient to fully fund this project must be contributed to the project, and any agreements required for the project must be secured.~~

~~(13))~~ (11) \$150,000 of the multimodal transportation account—state appropriation is provided solely for the application of durable markings along state route number 906 to create up to 20 parking spaces for larger vehicles, including trucks (L1000336).

~~((14)—\$26,500,000))~~ (12) \$300,000 of the carbon emissions reduction account—state appropriation is provided solely for port electrification competitive grants (L2021182). All public ports are eligible to receive funds under this subsection. A port seeking to use funds under this subsection to install shore power must adopt a policy that requires vessels that dock at the port facility to use shore power if such vessel is capable of using such power and when such power is available at the port facility.

~~((15)—\$2,000,000))~~ (13) \$1,000,000 of the carbon emissions reduction account—state appropriation is provided solely for port electrification at the port of Bremerton (L1000337), which may include the purchase and installation of zero emission port shore power systems and other zero emission infrastructure, equipment, and technology.

~~((16)—\$500,000))~~ (14) \$145,000 of the carbon emissions reduction account—state appropriation ~~((, and beginning January 1, 2025, \$1,500,000 of the carbon emissions reduction account—state appropriation, are))~~ is provided solely for port electrification at the port of Anacortes (L1000338), which may include the purchase and installation of zero emission port shore power systems and other zero emission infrastructure, equipment, and technology.

~~((17)—\$2,000,000))~~ (15) \$1,307,000 of the transportation infrastructure account—state appropriation is provided solely for the Port of Quincy Rail Infrastructure Expansion project (L1000348), an expansion of rail infrastructure within the Port of Quincy's current rail terminal and to nearby industrial zoned properties in the port district.

~~((18) Beginning January 1, 2025, \$20,000,000))~~ (16) \$500,000 of the carbon emissions reduction account—state appropriation is

provided solely for the Puyallup Tribe Port Electrification project
(L1000346).

Sec. 1009. 2024 c 310 s 309 (uncodified) is amended to read as
follows:

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

Carbon Emissions Reduction Account—State

Appropriation. ((~~\$53,944,000~~))
\$12,582,000

Climate Active Transportation Account—State

Appropriation. ((~~\$169,442,000~~))
\$107,431,000

Freight Mobility Investment Account—State

Appropriation. ((~~\$21,847,000~~))
\$16,460,000

Freight Mobility Multimodal Account—State

Appropriation. ((~~\$27,216,000~~))
\$17,704,000

~~((Highway Infrastructure Account—State~~

~~Appropriation. \$1,060,000~~

~~Highway Infrastructure Account—Federal~~

~~Appropriation. \$1,500,000))~~

Move Ahead WA Account—State Appropriation. ((~~\$117,033,000~~))
\$20,824,000

Move Ahead WA Flexible Account—State Appropriation. ((~~\$34,500,000~~))
\$11,500,000

Motor Vehicle Account—State Appropriation. ((~~\$31,785,000~~))
\$17,318,000

Motor Vehicle Account—Federal Appropriation. ((~~\$129,698,000~~))
\$98,263,000

Motor Vehicle Account—Private/Local Appropriation. \$35,000,000

Connecting Washington Account—State Appropriation. ((~~\$117,410,000~~))
\$38,118,000

Multimodal Transportation Account—State

Appropriation. ((~~\$142,372,000~~))
\$74,201,000

TOTAL APPROPRIATION. ((~~\$882,807,000~~))
\$449,401,000

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

3 (1) Except as provided otherwise in this section, the entire
4 appropriations in this section are provided solely for the projects
5 and activities as listed by project and amount in LEAP Transportation
6 Document ((2024-2)) 2025-2 ALL PROJECTS as developed ((March 6,
7 2024)) April 26, 2025, Program - Local Programs Program (Z).

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

11 (a) ((\$47,707,000)) \$27,707,000 of the multimodal transportation
12 account—state appropriation and ((\$43,058,000)) \$27,686,000 of the
13 climate active transportation account—state appropriation are
14 provided solely for pedestrian and bicycle safety program projects
15 (L2000188 and L1000335). Of the amount of climate active
16 transportation account funds appropriated in this subsection, up to
17 one percent may be used for program administration and staffing.

18 (b) ((\$31,553,000)) \$26,020,000 of the motor vehicle account—
19 federal appropriation, ((\$45,399,000)) \$24,260,000 of the climate
20 active transportation account—state appropriation, and
21 ((\$21,157,000)) \$15,586,000 of the multimodal transportation account—
22 state appropriation are provided solely for safe routes to school
23 projects (L2000189 and L1000334). Of the amount of climate active
24 transportation account funds appropriated in this subsection, up to
25 one percent may be used for program administration and staffing.

