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**SUBSTITUTE HOUSE BILL 1227**

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**State of Washington**

**69th Legislature**

**2025 Regular Session**

**By** House Transportation (originally sponsored by Representatives Fey, Wylie, and Donaghy; by request of Office of Financial Management)

READ FIRST TIME 04/02/25.

1       AN ACT Relating to transportation funding and appropriations;  
2 amending RCW 14.40.020, 43.19.642, 46.20.745, 47.28.030, 46.68.063,  
3 46.68.290, 46.68.300, 46.68.320, 46.68.370, 46.68.395, 46.68.490,  
4 46.68.500, 46.68.510, 47.56.876, 47.60.315, 47.60.322, 47.60.530,  
5 47.66.120, 46.68.280, 82.44.200, 82.70.020, 82.70.040, 82.70.900, and  
6 47.04.390; amending 2024 c 310 ss 103, 105, 106, 108, 110, 201, 202,  
7 204, 205, 207, 208, 209, 210, 211, 213, 214, 215, 216, 217, 218, 219,  
8 220, 221, 222, 224, 301, 303, 304, 305, 306, 307, 308, 309, 401, 402,  
9 403, 404, 405, 406, 407, 501, 502, and 503 (uncodified); amending  
10 2023 c 472 s 303 (uncodified); adding a new section to 2024 c 310  
11 (uncodified); creating new sections; making appropriations and  
12 authorizing expenditures for capital improvements; and declaring an  
13 emergency.

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

15                                   **2025-2027 FISCAL BIENNIUM**

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

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

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

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

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

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

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

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

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

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

(End of part)

GENERAL GOVERNMENT AGENCIES—OPERATING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

20 Carbon Emissions Reduction Account—State

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

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

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

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

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

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

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

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

12   Multimodal Transportation Account—State

13       Appropriation. . . . . \$2,400,000

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

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

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

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

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

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

NEW SECTION.      **Sec. 112.      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 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 January 2, 2027, with an interim report due January 2, 2026. 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) The department, with the assistance of designated staff in the Washington state department of transportation, must register for the clean fuels credit program and track revenue generation pursuant to chapter 70A.535 RCW for investments funded in an omnibus transportation appropriations act.

(3) 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, 2027.

(4) 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 701, chapter . . ., Laws of 2025 (House Bill No. 2043) (concerning transportation resources).

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

Model Toxics Control Capital Account—State

Appropriation. . . . . \$11,715,000

Carbon Emissions Reduction Account—State

Appropriation. . . . . \$35,300,000

TOTAL APPROPRIATION. . . . . \$47,015,000

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

(1) \$11,715,000 of the model toxics control capital account—state appropriation and \$35,300,000 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) 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 701, chapter . . ., Laws of 2025 (House Bill No. 2043) (concerning transportation resources).

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

Aeronautics Account—State Appropriation. . . . . \$94,000

The appropriation in this section is subject to the following conditions and limitations: The entire aeronautics account—state

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

(1) 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;

(2) 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;

(3) 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

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

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

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

The appropriation in this section is subject to the following conditions and limitations: \$750,000 of the 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. 116. FOR THE DEPARTMENT OF REVENUE**

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

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



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

(End of part)

## TRANSPORTATION AGENCIES—OPERATING

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

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

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

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

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

(3) \$2,000,000 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 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.

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

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

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

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

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

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

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

Carbon Emissions Reduction Account—State	
Appropriation. . . . .	\$374,000
Motor Vehicle Account—State Appropriation. . . . .	\$2,835,000

1 Puget Sound Ferry Operations Account—State

2 Appropriation. . . . . \$100,000

3 TOTAL APPROPRIATION. . . . . \$3,309,000

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

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

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

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

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

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

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

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

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

37 (5) \$75,000 of the motor vehicle account—state appropriation is  
38 for the joint transportation committee to continue the alternative  
39 project delivery methods and innovative practices study. The next

phase of the study will provide additional consultation on collaborative procurement and contracting approaches that may be used by the Washington state department of transportation in public works contracting to increase contract competition and support containing costs and project delivery schedule. A supplemental report on findings and recommendations, including any changes in current practice and statutory requirements, is due to the transportation committees of the legislature by December 1, 2025.

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

Motor Vehicle Account—State Appropriation. . . . .	\$2,843,000
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. . . . .	\$4,027,000

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

(1) 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, 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.

(2) The commission shall provide regular updates on the status of ongoing coordination with the state of Oregon on any bistate agreements regarding the mutual or joint setting, adjustment, and review of toll rates and exemptions. Prior to finalizing any such agreement, the commission shall provide a draft of the agreement to

1 the transportation committees of the legislature for review and  
2 input. Additionally, the commission shall advise on the status of any  
3 bistate agreements to the joint transportation committee beginning in  
4 September 2025 and quarterly thereafter until any agreements are  
5 finalized.

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

18 (4) \$600,000 of the motor vehicle account—state appropriation is  
19 provided solely for the commission for road usage charge research  
20 activities. This amount is intended to be a contingency, in the event  
21 the federal highway administration grant funding awarded under the  
22 strategic innovation for revenue collection (SIRC) program is not  
23 received. The office of financial management shall place the amount  
24 provided in this subsection in unallotted status until the office of  
25 financial management determines the SIRC funding will not be  
26 received. Should the SIRC funding be received, this appropriation  
27 lapses.

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

(b) The pilot shall operate for up to three months on an existing tolled facility. The purpose of the pilot is to determine the potential for increasing operational efficiencies and lowering costs of toll collections. The commission shall carry out the pilot in collaboration with the Washington state department of transportation, which must at a minimum support participant recruitment and provide tolling transaction data for the participants in support of conducting a comparative performance assessment between the current roadway toll system and the pilot technology. At a minimum, the pilot: Must be a simulation with no real money being collected; must include up to 200 participants; and a survey of participants must be conducted at the end of the pilot to gather input on the driver experience using the advanced technology tested.

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

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

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

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

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

Freight Mobility Investment Account—State

Appropriation. . . . . \$1,548,000



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

3 (1) Within appropriated funds, the freight mobility strategic  
4 investment board may opt in as provided under RCW 70A.02.030 to  
5 assume all of the substantive and procedural requirements of covered  
6 agencies under chapter 70A.02 RCW. The board shall include in its  
7 2025 and 2026 annual reports to the legislature a progress report on  
8 opting into the healthy environment for all act and a status report  
9 on diversity, equity, and inclusion within the board's jurisdiction.

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

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

18 Alaskan Way Viaduct Replacement Project Account—

19 State Appropriation. . . . . \$42,000

20 State Patrol Highway Account—State Appropriation. . . . \$729,400,000

21 State Patrol Highway Account—Federal Appropriation. . . . \$24,115,000

22 State Patrol Highway Account—Private/Local

23 Appropriation. . . . . \$4,604,000

24 Highway Safety Account—State Appropriation. . . . . \$9,482,000

25 Ignition Interlock Device Revolving Account—State

26 Appropriation. . . . . \$2,706,000

27 Multimodal Transportation Account—State

28 Appropriation. . . . . \$331,000

29 State Route Number 520 Corridor Account—State

30 Appropriation. . . . . \$90,000

31 Tacoma Narrows Toll Bridge Account—State

32 Appropriation. . . . . \$274,000

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

34 Appropriation. . . . . \$2,894,000

35 TOTAL APPROPRIATION. . . . . \$773,938,000

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

1       (1)   \$580,000 of the state patrol highway account—state  
2 appropriation is provided solely for the operation of and  
3 administrative support to the license investigation unit to enforce  
4 vehicle registration laws in southwestern Washington. The Washington  
5 state patrol, in consultation with the department of revenue, shall  
6 maintain a running estimate of the additional vehicle registration  
7 fees, sales and use taxes, and local vehicle fees remitted to the  
8 state pursuant to activity conducted by the license investigation  
9 unit. Beginning October 1, 2025, and semiannually thereafter, the  
10 Washington state patrol shall submit a report detailing the  
11 additional revenue amounts generated since July 1, 2025, to the  
12 director of the office of financial management and the transportation  
13 committees of the legislature. At the end of the fiscal quarter in  
14 which it is estimated that more than \$800,000 in state sales and use  
15 taxes have been remitted to the state since July 1, 2025, the  
16 Washington state patrol shall notify the state treasurer and the  
17 state treasurer shall transfer funds pursuant to section 406 of this  
18 act.

19       (2) Washington state patrol officers engaged in off-duty  
20 uniformed employment providing traffic control services to the  
21 department of transportation or other state agencies may use state  
22 patrol vehicles for the purpose of that employment, subject to  
23 guidelines adopted by the chief of the Washington state patrol. The  
24 Washington state patrol must be reimbursed for the use of the vehicle  
25 at the prevailing state employee rate for mileage and hours of usage,  
26 subject to guidelines developed by the chief of the Washington state  
27 patrol.

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

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

33       (ii) The number of transportation funded staff vacancies by major  
34 category;

35       (iii) The number of applicants for each of the positions by these  
36 categories;

37       (iv) The composition of workforce;

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

1 (vi) Activities related to the implementation of the agency's  
2 workforce diversity plan, including short-term and long-term,  
3 specific comprehensive outreach, and recruitment strategies to  
4 increase populations underrepresented within both commissioned and  
5 noncommissioned employee groups.

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

18 (4) \$8,526,000 of the state patrol highway account—state  
19 appropriation is provided solely for debt service obligations for the  
20 land mobile radio system replacement, upgrade, and other related  
21 activities.

22 (5) \$2,610,000 of the state patrol highway account—state  
23 appropriation is provided solely for enhancing the state patrol's  
24 diversity, equity, and inclusion program, a community engagement  
25 program to improve relationships with historically underrepresented  
26 communities and to recruit and retain a diverse workforce, and  
27 contracting with an external psychologist to perform exams. The state  
28 patrol will work with the governor's office of equity and meet all  
29 reporting requirements and responsibilities pursuant to RCW  
30 43.06D.060. Funds provided for the community engagement program must  
31 ensure engagement with communities throughout the state.

32 (6)(a) \$2,944,000 of the state patrol highway account—state  
33 appropriation is provided solely for administrative costs,  
34 advertising, outreach, and bonus payments associated with developing  
35 and implementing a state trooper expedited recruitment incentive  
36 program for the purpose of recruiting and filling vacant trooper  
37 positions in the 2025-2027 fiscal biennium. The legislature is  
38 committed to continuing the state trooper expedited recruitment  
39 incentive program until the vacancy levels are significantly reduced

1 from current levels. The recruitment, advertising, and outreach  
2 associated with this program must continue efforts to create a more  
3 diverse workforce and must also provide an accelerated pathway for  
4 joining the state patrol for high quality individuals who have  
5 previously been employed as a general authority peace officer.

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

8 (i) Thorough hiring procedures to ensure that only the highest  
9 quality candidates are selected as cadets and as lateral hires,  
10 including extensive review of past law enforcement employment history  
11 through extensive reference checks, Brady list identification, and  
12 any other issues that may impact the performance, credibility, and  
13 integrity of the individual.

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

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

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

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

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

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

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

29 (c) The expenditure on the state trooper expedited recruitment  
30 incentive program is contingent upon execution of an appropriate  
31 memorandum of understanding between the governor or the governor's  
32 designee and the exclusive bargaining representative, consistent with  
33 the terms of this section. Expenditures and eligibility for the state  
34 trooper expedited recruitment incentive program established in this  
35 section are subject to the availability of amounts appropriated for  
36 this specific purpose.

37 (d) For the purposes of this subsection:

38 (i) "Cadet" means a person employed for the express purpose of  
39 receiving the on-the-job training required for attendance at the

1 Washington state patrol academy and for becoming a commissioned  
2 trooper.

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

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

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

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

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

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

23 (8) \$1,668,000 of the state patrol highway account—state  
24 appropriation is provided solely for three accelerated training  
25 programs for lateral hires. It is the intent of the legislature that  
26 the three accelerated training programs for lateral hires offered in  
27 2025-2027 biennium achieve at least 30 qualified graduates based on  
28 the Washington state patrol aggressively recruiting, advertising  
29 bonus policies, and taking other steps to achieve this outcome.

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

34 (10) \$7,572,000 of the state patrol highway account—state  
35 appropriation is provided solely for one additional trooper basic  
36 training class with troopers graduating in the 2025-2027 biennium and  
37 funding to initiate an additional trooper basic training class with  
38 troopers graduating in the 2027-2029 biennium.

1       (11) \$6,904,000 of the state patrol highway account—state  
2 appropriation is provided solely for the planned replacement of aging  
3 Cessna aircrafts and of this amount \$310,000 is provided solely for  
4 the downpayment and related costs of three planned replacements. It  
5 is the intent of the legislature to fund three planned Cessna  
6 replacements as soon as the aircrafts can be received in the  
7 2025-2027 fiscal biennium, and therefore, the Washington state patrol  
8 may take the necessary steps to ensure delivery of the aircrafts as  
9 soon as possible in the 2025-2027 fiscal biennium.