26 (c) For future rounds of grant selection, the department must
27 reevaluate the criteria to increase geographic diversity of
28 jurisdictions consistent with the requirements of the healthy
29 environment for all (HEAL) act.

30 (3) The department shall submit a report to the transportation
31 committees of the legislature by December 1, 2023, and December 1,
32 2024, on the status of projects funded as part of the pedestrian
33 safety/safe routes to school grant program and the Sandy Williams
34 connecting communities grant program.

35 (4) ((\$12,792,000)) \$8,436,000 of the multimodal transportation
36 account—state appropriation is provided solely for connecting
37 Washington bicycle and pedestrian projects listed in the LEAP
38 transportation document referenced in subsection (1) of this section.

1 (5) (~~(\$46,580,000)~~) \$35,278,000 of the motor vehicle account—
2 federal appropriation is provided solely for acceleration of local
3 preservation projects that ensure the reliable movement of freight on
4 the national highway freight system (G2000100). The department will
5 select projects as part of its update of the state freight plan, in
6 consultation with the freight mobility strategic investment board and
7 other stakeholders.

8 (6) (~~(\$7,125,000)~~) \$1,750,000 of the motor vehicle account—state
9 appropriation is provided solely for a federal fund exchange pilot
10 program. The pilot program will allow exchanges of federal surface
11 transportation block grant population funding and state funds at an
12 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
13 The entirety of the appropriation in this subsection must be held in
14 unallotted status until: Surface transportation block grant
15 population funding has been offered to the state, the department
16 determines that a federalized project or projects funded in section
17 (~~(305 or 306, chapter 472, Laws of 2023)~~) 1004 or 1005 of this act is
18 eligible to spend the surface transportation block grant population
19 funding, and state funds appropriated in section (~~(305 or 306,~~
20 ~~chapter 472, Laws of 2023)~~) 1004 or 1005 of this act for the eligible
21 state project or projects in an amount equal to 100 percent of the
22 offered surface transportation block grant population funding have
23 been placed in unallotted status. A report on the effectiveness of
24 the exchange program, the total estimated cost of program
25 administration, and recommendations for continuing the pilot program
26 is due to the governor and transportation committees of the
27 legislature by December 1, 2024. The legislature intends to evaluate
28 the utility and efficacy of the pilot program in the 2025 legislative
29 session while reappropriating any remaining funds into the 2025-2027
30 fiscal biennium. Therefore, the department may issue additional calls
31 for projects with any remaining funds provided in this subsection.

32 (7) (~~(\$136,893,000)~~) \$40,684,000 of the move ahead WA account—
33 state appropriation and (~~(\$25,000,000)~~) \$9,600,000 of the move ahead
34 WA flexible account—state appropriation are provided solely for new
35 move ahead WA road and highway projects listed in LEAP Transportation
36 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed (~~(March 6,~~
37 ~~2024)~~) April 26, 2025, Program - Local Programs Program (Z).

38 (a) For projects funded in this subsection, the department
39 expects to have substantial reappropriations for the 2023-2025 fiscal

1 biennium, the department may, on a pilot basis, apply funding from a
2 project with an appropriation that is unable to be used in the
3 2023-2025 fiscal biennium to advance one or more of the projects
4 listed in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS
5 as developed ((~~March 6, 2024~~)) April 26, 2025, Program - Local
6 Programs Program (Z), prioritizing projects first by project
7 readiness.

8 (i) In instances when projects listed in the LEAP transportation
9 documents referenced in (a) of this subsection are no longer viable
10 or have been completed, the department may recommend in its next
11 budget submittal alternative project proposals from the local
12 jurisdictions if the project is similar in type and scope and
13 consistent with limitations of certain funds provided. In the event
14 that the listed project has been completed the local jurisdictions
15 may, rather than submitting an alternative project, instead be
16 reimbursed in the year in which it was scheduled for documented costs
17 incurred implementing the listed project, not in excess of the amount
18 awarded from the funding program.

19 (ii) At least 10 business days before advancing or swapping a
20 project pursuant to this subsection, the department must notify the
21 office of financial management and the transportation committees of
22 the legislature. The advancement of a project may not hinder the
23 delivery of the projects for which the reappropriations are necessary
24 for the 2023-2025 fiscal biennium.