10       (12) \$796,000 of the state patrol highway account—state  
11 appropriation is provided solely for commissioned staff who reach 26  
12 or more years of service in accordance with RCW 43.43.386.

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

18       (14) \$3,500,000 of the state patrol highway account—state  
19 appropriation is provided solely to address emergent issues that may  
20 arise due to the high level of commissioned and noncommissioned  
21 vacancies. Potential uses of the funding include the following:  
22 Employee leave buyouts, increased contracting to maintain adequate  
23 service levels, unanticipated facility and equipment needs, increased  
24 overtime, travel, and other related costs.

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

29       (16) \$2,000,000 of the state patrol highway account—state  
30 appropriation is provided solely for staffing and security equipment  
31 for Washington State Patrol to staff the international border  
32 crossing and provide support for the department of homeland security,  
33 during the months of June and July 2026 for the purposes of the World  
34 Cup, to facilitate border crossings and screening against human  
35 trafficking, narcotics trafficking, unlawful crossings, and other  
36 unlawful activity.

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

38   Driver Licensing Technology Support Account—State

1	Appropriation. . . . .	\$1,771,000
2	Marine Fuel Tax Refund Account—State Appropriation. . . . .	\$34,000
3	Motorcycle Safety Education Account—State	
4	Appropriation. . . . .	\$5,408,000
5	Limited Fish and Wildlife Account—State	
6	Appropriation. . . . .	\$496,000
7	Highway Safety Account—State Appropriation. . . . .	\$301,622,000
8	Highway Safety Account—Federal Appropriation. . . . .	\$1,315,000
9	Motor Vehicle Account—State Appropriation. . . . .	\$94,692,000
10	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$1,336,000
11	Ignition Interlock Device Revolving Account—State	
12	Appropriation. . . . .	\$6,842,000
13	Department of Licensing Services Account—State	
14	Appropriation. . . . .	\$8,664,000
15	License Plate Technology Account—State Appropriation. . . . .	\$3,765,000
16	Abandoned Recreational Vehicle Account—State	
17	Appropriation. . . . .	\$3,115,000
18	Limousine Carriers Account—State Appropriation. . . . .	\$128,000
19	Electric Vehicle Account—State Appropriation. . . . .	\$465,000
20	DOL Technology Improvement & Data Management	
21	Account—State Appropriation. . . . .	\$976,000
22	Agency Financial Transaction Account—State	
23	Appropriation. . . . .	\$18,335,000
24	Move Ahead WA Flexible Account—State Appropriation. . . . .	\$1,506,000
25	Driver's Education Safety Improvement Account—State	
26	Appropriation. . . . .	\$15,379,000
27	TOTAL APPROPRIATION. . . . .	\$465,849,000

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

30 (1) \$1,100,000 of the highway safety account—state appropriation  
31 and \$1,100,000 of the move ahead WA flexible account—state  
32 appropriation are provided solely for the department to provide an  
33 interagency transfer to the department of children, youth, and  
34 families for the purpose of providing driver's license support. In  
35 addition to support services required under RCW 74.13.338(2), support  
36 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, car  
8 maintenance, comprehensive car insurance, and gas cards; and

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

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

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

30 (4) \$3,087,000 of the abandoned recreational vehicle disposal  
31 account—state appropriation is provided solely for providing  
32 reimbursements in accordance with the department's abandoned  
33 recreational vehicle disposal reimbursement program. It is the intent  
34 of the legislature that the department prioritize this funding for  
35 allowable and approved reimbursements and not to build a reserve of  
36 funds within the account. During the 2025-2027 fiscal biennium, the  
37 department must report any amounts recovered to the office of  
38 financial management and appropriate committees of the legislature on  
39 a quarterly basis.



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

5 (b) By December 1st of each year, the department must submit  
6 information on the contracted providers, including: The annual budget  
7 of the contracted providers in the preceding year; information  
8 regarding private and other governmental support for the activities  
9 of the providers; and a description of the number of people served,  
10 services delivered, and outcome measures.

11 (6) \$6,000 of the motorcycle safety education account—state  
12 appropriation, \$1,000 of the limited fish and wildlife account—state  
13 appropriation, \$406,000 of the highway safety account—state  
14 appropriation, \$137,000 of the motor vehicle account—state  
15 appropriation, \$5,000 of the ignition interlock device revolving  
16 account—state appropriation, and \$6,000 of the department of  
17 licensing services account—state appropriation are provided solely  
18 for the department of licensing for additional finance and budget  
19 staff. By December 1, 2025, the department shall submit a report to  
20 the governor and appropriate committees of the legislature on the  
21 specific steps the department has taken to address the findings of  
22 the State Auditor's Office FY2022 Accountability Audit Report No.  
23 1032793.

24 (7) \$50,000 of the motor vehicle account—state appropriation is  
25 provided solely for the department to conduct a study on the  
26 feasibility of implementing and administering a per mile fee program.  
27 The study must identify the staffing and resources needed to  
28 implement and administer the program, including possible technical  
29 investments, leveraging existing technology platforms. The  
30 legislature intends to require a final report that includes potential  
31 third-party costs and options to the governor and the transportation  
32 committees of the legislature by December 31, 2025.

33 (8) \$1,220,000 of the highway safety account—state appropriation  
34 is provided solely for estimated implementation costs associated with  
35 new revenues.

36 (9) \$7,000 of the highway safety account—state appropriation is  
37 provided solely for the implementation of chapter . . . , Laws of 2025  
38 (Engrossed Substitute House Bill No. 1113) (misdemeanor dismissal).  
39 If chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No.

1 1113) is not enacted by June 30, 2025, the amount provided in this  
2 subsection lapses.

3 (10) \$106,000 of the highway safety account—state appropriation  
4 is provided solely for the implementation of chapter . . . , Laws of  
5 2025 (House Bill No. 1244) (driver training alternative). If  
6 chapter . . . , Laws of 2025 (House Bill No. 1244) is not enacted by  
7 June 30, 2025, the amount provided in this subsection lapses.

8 (11) \$44,000 of the motor vehicle account—state appropriation is  
9 provided solely for the implementation of chapter . . . , Laws of 2025  
10 (Substitute House Bill No. 1371) (veteran parking privileges). If  
11 chapter . . . , Laws of 2025 (Substitute House Bill No. 1371) is not  
12 enacted by June 30, 2025, the amount provided in this subsection  
13 lapses.

14 (12) \$831,000 of the highway safety account—state appropriation  
15 is provided solely for the implementation of chapter . . . , Laws of  
16 2025 (Engrossed Substitute House Bill No. 1596) (speeding). If  
17 chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No.  
18 1596) is not enacted by June 30, 2025, the amount provided in this  
19 subsection lapses.

20 (13) \$542,000 of the highway safety account—state appropriation  
21 is provided solely for the implementation of chapter . . . , Laws of  
22 2025 (Engrossed Substitute House Bill No. 1822) (driver course/  
23 workzones). If chapter . . . , Laws of 2025 (Engrossed Substitute  
24 House Bill No. 1822) is not enacted by June 30, 2025, the amount  
25 provided in this subsection lapses.

26 (14) \$2,631,000 of the highway safety account—state appropriation  
27 and \$15,379,000 of the driver education safety improvement account—  
28 state appropriation is provided solely for the implementation of  
29 chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No.  
30 1878) (young driver safety). If chapter . . . , Laws of 2025  
31 (Engrossed Substitute House Bill No. 1878) is not enacted by June 30,  
32 2025, the amount provided in this subsection lapses.

33 (15) \$50,000 of the highway safety account—state appropriation is  
34 provided solely for translating the written driver's manual and test  
35 into Dari, Farsi, and Somali.

36 (16)(a)(i) A legislative task force to review the special license  
37 plate process is established, with members as provided in this  
38 subsection:

1 (A) The president of the senate shall appoint two senate members  
2 from each of the two largest caucuses of the senate;

3 (B) The speaker of the house of representatives shall appoint two  
4 house members from each of the two largest caucuses of the house of  
5 representatives;

6 (C) At least one member from each caucus must be a member of the  
7 transportation committee, or successor committee; and

8 (D) The governor shall appoint two members representing the  
9 department of licensing.

10 (ii) The task force shall choose its chair from among its  
11 legislative membership. Legislators shall convene the initial meeting  
12 of the task force.

13 (b) The task force shall review the following issues:

14 (i) Application requirements and evaluation of special license  
15 plate requests;

16 (ii) Cost of implementing new special license plates and a  
17 funding policy for future requests;

18 (iii) Identifying metrics the department must use to recommend  
19 the discontinuation of special license plates;

20 (iv) The state's ability to recoup the cost of new special  
21 license plates; and

22 (v) Efficiency in processing special license plate legislation.

23 (c) Legislative members of the task force may be reimbursed for  
24 travel expenses in accordance with RCW 44.04.120. Nonlegislative  
25 members are not entitled to be reimbursed for travel expenses if they  
26 are elected officials or are participating on behalf of an employer,  
27 governmental entity, or other organization. Any reimbursement for  
28 other nonlegislative members is subject to chapter 43.03 RCW.

29 (d) The expenses of the task force shall be paid jointly by the  
30 senate and the house of representatives. Task force expenditures are  
31 subject to approval by the senate facilities and operations committee  
32 and the house executive rules committee, or their successor  
33 committees.

34 (e) The task force shall report its findings and recommendations  
35 to the appropriate committees of the legislature by December 1, 2025.

36 (17)(a) Within existing resources, the department of licensing  
37 must continue issuance of nonemergency medical transportation vehicle  
38 decals to implement the high occupancy vehicle lane access pilot  
39 program established in section 217(2) of this act. A for hire  
40 nonemergency medical transportation vehicle is a vehicle that is a

1 "for hire vehicle" under RCW 46.04.190 that provides nonemergency  
2 medical transportation, including for life-sustaining transportation  
3 purposes, to meet the medical transportation needs of individuals  
4 traveling to medical practices and clinics, cancer centers, dialysis  
5 facilities, hospitals, and other care providers.

6 (b) As part of this pilot program, the owner of a for hire  
7 nonemergency medical transportation vehicle may apply to the  
8 department, county auditor or other agent, or subagent appointed by  
9 the director, for a high occupancy vehicle exempt decal for a for  
10 hire nonemergency medical transportation vehicle. The high occupancy  
11 vehicle exempt decal allows the for hire nonemergency medical  
12 transportation vehicle to use a high occupancy vehicle lane as  
13 specified in RCW 46.61.165 and 47.52.025 during the 2025-2027 fiscal  
14 biennium.

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

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

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

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

22 (d) The owner of a for hire nonemergency medical transportation  
23 vehicle or the owner's representative must apply for a high occupancy  
24 vehicle exempt decal on a form provided or approved by the  
25 department. The application must include:

26 (i) The name and address of the person who is the owner of the  
27 vehicle;

28 (ii) A full description of the vehicle, including its make,  
29 model, year, and the vehicle identification number;

30 (iii) The purpose for which the vehicle is principally used;

31 (iv) An attestation signed by the vehicle's owner or the owner's  
32 representative that the vehicle's owner has a minimum of one contract  
33 or service agreement to provide for hire transportation services for  
34 medical purposes with one or more of the following entities: A health  
35 insurance company; a hospital, clinic, dialysis center, or other  
36 medical institution; a day care center, retirement home, or group  
37 home; a federal, state, or local agency or jurisdiction; or a broker  
38 who negotiates these services on behalf of one or more of these  
39 entities; and

(v) Other information as required by the department upon application.

(e) The department, county auditor or other agent, or subagent appointed by the director shall collect the fee required under (f) of this subsection when issuing or renewing a high occupancy vehicle exempt decal.

(f) The department, county auditor or other agent, or subagent must collect a \$5 fee when issuing or renewing a decal under this subsection, in addition to any other fees and taxes required by law.

(g) A high occupancy vehicle exempt decal expires June 30, 2027, and must be marked to indicate its expiration date. The decal may be renewed if the pilot program is continued past the date of a decal's expiration. The status as an exempt vehicle continues until the high occupancy vehicle exempt decal is suspended or revoked for misuse, the vehicle is no longer used as a for hire nonemergency medical transportation vehicle, or the pilot program established in section 217(2) of this act is terminated.

(h) The department may adopt rules to implement this subsection.