25 (b) Of the amounts provided in this subsection, ((~~\$25,493,000~~))
26 \$3,551,000 of the move ahead WA account—state appropriation is
27 provided solely for three roundabouts to be constructed on state
28 route number 507 in partnership with local authorities (L1000330).
29 The roundabout at Vail is with Thurston county, the roundabout at
30 Bald Hills is with the city of Yelm, and the roundabout at state
31 route number 702 is with Pierce county. The department is to work
32 cooperatively with each local jurisdiction to construct these
33 facilities within department rights-of-way. The department must
34 provide all project predesign and design information developed to
35 date to the local jurisdictions and have a project implementation
36 agreement in place with each local jurisdiction within 180 calendar
37 days of the effective date of this act. The implementation agreement
38 may provide full control for the local authority to construct the
39 project. Once the roundabouts are completed, the operations and
40 maintenance of the roundabouts are the responsibility of the

department. Of the amounts provided in this subsection,
(~~(\$7,000,000)~~) \$1,205,000 is for the roundabout at Vail road and
state route number 507.

(c) Of the amounts provided in this subsection, \$15,000,000 of
the move ahead Washington account—state appropriation is provided
solely for the Columbia River Bridge Replacement/Hood River to White
Salmon project (L4000046). The office of financial management shall
place the amounts in this subsection in unallotted status. As funds
are appropriated by the Oregon legislature, the office of financial
management may release amounts provided in this subsection to match
Oregon appropriations.

(8) (~~(\$39,185,000)~~) \$21,885,000 of the climate active
transportation account—state appropriation, (~~(\$11,600,000)~~) \$500,000
of the multimodal transportation account—state appropriation,
\$1,550,000 of the carbon emissions reduction account—state
appropriation, and (~~(\$3,000,000)~~) \$500,000 of the move ahead WA
flexible account—state appropriation are provided solely for move
ahead WA pedestrian and bike projects listed in LEAP Transportation
Document ((~~2024-2~~)) 2025-2 ALL PROJECTS as developed ((~~March 6,~~
~~2024~~)) April 26, 2025, Program - Local Programs Program (Z). For
projects funded in this subsection, if the department expects to have
substantial reappropriations for the 2023-2025 fiscal biennium, the
department may, on a pilot basis, apply funding from a project with
an appropriation that is unable to be used in the 2023-2025 fiscal
biennium to advance one or more of the projects listed in LEAP
Transportation Document ((~~2024-2~~)) 2025-2 ALL PROJECTS as developed
((~~March 6, 2024~~)) April 26, 2025, Program - Local Programs Program
(Z), prioritizing projects first by tier then by project readiness.

(a) In instances when projects listed in the LEAP transportation
document referenced in this subsection (8) of this section are no
longer viable or have been completed, the department may recommend in
its next budget submittal alternative project proposals from the
local jurisdictions if the project is similar in type and scope and
consistent with limitations of certain funds provided. In the event
that the listed project has been completed the local jurisdictions
may, rather than submitting an alternative project, instead be
reimbursed in the year in which it was scheduled for documented costs
incurred implementing the listed project, not in excess of the amount
awarded from the funding program.

(b) At least 10 business days before advancing or swapping a project pursuant to this subsection, the department must notify the office of financial management and the transportation committees of the legislature. The advancement of a project may not hinder the delivery of the projects for which the reappropriations are necessary for the 2023-2025 fiscal biennium.

(9) \$16,800,000 of the climate active transportation account—state appropriation is provided solely for the statewide school-based bicycle education grant program (L1000309). The department may partner with a statewide nonprofit to deliver programs.

(10) (~~(\$25,000,000)~~) \$16,800,000 of the climate active transportation account—state appropriation is provided solely for the Sandy Williams connecting communities pilot program (L1000308) to deliver projects to reconnect communities that have been bifurcated by state highways. Priority must be given to historically marginalized or overburdened communities. The department may consult with the Cooper Jones active transportation safety council to identify geographic locations where there are high incidences of serious injuries and fatalities of active transportation users among vulnerable populations.

(11) (~~(\$14,000,000)~~) \$1,000,000 of the carbon emissions reduction account—state appropriation (~~(, and beginning January 1, 2025, \$10,000,000 of the carbon emissions reduction account state appropriation, are)~~) is provided solely for the Guemes Ferry Boat Replacement project (L4000124).

(12) (~~(\$6,500,000)~~) \$1,400,000 of the move ahead WA flexible account—state appropriation is provided solely for development of an applied sustainable aviation evaluation center (L2021135). Snohomish county, in partnership with Washington State University, shall plan and establish facilities to evaluate, qualify or certify, and research technologies that can minimize the impact of aviation on human health and the environment. Funds may be used for, but are not limited to, planning, construction, and land acquisition for sustainable aviation fuel (SAF) qualification testing (ASTM D4054), research on the impact of SAF on the environment and human health, and SAF storage for the purpose of advancing sustainable aviation. At a minimum, three sustainable aviation platforms must be considered:

(a) Sustainable aviation fuel (SAF);

(b) Hydrogen; and

1 (c) Battery electric energy storage mechanisms.