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

Puget Sound Gateway Facility Account—State

Appropriation. . . . . \$7,651,000

State Route Number 520 Corridor Account—State

Appropriation. . . . . \$47,659,000

State Route Number 520 Civil Penalties Account—State

Appropriation. . . . . \$2,378,000

Tacoma Narrows Toll Bridge Account—State

Appropriation. . . . . \$38,545,000

Alaskan Way Viaduct Replacement Project Account—

State Appropriation. . . . . \$26,566,000

Interstate 405 and State Route Number 167 Express

Toll Lanes Account—State Appropriation. . . . . \$42,199,000

TOTAL APPROPRIATION. . . . . \$164,998,000

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

1 addressing unforeseen operations and maintenance costs on the Tacoma  
2 Narrows bridge and the state route number 520 bridge, respectively.  
3 The office of financial management shall place the amounts provided  
4 in this subsection, which represent a portion of the required minimum  
5 fund balance under the policy of the state treasurer, in unallotted  
6 status. The office may release the funds only when it determines that  
7 all other funds designated for operations and maintenance purposes  
8 have been exhausted.

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

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

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

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

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

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

Transportation Partnership Account—State

    Appropriation. . . . . \$2,472,000

Motor Vehicle Account—State Appropriation. . . . . \$128,388,000

Puget Sound Ferry Operations Account—State

    Appropriation. . . . . \$307,000

Multimodal Transportation Account—State

    Appropriation. . . . . \$3,088,000

Transportation 2003 Account (Nickel Account)—State

    Appropriation. . . . . \$1,488,000

    TOTAL APPROPRIATION. . . . . \$135,743,000

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

Motor Vehicle Account—State Appropriation. . . . . \$44,029,000

Move Ahead WA Account—State Appropriation. . . . . \$2,044,000

State Route Number 520 Corridor Account—State

    Appropriation. . . . . \$34,000

    TOTAL APPROPRIATION. . . . . \$46,107,000

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 discussion of department practices that would create a sustained revenue source for capital repair and replacement of fuel sites; and

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

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

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

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

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

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

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

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

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



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

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

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

23 (A) Community members and quality of life;

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

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

30 (D) Current airspace operations.

31 (ii) The work group shall:

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

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

37 (II) Indian tribes, as defined in RCW 43.376.010, through  
38 outreach and collaboration by the work group under this subsection  
39 does not constitute or substitute for formal government-to-government

1 consultation under the 1989 State-Tribal Relations/Centennial Accord  
2 and chapter 43.376 RCW;

3 (III) The environmental community;

4 (IV) Local communities;

5 (V) Economic development agencies;

6 (VI) Other states and provinces as appropriate;

7 (B) Identify potential site infrastructure shortfalls and make  
8 recommendations as to how they could be most suitably addressed,  
9 including the feasibility of the specific transportation  
10 infrastructure required to move people to the potential site. This  
11 process includes the delivery of an adequate supply of aircraft fuel  
12 and supporting infrastructure along with facilities needed to  
13 transition to the use of sustainable aviation fuels;

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

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

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

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

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

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

25 (c) The work group shall not consider:

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

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

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

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

NEW SECTION.     **Sec. 214.     FOR THE DEPARTMENT OF TRANSPORTATION—**  
**PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H**  
Motor Vehicle Account—State Appropriation. . . . . \$70,960,000  
Motor Vehicle Account—Federal Appropriation. . . . . \$500,000  
Multimodal Transportation Account—State  
Appropriation. . . . . \$1,180,000  
Move Ahead WA Flexible Account—State Appropriation. . . . . \$572,000  
TOTAL APPROPRIATION. . . . . \$73,212,000

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

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

(2) The department may not execute a state highway route transfer 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.

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

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

(4)(a) \$350,000 of the multimodal transportation account—state appropriation is provided solely for the department to explore alternative uses of the state's highway rights-of-way to address pressing public needs relating to climate change, equitable

1 communications, renewable energy generation, electrical transmission  
2 and distribution projects, broadband projects, vegetation management,  
3 inductive charging in travel lanes, alternative fueling facilities,  
4 and other appropriate uses. In exploring alternative uses of the  
5 state's highway rights-of-way, the department shall:

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

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

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

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

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

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

32 (5) The department is directed to initiate the process and carry  
33 out a sale in accordance with requirements of state law of the  
34 surplus property in the city of Seattle located between State route  
35 number 99 and First Avenue South and between South Royal Brougham Way  
36 and South Dearborn Street, King county parcel numbers 7666206955 and  
37 7666206950.

38 (6) \$250,000 of the motor vehicle account—state appropriation is  
39 provided solely for the implementation of chapter . . ., Laws of 2025  
40 (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. . . . .	\$767,000
Multimodal Transportation Account—State Appropriation. . . . .	\$200,000
Multimodal Transportation Account—Federal Appropriation. . . . .	\$51,533,000
Carbon Emissions Reduction Account—State Appropriation. . . . .	\$167,102,000
TOTAL APPROPRIATION. . . . .	\$219,602,000

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.

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

(a) The voucher program is required to be designed based on the recommendations of the Joint Transportation Committee report

1 *Washington State Infrastructure and Incentive Program Design for MHD*  
2 *ZEVs, and to include:*

3 (i) Simplified zero-emission vehicle eligibility requirements;

4 (ii) Vehicle and infrastructure incentives aligned with programs  
5 in other jurisdictions, where appropriate, to streamline user  
6 planning;

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

12 (iv) A centralized user and manufacturer portal for information,  
13 application, and assistance;

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

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

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

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

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

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

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

1 transition to zero-emission vehicles and equipment. The department  
2 and voucher program third-party administrator must condition vehicle  
3 and infrastructure voucher funding to ensure these program policy  
4 goals are furthered through the voucher funding provided.

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

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

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

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

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

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

(8) 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. . . . .	\$574,953,000
Motor Vehicle Account—Federal Appropriation. . . . .	\$7,000,000
Move Ahead WA Account—State Appropriation. . . . .	\$50,000,000
Puget Sound Gateway Facility Account—State Appropriation. . . . .	\$3,402,000
RV Account—State Appropriation. . . . .	\$1,100,000
State Route Number 520 Corridor Account—State Appropriation. . . . .	\$4,736,000
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. . . . .	\$654,152,000

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



1       (3) \$11,500,000 of the motor vehicle account—state appropriation  
2 is provided solely for lane striping using the most reflective paint  
3 available to maximize the visibility of lane striping, especially at  
4 night.

5       (4) (a) \$5,000,000 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, 2025, 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 (5) \$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 (4) 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 (6) \$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 (2) 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 (7) \$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 (4) 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 (8) (a) \$1,200,000 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.

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

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

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

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

32 (9) \$180,000 of the motor vehicle account—state appropriation is  
33 provided solely for graffiti mitigation operations using spray drone  
34 technology.

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

NEW SECTION.     **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. . . . .	\$89,907,000
Motor Vehicle Account—Federal Appropriation. . . . .	\$2,099,000
Motor Vehicle Account—Private/Local Appropriation. . . . .	\$294,000
Move Ahead WA Account—State Appropriation. . . . .	\$3,074,000
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. . . . .	\$112,444,000

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

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

(2)(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

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

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

20 (c) The department shall expand the high occupancy vehicle lane  
21 access pilot program to for hire nonemergency medical transportation  
22 vehicles, when in use for medical purposes, as described in section  
23 208(17) of this act. Under the pilot program, when the department  
24 reserves a portion of a highway based on the number of passengers in  
25 a vehicle, nonemergency medical transportation vehicles that meet the  
26 requirements identified in section 208(17) of this act must be  
27 authorized to use the reserved portion of the highway.

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

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

1 (3) The appropriations in this section assume implementation of  
2 additional cost recovery mechanisms to recoup at least \$100,000 in  
3 credit card and other financial transaction costs related to the  
4 collection of fees imposed under RCW 46.17.400, 46.44.090, and  
5 46.44.0941 for driver and vehicle fee transactions beginning January  
6 1, 2023. The department may recover transaction fees incurred through  
7 credit card transactions.

8 (4) The department shall promote safety messages encouraging  
9 drivers to slow down and move over and pay attention when emergency  
10 lights are flashing on the side of the road and other suitable safety  
11 messages on electronic message boards the department operates across  
12 the state. The messages must be promoted through June 30, 2027. The  
13 department may coordinate such messaging with any statewide public  
14 awareness campaigns being developed by the department of licensing or  
15 the Washington state traffic safety commission, or both.

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

23 (6) \$10,621,000 of the highway safety account—state appropriation  
24 is provided solely for implementation of chapter 17, Laws of 2023  
25 (speed safety cameras). Pursuant to the reporting requirements of RCW  
26 46.63.200(10), the department, in collaboration with the Washington  
27 state patrol and the Washington traffic safety commission, must  
28 report to the transportation committees of the legislature by July 1,  
29 2027, on the data and efficacy of speed safety camera system use in  
30 state highway work zones. A preliminary report on the pilot  
31 activities is due to the transportation committees of the legislature  
32 by December 1, 2025, and must include, but is not limited to: (a) The  
33 number of deployments and locations of the speed safety cameras, (b)  
34 staffing workload, (c) number of violations issued, (d) detailed  
35 expenses incurred by each agency in the pilot, and (e) efficiency  
36 measures each agency has taken in operating the pilot program in the  
37 most cost-effective manner possible.

38 (7) \$1,279,000 of the move ahead WA account—state appropriation  
39 is provided solely for maintenance and operations of the virtual

1 coordination center. The department is encouraged to apply for  
2 federal grant funds for the virtual coordination center and may use  
3 state funds as a match. By December 1, 2026, the department shall  
4 report to the transportation committees of the legislature: (a)  
5 Recommendations to expand the center's operations, including specific  
6 additional jurisdictions and corridors across the state; and (b)  
7 amounts received and dates of receipt of any new cash and in-kind  
8 matches from virtual coordination center partners including, but not  
9 limited to, the city of Seattle, King county, other state and local  
10 jurisdictions, and private sector partners.

11 (8) (a) \$1,900,000 of the motor vehicle account—state  
12 appropriation is reappropriated and provided solely for the  
13 department, in coordination with the independent review team of the  
14 joint transportation committee, to conduct an analysis of highway,  
15 road, and freight rail transportation needs, options, and impacts  
16 from shifting the movement of freight and goods that currently move  
17 by barge through the lower Snake river dams to highways, other roads,  
18 and rail, as pursuant to section 217(11)(a), chapter 472, Laws of  
19 2023.

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

24 (9) Within appropriated amounts, the department shall appoint one  
25 full-time equivalent employee each within its traffic management  
26 centers in Shoreline and Parkland to watch the traffic monitors for  
27 graffiti artist activities on state highway infrastructures. The  
28 department shall notify the Washington state patrol upon observing  
29 such activities.

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

32	Motor Vehicle Account—State Appropriation. . . . .	\$45,773,000
33	Motor Vehicle Account—Federal Appropriation. . . . .	\$780,000
34	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$500,000
35	Move Ahead WA Flexible Account—State Appropriation. . . . .	\$5,400,000
36	Puget Sound Ferry Operations Account—State	
37	Appropriation. . . . .	\$510,000
38	Multimodal Transportation Account—State	

1	Appropriation. . . . .	\$7,920,000
2	State Route Number 520 Corridor Account—State	
3	Appropriation. . . . .	\$220,000
4	Tacoma Narrows Toll Bridge Account—State	
5	Appropriation. . . . .	\$136,000
6	Alaskan Way Viaduct Replacement Project Account—	
7	State Appropriation. . . . .	\$127,000
8	Interstate 405 and State Route Number 167 Express	
9	Toll Lanes Account—State Appropriation. . . . .	\$114,000
10	TOTAL APPROPRIATION. . . . .	\$61,480,000

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

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

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

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

30 (b) The department shall report annually to the transportation  
31 committees of the legislature on efforts to increase diversity in the  
32 transportation construction workforce.

33 (2) \$1,512,000 of the motor vehicle account—state appropriation  
34 and \$488,000 of the Puget Sound ferry operations account—state  
35 appropriation are provided solely for the department to develop,  
36 track, and monitor the progress of community workforce agreements,  
37 and to assist with the development and implementation of internal  
38 diversity, equity, and inclusion efforts and serve as subject matter  
39 experts on federal and state civil rights provisions. The department



shall engage with relevant stakeholders, and provide a progress report on the implementation of efforts under this subsection to the transportation committees of the legislature and the governor by December 1, 2026.

(3) For Washington state department of transportation small works roster projects under RCW 39.04.155, the department may only allow firms certified as small business enterprises, under 49 C.F.R. 26.39, to bid on the 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.