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

5 (14) (~~(\$200,000)~~) \$30,000 of the multimodal transportation
6 account—state appropriation is provided solely for the Seattle office
7 of planning and community development to update and add to the 2020
8 I-5 Lid Feasibility Study with additional test cases with ramp
9 changes and removals in downtown Seattle and alternative assumptions
10 with regards to parking, expansion of Freeway Park, affordable
11 housing, and commercial real estate (L2021140). The Seattle office of
12 planning and community development shall conduct ongoing community
13 engagement with underrepresented constituencies to support the
14 technical work of this study and raise public awareness of
15 opportunities of I-5 lids. Focus should be given to low-income
16 households living and working in the I-5 lid study areas in central
17 Seattle.

18 (15) (~~(\$1,000,000)~~) \$500,000 of the multimodal transportation
19 account—state appropriation is provided solely for the department to
20 award grants to local jurisdictions to implement network-wide traffic
21 conflict screening programs using video analytics in controlled
22 intersections with a disproportionate number of traffic violations
23 and injuries to active transportation users (L2021149). Grants must
24 be awarded proportionally across the state and include controlled
25 intersections in both urban and rural environments and along state
26 highways and county roads. Grant recipients must report back to the
27 department all traffic violation and active transportation facility
28 data acquired during the grant period and provide the department with
29 appropriate next steps for the state and the local jurisdiction to
30 improve traffic safety for active transportation users in such
31 intersections. The department must report such findings and
32 recommendations to the transportation committees of the legislature
33 by December 1, 2024.

34 (16)(a)(i) \$5,000,000 of the carbon emissions reduction account—
35 state appropriation is provided solely for the department to
36 establish a program for providing rebates to qualifying persons who
37 purchase e-bikes and qualifying equipment and services from a
38 qualifying retailer. Of this amount, \$3,000,000 is for rebate amounts

1 as described under (a)(iii)(A) of this subsection, and \$2,000,000 is
2 for rebate amounts as described under (a)(iii)(B) of this subsection.

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

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

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

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

16 (iv)(A) The department must establish application procedures for
17 e-bike retailers to participate in the rebate program, and
18 application and award procedures for applicants to participate in the
19 program. If an applicant qualifies for a rebate amount and there is
20 sufficient funds to award the applicant with the appropriate rebate
21 amount, the department must provide the qualifying individual the
22 rebate amount in a format that can be redeemed at the time of
23 purchase at a qualifying retailer.

24 (B) An applicant must provide contact information, including a
25 physical address, email address, and phone number, and demographic
26 information, including the applicant's age, gender, race, and
27 ethnicity, to the department on a form provided by the department at
28 the time of applying for the rebate. The department may share or
29 provide access to such information with the University of Washington
30 to provide the University of Washington an opportunity to ask program
31 applicants and recipients to fill out a survey collecting information
32 only to the extent to inform its report described under (d) of this
33 subsection.

34 (v) A qualifying retailer must register with the department
35 before participating in the rebate program. A qualifying retailer
36 must:

37 (A) Verify the identity of the qualifying individual at the time
38 of purchase; and

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

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

(vii) For purposes of this subsection (16)(a):

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

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

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

(b) For fiscal year 2025, (~~(\$2,000,000)~~) \$432,000 of the carbon emissions reduction account—state appropriation is provided solely for the department to establish an e-bike lending library and ownership grant program. The department may accept grant applications from other state entities, local governments, and tribes that administer or plan to administer an e-bike lending library or ownership program for their employees for commute trip reduction purposes. The department may also accept grant applications from nonprofit organizations or tribal governments that serve persons who are low-income or reside in overburdened communities and that administer or plan to administer an e-bike lending library or ownership program for qualifying persons. Grant recipients must report program information and participation data to the University of Washington to inform its report described under (d) of this subsection.

(c) It is the intent of the legislature that funding provided in (a) and (b) of this subsection continue to be appropriated in the 2025-2027 and 2027-2029 fiscal biennia.

(d) Of the amounts provided in this subsection (16), \$90,000 is for the department to contract with the University of Washington's sustainable transportation lab to publish a general policy brief that provides innovative e-bike rebate and lending library or ownership grant program models and recommendations, a report on survey results based on data and demographic information collected under the e-bike rebate program established in (a) of this subsection, and a report on

1 program information and data collected under the e-bike lending
2 library and ownership grant program established in (b) of this
3 subsection. An initial brief and report must be submitted to the
4 transportation committees of the legislature by July 1, 2024, with
5 the final policy brief and report due to the transportation
6 committees of the legislature by (~~July 1, 2025~~) December 1, 2025.

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

10 (17) (~~(\$21,847,000)~~) \$16,460,000 of the freight mobility
11 investment account—state appropriation and (~~(\$27,216,000)~~)
12 \$17,704,000 of the freight mobility multimodal account—state
13 appropriation are provided solely for freight mobility strategic
14 investment board projects listed in the LEAP transportation document
15 referenced in subsection (1) of this section.

16 (18) (~~(\$4,150,000)~~) \$1,660,000 of the motor vehicle account—state
17 appropriation is provided solely for matching funds for federal funds
18 to reconstruct Grant county and Adams county bridges as part of the
19 Odessa groundwater replacement program (L1000322).

20 (19) (~~(\$9,240,000)~~) \$9,100,000 of the connecting Washington
21 account—state appropriation is provided solely for the Aberdeen US 12
22 Highway-Rail Separation project (L1000331).

23 (20) The appropriations in this section include savings due to
24 anticipated project underruns; however, it is unknown which projects
25 will provide savings. The legislature intends to provide sufficient
26 flexibility for the department to manage to this savings target. To
27 provide this flexibility, the office of financial management may
28 authorize, through an appropriation modification, reductions in the
29 amounts that are provided solely for a particular purpose within this
30 section subject to the following conditions and limitations:

31 (a) The department must confirm that any modification requested
32 under this subsection of amounts provided solely for a specific
33 purpose are not expected to be used for that purpose in this fiscal
34 biennium;

35 (b) Appropriation modifications authorized under this subsection
36 may not result in increased funding for any project beyond the amount
37 provided for that project in the 2023-2025 fiscal biennium in LEAP
38 Transportation Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed
39 (~~(March 6, 2024)~~) April 26, 2025;

(c) Appropriation modifications authorized under this subsection apply only to amounts appropriated in this section from the following accounts: Connecting Washington account—state, and move ahead WA account—state; and

(d) The office of financial management must provide notice of appropriation modifications authorized under this subsection within 10 working days to the transportation committees of the legislature. By December 1, 2023, and December 1, 2024, the department must submit a report to the transportation committees of the legislature regarding the actions taken to date under this subsection.

(21) (~~(\$5,000,000)~~) \$2,000,000 of the multimodal transportation account—state appropriation is provided solely for the department to assist local jurisdictions in addressing emergent issues related to safety for pedestrians and bicyclists (LXXXPBF). Funds may only be spent after approval from the office of financial management. By December 15th of each odd-numbered year, the department shall provide a report to the legislature listing all emergent issues addressed in the prior fiscal biennium. Reporting may be done in conjunction with the transportation operations division.

(22) (~~(Beginning January 1, 2025, \$22,944,000)~~) \$6,150,000 of the carbon emissions reduction account—state appropriation is provided solely for the following projects identified in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed (~~(March 6, 2024)~~) April 26, 2025:

(a) North Aurora Safety Improvements (L4000154);

(b) North Broadway Pedestrian Bridge (L2021082);

(c) (~~(State Route 547 Pedestrian and Bicycle Safety Trail (Kendall Trail) (L4000144);~~

~~(d))~~) 72nd Ave & Washington Ave Active Transportation Components (L2021194);

(~~(e))~~) (d) Bluff Trail Hood River to White Salmon (L2021199);

(~~(f))~~) (e) Columbia Heights Safety Improvements (L2021195);

(~~(g))~~) (f) La Center Pac. Hwy Shared Use Path (L2021196);

(~~(h))~~) (g) SR 240/Aaron Dr Complete Streets Improvements (L2021193);

(~~(i))~~) (h) View Ridge Safe Routes to Schools (L1000342);

(~~(j))~~) (i) 84th Ave NE Pedestrian and Bicycle Project (L1000366);

1 (~~((k))~~) (j) Communities for a Health Bay electric boat
2 (L1000368);
3 (~~((l))~~) (k) SR 303 Warren Ave Bridge Pedestrian Improvements
4 (L2000339); and
5 (~~((m))~~ ~~SR 520 & 148th NE Bicycle/Pedestrian Crossing~~) (l)
6 Overlake Area Bicycle/Pedestrian Improvements (L2021047).