(4) \$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. . . . .	\$2,500,000
Motor Vehicle Account—State Appropriation. . . . .	\$33,038,000
Motor Vehicle Account—Federal Appropriation. . . . .	\$43,301,000
Motor Vehicle Account—Private/Local Appropriation. . . . .	\$400,000
Move Ahead WA Flexible Account—State Appropriation. . . .	\$6,369,000
Multimodal Transportation Account—State	
Appropriation. . . . .	\$1,802,000
Multimodal Transportation Account—Federal	
Appropriation. . . . .	\$2,820,000
Multimodal Transportation Account—Private/Local	
Appropriation. . . . .	\$100,000
State Route Number 520 Corridor Account—State	
Appropriation. . . . .	\$657,000
TOTAL APPROPRIATION. . . . .	\$90,987,000

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

(1) \$140,000 of the multimodal transportation account—state appropriation is provided solely for the city of Seattle's office of planning and community development to continue to support an

1 equitable development initiative to reconnect the South Park  
2 neighborhood, currently divided by state route number 99.

3 (a) The support work must include:

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

6 (ii) A feasibility study of decommissioning state route number 99  
7 in the South Park neighborhood to include, but not be limited to,  
8 traffic studies, environmental impact analysis, and development of  
9 alternatives, including the transfer of the land to a neighborhood-  
10 led community land trust.

11 (b) The support work must be conducted in coordination and  
12 partnership with neighborhood residents, neighborhood industrial and  
13 commercial representatives, the state department of transportation,  
14 and other entities and neighborhoods potentially impacted by changes  
15 to the operation of state route number 99.

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

20 (2) \$1,557,000 of the motor vehicle account—state appropriation  
21 is provided solely for the department to upgrade the department's  
22 linear referencing system (LRS) and highway performance monitoring  
23 system (HPMS).

24 (3)(a) \$306,000 of the multimodal transportation account—state  
25 appropriation is provided solely for the department to appoint or  
26 designate a liaison to serve as a point of contact and resource for  
27 the department, local governments, and project proponents regarding  
28 land use decisions and processing development permit applications.  
29 The liaison must, as a priority, facilitate and expedite any  
30 department decisions required for project approval.

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

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

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

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

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

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

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

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

(6) \$657,000 of the state route number 520 corridor account—state appropriation is provided solely for the department to contract with the University of Washington department of mechanical engineering, to further study measures to reduce noise impacts from the state route number 520 bridge expansion joints. The field testing shall be scheduled during existing construction, maintenance, or other scheduled closures to minimize impacts. The testing must also ensure safety of the traveling public. The study shall examine the types and durability of the materials used to provide noise mitigation and the

costs associated with the differing types of materials. A draft 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.

(7) \$2,500,000 of the Interstate 405 and State Route Number 167 Express Toll Lanes Account—state appropriation is provided solely for the department to develop an implementation plan for state route number 167 that builds on the SR 167 master plan completed in June 2023. The SR 167 implementation plan must include, but is not limited to, high-level engineering and cost estimating work necessary to update the I-405/SR 167 corridor funding and phasing report that needs to be completed to advance priority project components developed in the SR 167 master plan. The SR 167 implementation plan with recommendations is due to the transportation committees of the legislature by December 1, 2026.

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

**NEW SECTION.    Sec. 220.    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. . . . .	\$108,902,000
Puget Sound Ferry Operations Account—State Appropriation. . . . .	\$244,000
State Route Number 520 Corridor Account—State Appropriation. . . . .	\$69,000
Connecting Washington Account—State Appropriation. . . . .	\$452,000
Multimodal Transportation Account—State Appropriation. . . . .	\$6,349,000
Tacoma Narrows Toll Bridge Account—State Appropriation. . . . .	\$43,000
Alaskan Way Viaduct Replacement Project Account— State Appropriation. . . . .	\$38,000
Interstate 405 and State Route Number 167 Express	

Toll Lanes Account—State Appropriation. . . . .	\$43,000
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TOTAL APPROPRIATION. . . . .	\$116,197,000
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The appropriations in this section are subject to the following conditions and limitations:

(1) Consistent with existing protocol and practices, for any negotiated settlement of a claim against the state for the department that exceeds \$5,000,000, the department, in conjunction with the attorney general and the department of enterprise services, shall notify the director of the office of financial management and the transportation committees of the legislature within 30 days.

(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

1	Appropriation. . . . .	\$275,251,000
2	State Vehicle Parking Account—State Appropriation. . . . .	\$784,000
3	Rural Mobility Grant Program Account—State	
4	Appropriation. . . . .	\$32,223,000
5	Multimodal Transportation Account—State	
6	Appropriation. . . . .	\$83,159,000
7	Multimodal Transportation Account—Federal	
8	Appropriation. . . . .	\$4,491,000
9	Multimodal Transportation Account—Private/Local	
10	Appropriation. . . . .	\$100,000
11	TOTAL APPROPRIATION. . . . .	\$396,008,000

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

14 (1) (a) \$62,698,000 of the multimodal transportation account—state  
15 appropriation and \$78,525,000 of the carbon emissions reduction  
16 account—state appropriation are provided solely for a grant program  
17 for special needs transportation distributed in accordance with RCW  
18 47.66.150. Fuel type may not be a factor in the grant selection  
19 process. For grant awards not yet under contract, as a condition of  
20 special needs transportation grants provided pursuant to this  
21 subsection, public transportation agencies may not delay, divert,  
22 supplant, or suspend the collection of approved local sales and use  
23 taxes for the purpose of public transportation during the 2025-2027  
24 fiscal biennium.

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

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

30 (3) \$33,077,000 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       (4) \$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       (5) \$188,930,000 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       (6) \$1,124,000 of the multimodal transportation account—state  
21 appropriation is provided solely for the department to provide a  
22 statewide vanpool benefit for all state employees. For department  
23 employees working in remote job sites, such as mountain passes, the  
24 department must ensure employees are able to access job sites via a  
25 subsidized vanpool or provide a modal alternative for the "last mile"  
26 to ensure employees can access the job site without additional  
27 charge.

28       (7) \$500,000 of the carbon emissions reduction account—state  
29 appropriation is provided solely for an interagency transfer to the  
30 Washington State University extension energy program to administer a  
31 technical assistance and education program for public agencies on the  
32 use of alternative fuel vehicles. The Washington State University  
33 extension energy program shall prepare a report regarding the  
34 utilization of the program and submit this report to the  
35 transportation committees of the legislature by November 15, 2025.

36       (8) \$600,000 of the carbon emissions reduction account—state  
37 appropriation is provided solely for the department to implement  
38 certain recommendations from the 2023 frequent transit service study.  
39 The department shall define levels and types of demand-response

1 service and measure access to these services within Washington for  
2 the purpose of gaining a fuller picture of transit access. The  
3 department must collect ongoing transportation data and develop  
4 systems to allow for analysis of disparities in access to existing  
5 fixed route transit. The data collection should prioritize collecting  
6 information on accessibility and inclusion of people with  
7 disabilities, vulnerable populations in overburdened communities, and  
8 other underserved communities. The department shall submit a report  
9 on data collection efforts to the transportation committees of the  
10 legislature and the office of financial management by June 30, 2026.