(End of part)

1 TRANSFERS AND DISTRIBUTIONS

2 Sec. 1101. 2024 c 310 s 403 (uncodified) is amended to read as
3 follows:

4 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

5 Motor Vehicle Account—State Appropriation: For motor
6 vehicle fuel tax statutory distributions to
7 cities and counties. ((~~\$461,954,000~~))
8 \$451,996,000
9 Multimodal Transportation Account—State
10 Appropriation: For distribution to cities and
11 counties. \$26,786,000
12 Motor Vehicle Account—State Appropriation: For
13 distribution to cities and counties. \$23,438,000
14 TOTAL APPROPRIATION. ((~~\$512,178,000~~))
15 \$502,220,000

16 Sec. 1102. 2024 c 310 s 404 (uncodified) is amended to read as
17 follows:

18 **FOR THE STATE TREASURER—TRANSFERS**

19 Motor Vehicle Account—State Appropriation: For motor
20 vehicle fuel tax refunds and statutory
21 transfers. ((~~\$1,955,782,000~~))
22 \$1,913,772,000

23 Sec. 1103. 2024 c 310 s 405 (uncodified) is amended to read as
24 follows:

25 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

26 Motor Vehicle Account—State Appropriation: For motor
27 vehicle fuel tax refunds and transfers. ((~~\$253,180,000~~))
28 \$205,018,000

29 Sec. 1104. 2024 c 310 s 401 (uncodified) is amended to read as
30 follows:

31 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
32 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**
33 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**
34 **REVENUE**

35 Transportation Partnership Account—State

1	Appropriation.	((\$221,000))
2		<u>\$14,000</u>
3	Connecting Washington Account—State Appropriation. . .	((\$4,531,000))
4		<u>\$2,169,000</u>
5	Special Category C Account—State Appropriation.	((\$444,000))
6		<u>\$123,000</u>
7	Highway Bond Retirement Account—State Appropriation ((\$1,475,218,000))	
8		<u>\$1,474,853,000</u>
9	Ferry Bond Retirement Account—State Appropriation.	\$4,616,000
10	Transportation Improvement Board Bond Retirement	
11	Account—State Appropriation.	\$10,305,000
12	Nondebt-Limit Reimbursable Bond Retirement Account—	
13	State Appropriation.	\$28,262,000
14	Toll Facility Bond Retirement Account—State	
15	Appropriation.	\$76,372,000
16	TOTAL APPROPRIATION.	((\$1,599,969,000))
17		<u>\$1,596,714,000</u>

18 **Sec. 1105.** 2024 c 310 s 407 (uncodified) is amended to read as
19 follows:

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

23	Toll Facility Bond Retirement Account—Federal	
24	Appropriation.	\$192,490,000
25	Toll Facility Bond Retirement Account—State	
26	Appropriation.	((\$26,562,000))
27		<u>\$26,955,000</u>
28	TOTAL APPROPRIATION.	((\$219,052,000))
29		<u>\$219,445,000</u>

30 The appropriations in this section are subject to the following
31 conditions and limitations: \$35,250,000 of the toll facility bond
32 retirement account—federal appropriation may be used to prepay
33 certain outstanding bonds if sufficient debt service savings can be
34 obtained.

35 **Sec. 1106.** 2024 c 310 s 402 (uncodified) is amended to read as
36 follows:

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

Transportation Partnership Account—State

Appropriation. ((~~\$46,000~~))

\$5,000

Connecting Washington Account—State Appropriation. . . ((~~\$1,017,000~~))

\$541,000

Special Category C Account—State Appropriation. ((~~\$95,000~~))

\$31,000

TOTAL APPROPRIATION. ((~~\$1,158,000~~))

\$577,000

Sec. 1107. 2024 c 310 s 406 (uncodified) is amended to read as follows:

FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS

(1) Transportation Partnership Account—State

Appropriation: For transfer to the Motor Vehicle

Account—State. \$175,000,000

(2) Connecting Washington Account—State

Appropriation: For transfer to the Move Ahead WA

Account—State. ((~~\$200,000,000~~)) \$95,000,000

(3) Electric Vehicle Account—State appropriation:

For transfer to the Move Ahead WA Flexible

Account—State. \$29,200,000

(4) Electric Vehicle Account—State

Appropriation: For transfer to the Multimodal

Transportation Account—State. \$32,730,000

(5) Washington State Aviation Account—State

Appropriation: For transfer to the Aeronautics

Account—State. \$150,000

(6) Carbon Emissions Reduction Account—State

Appropriation: For transfer to the Climate Active

Transportation Account—State. ((~~\$178,885,000~~)) \$112,748,000

(7) Carbon Emissions Reduction Account—State

Appropriation: For transfer to the Climate Transit

Programs Account—State. ((~~\$408,000,000~~)) \$374,110,000

(8) Carbon Emissions Reduction Account—State

Appropriation: For transfer to the Puget Sound Ferry

1 Operations Account—State. \$4,200,000
 2 (9) (~~(Move Ahead WA Flexible Account—State~~
 3 ~~Appropriation: For transfer to the Move Ahead WA~~
 4 ~~Account—State.~~ ~~\$100,000,000~~
 5 ~~(10))~~ Alaskan Way Viaduct Replacement Project
 6 Account—State Appropriation: For transfer to the
 7 Motor Vehicle Account—State. ((~~\$25,000,000~~)) \$37,992,000
 8 ((~~(11))~~) (10) Highway Safety Account—State
 9 Appropriation: For transfer to the State Patrol Highway
 10 Account—State. ((~~\$84,000,000~~)) \$74,000,000
 11 ((~~(12))~~) (11)(a) Transportation Partnership
 12 Account—State Appropriation: For transfer to the
 13 Tacoma Narrows Toll Bridge Account—State. \$6,611,000
 14 (b) It is the intent of the legislature that this transfer is
 15 temporary, for the purpose of minimizing the impact of toll
 16 increases. An equivalent reimbursing transfer is to occur after the
 17 debt service and deferred sales tax on the Tacoma Narrows bridge
 18 construction costs are fully repaid in accordance with chapter 195,
 19 Laws of 2018.
 20 ((~~(13))~~) (12) Motor Vehicle Account—State Appropriation:
 21 For transfer to the State Patrol Highway
 22 Account—State. \$1,500,000
 23 ((~~(14))~~) (13) Motor Vehicle Account—State Appropriation:
 24 For transfer to the County Arterial Preservation
 25 Account—State. \$4,844,000
 26 ((~~(15))~~) (14) Motor Vehicle Account—State Appropriation:
 27 For transfer to the Freight Mobility Investment
 28 Account—State. \$8,511,000
 29 ((~~(16))~~) (15) Motor Vehicle Account—State
 30 Appropriation: For transfer to the Rural Arterial
 31 Trust Account—State. \$4,844,000
 32 ((~~(17))~~) (16) Motor Vehicle Account—State
 33 Appropriation: For transfer to the Transportation
 34 Improvement Account—State. \$9,688,000
 35 ((~~(18))~~) (17)(a) State Route Number 520 Civil Penalties
 36 Account—State Appropriation: For transfer to the Motor
 37 Vehicle Account—State. \$1,000,000

(b) The transfer in this subsection is to repay moneys loaned to the state route number 520 civil penalties account in the 2019-2021 fiscal biennium.

~~((19))~~ (18) State Route Number 520 Civil Penalties Account—State Appropriation: For transfer to the State Route Number 520 Corridor Account—State. ~~((560,000))~~ \$308,000

~~((20))~~ (19)(a) Capital Vessel Replacement Account—State Appropriation: For transfer to the Connecting Washington Account—State. \$29,000,000

(b) It is the intent of the legislature that this transfer is temporary, for the purpose of minimizing the use of bonding in the connecting Washington account.

~~((21))~~ (20) Multimodal Transportation Account—State Appropriation: For transfer to the Complete Streets Grant Program Account—State. \$14,670,000

~~((22))~~ (21) Multimodal Transportation Account—State Appropriation: For transfer to the Highway Safety Account—State. ~~((3,000,000))~~ \$21,000,000

~~((23))~~ (22) Multimodal Transportation Account—State Appropriation: For transfer to the Motor Vehicle Account—State. \$15,000,000

~~((24))~~ (23) Multimodal Transportation Account—State Appropriation: For transfer to the Freight Mobility Multimodal Account—State. \$8,511,000

~~((25))~~ (24) Multimodal Transportation Account—State Appropriation: For transfer to the Move Ahead WA Flexible Account—State. \$11,790,000

~~((26))~~ (25) Multimodal Transportation Account—State Appropriation: For transfer to the Puget Sound Capital Construction Account—State. \$175,000,000

~~((27))~~ (26) Multimodal Transportation Account—State Appropriation: For transfer to the Puget Sound Ferry Operations Account—State. \$90,500,000

~~((28))~~ (27) Multimodal Transportation Account—State Appropriation: For transfer to the Regional Mobility Grant Program Account—State. \$27,679,000

~~((29))~~ (28) Multimodal Transportation Account—State Appropriation: For transfer to the Rural Mobility Grant Program Account—State. \$12,223,000

1 ~~((30))~~ (29) Multimodal Transportation Account—State
 2 Appropriation: For transfer to the State Patrol Highway
 3 Account—State. \$59,000,000
 4 ~~((31))~~ (30) (a) Alaskan Way Viaduct Replacement
 5 Project Account—State Appropriation: For transfer to
 6 the Transportation Partnership Account—State. (~~(\$47,899,000)~~)
 7 \$76,899,000
 8 (b) \$22,899,000 of the amount transferred in this subsection
 9 represents repayment of debt service incurred for the construction of
 10 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).
 11 ~~((32))~~ (31) Tacoma Narrows Toll Bridge Account—State
 12 Appropriation: For transfer to the Motor Vehicle
 13 Account—State. \$543,000
 14 ~~((33))~~ (32) (a) General Fund Account—State
 15 Appropriation: For transfer to the State Patrol Highway
 16 Account—State. \$625,000
 17 (b) The state treasurer shall transfer the funds only after
 18 receiving notification from the Washington state patrol under section
 19 207, chapter 472, Laws of 2023.
 20 ~~((34))~~ (33) Puget Sound Ferry Operations Account—State
 21 Appropriation: For transfer to the Puget Sound Capital
 22 Construction Account—State. \$121,828,000
 23 ~~((35))~~ (34) Move Ahead WA Account—State
 24 Appropriation: For transfer to the Puget Sound Ferry
 25 Operations Account—State. \$120,000,000
 26 ~~((36))~~ (35) Advance Right-Of-Way Revolving Fund—State
 27 Appropriation: For transfer to the JUDY Transportation
 28 Future Funding Program Account—State. \$40,000,000
 29 ~~((37))~~ (36) Transportation Infrastructure Account—State
 30 Appropriation: For transfer to the Essential Rail
 31 Assistance Account—State. \$1,000,000
 32 ~~((38))~~ (37) Regional Mobility Grant Program Account—State
 33 Appropriation: For transfer to the Multimodal
 34 Transportation Account—State. \$6,098,000
 35 ~~((39) Move Ahead WA Account—State Appropriation:~~
 36 ~~For transfer to the Motor Vehicle Account—State. \$50,000,000))~~
 37 (38) Move Ahead WA Account—State
 38 Appropriation: For transfer to the Puget Sound Capital
 39 Construction Account—State. \$48,000,000

1	<u>(39) Move Ahead WA Account—State</u>	
2	<u>Appropriation: For transfer to the Transportation</u>	
3	<u>Partnership Account—State.</u>	<u>\$78,000,000</u>
4	<u>(40) Move Ahead WA Account—State</u>	
5	<u>Appropriation: For transfer to the Transportation</u>	
6	<u>2003 Account (Nickel Account)—State.</u>	<u>\$13,500,000</u>

(End of part)

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);
- (2) 2024 c 310 s 108 (uncodified); and
- (3) 2024 c 310 s 501 (uncodified).

Sec. 1203. 2024 c 310 s 502 (uncodified) is amended to read as follows:

TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING

By November 15th of each year, the department of transportation must report on amounts expended to benefit transit, bicycle, or pedestrian elements within all connecting Washington projects in programs I, P, and Z identified in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed ((March 6, 2024)) April 26, 2025, in a manner consistent with past practices as specified in section 602, chapter 186, Laws of 2022.

1 **Sec. 1204.** 2024 c 310 s 503 (uncodified) is amended to read as
2 follows:

3 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

4 (1) If a transportation project, where the Washington state
5 department of transportation is the lead and the project is scheduled
6 to be delivered or completed in the 2023-2025 fiscal biennium as
7 shown on the LEAP Transportation Document ((~~2024-2~~)) 2025-2 ALL
8 PROJECTS as developed ((~~March 6, 2024~~)) April 26, 2025, is in
9 jeopardy of being delayed because the department is unable to deliver
10 or complete the project within the 2023-2025 fiscal biennium and
11 other local jurisdictions are able to deliver or complete the work,
12 the department must coordinate with the appropriate local
13 jurisdictions to determine if a potential local partner is ready,
14 willing, and able to execute delivery and completion of the project
15 within the 2023-2025 fiscal biennium.

16 (2) The department must compile a list of projects under this
17 section, including the timing under which the local partner agency
18 can deliver or complete the projects within the 2023-2025 and
19 2025-2027 fiscal biennia. The department must submit the compiled
20 list of projects to the governor and the transportation committees of
21 the legislature by November 1, 2023.

(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.** Except for section 723 of this act,
7 this act is necessary for the immediate preservation of the public
8 peace, health, or safety, or support of the state government and its
9 existing public institutions, and takes effect immediately.

(End of part)

(End of Bill)

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