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

25 (10) \$3,400,000 of the carbon emissions reduction account—state  
26 appropriation is reappropriated and provided solely for the program  
27 described in RCW 47.04.355 to provide clean alternative fuel vehicle  
28 use opportunities to underserved communities and low to moderate  
29 income members of the workforce not readily served by transit or  
30 located in transportation corridors with emissions that exceed  
31 federal or state emissions standards.

32 (11) \$250,000 of the multimodal transportation account—state  
33 appropriation is provided solely for a grant to Pacific Transit to  
34 provide veterans with transportation to medical appointments.

35 (12) \$6,000,000 of the multimodal transportation account—state  
36 appropriation is provided solely for grants to transit agencies for  
37 enhanced services between June 1, 2026, and July 30, 2026.

38 (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 above, 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.

(13) \$350,000 of the multimodal transportation account—state appropriation is provided solely for Pierce county to support public transportation services on the Key Peninsula.

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

Puget Sound Ferry Operations Account—State

Appropriation. . . . . \$640,700,000

Puget Sound Ferry Operations Account—Federal

Appropriation. . . . . \$115,315,000

Puget Sound Ferry Operations Account—Private/Local

Appropriation. . . . . \$121,000

TOTAL APPROPRIATION. . . . . \$756,136,000

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

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

11       (2) \$75,047,000 of the Puget Sound ferry operations account—  
12 federal appropriation and \$24,425,000 of the Puget Sound ferry  
13 operations account—state appropriation are provided solely for auto  
14 ferry vessel operating fuel in the 2025-2027 fiscal biennium, which  
15 reflect cost savings from a reduced biodiesel fuel requirement and,  
16 therefore, is contingent upon the enactment of section 704 of this  
17 act. The amount provided in this subsection represents the fuel  
18 budget for the purposes of calculating any ferry fare fuel surcharge.  
19 The department shall review future use of alternative fuels and dual  
20 fuel configurations, including hydrogen.

21       (3) \$500,000 of the Puget Sound ferry operations account—state  
22 appropriation is provided solely for operating costs related to  
23 moving vessels for emergency capital repairs. Funds may only be spent  
24 after approval by the office of financial management.

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

30       (5) \$11,962,000 of the Puget Sound ferry operations account—state  
31 appropriation is provided solely for the Washington state ferries  
32 workforce development activities.

33       (6) During negotiations of the 2027-2029 collective bargaining  
34 agreements, (a) the department must identify provisions that create  
35 barriers for, or contribute to creating a disparate impact on, newly  
36 hired ferry employees, including those who are women, people of  
37 color, veterans, and other employees belonging to communities that  
38 have historically been underrepresented in the workforce; (b) and the  
39 department must create a forum for direct discussion between the

governor, labor leadership, the office of financial management and the Washington state ferries to collaboratively identify and resolve compensation and staffing issues, with the goal of service improvements for ferry riders. By January 1, 2027, the department must report to the transportation committees of the legislature on progress in incorporating the finding and recommendations from the December 2022 joint transportation committee study on the Washington state ferries' workforce.

(7) \$2,600,000 of the Puget Sound ferry operations account—state appropriation solely for winter service enhancements in the San Juan Islands. By December 1, 2026, the department must report to the transportation committees of the legislature and the office of financial management impacts of the service increase, including but not limited to, ridership impacts and service reliability.

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

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

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

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

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

(ii) Development of a joint recruitment plan with Seattle Central Community College aimed at increasing enrollment of women and people

1 of color, with specific strategies to recruit existing community and  
2 technical college students, maritime skills center students, high  
3 school students from maritime programs, including maritime skills  
4 center students, foster care graduates, and former juvenile  
5 rehabilitation and adult incarcerated individuals; and

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

9 (b) Washington state ferries must submit the joint training and  
10 recruitment plan to the appropriate policy and fiscal committees of  
11 the legislature and the office of financial management by December 1,  
12 2025. The Washington state ferries must submit findings of program  
13 effectiveness and recommendations for continuation of the pilot, to  
14 the appropriate committees of the legislature and the office of  
15 financial management by December 1, 2025.

16 (11) By December 31st of each year, as part of the annual ferries  
17 division performance report, the department must report on the status  
18 of efforts to increase the staff available for maintaining the  
19 customary level of ferry service, including staff for deck, engine,  
20 and terminals. The report must include data for a 12-month period up  
21 to the most recent data available, by staff group, showing the number  
22 of employees at the beginning of the 12-month period, the number of  
23 new employees hired, the number of employees separating from service,  
24 and the number of employees at the end of the 12-month period. The  
25 department report on additional performance measures must include:

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

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

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

32 (12) \$15,500,000 of the Puget Sound ferry operations account—  
33 state appropriation is provided solely for the department to increase  
34 deck and engine positions across the system, prioritizing positions  
35 that will mitigate crew related cancellations and reduce overtime  
36 expenditures. The department must include an update on the number of  
37 positions hired and the monthly staffing levels by job class as well  
38 at planned for staffing levels as part of the annual performance  
39 report.

(13) \$2,757,000 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 through Labor Day 2026.

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

(15) The appropriations in this section assume implementation of additional cost recovery mechanisms to recoup at least three percent in credit card and other financial transaction costs related to the collection of ferry fares imposed under RCW 47.60.290 and 47.60.315 beginning October 1, 2025. The department may recover transaction fees incurred through credit card transactions. The Washington state ferries must notify customers of the fee at the point of sale and itemize the fee on customer receipts.

(16) \$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.

**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. . . . . \$81,324,000

Multimodal Transportation Account—Private/Local

Appropriation. . . . . \$46,000

TOTAL APPROPRIATION. . . . . \$83,370,000

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

(1) The department must report to the legislature annually on its ongoing efforts to provide high quality intercity passenger rail service, to align planning efforts for continued growth and on-time performance improvements, and to implement service enhancements, including the delivery and use of new trainsets. Status reports on

these efforts must be provided to the transportation committees of the legislature and the office of financial management by December 1, 2025, and December 1, 2026.

(2) \$200,000 of the multimodal transportation account—state appropriation is provided solely for the department to contract with the Pacific Northwest economic region to support the department as it undertakes a comprehensive outreach and engagement process to support intercity passenger rail planning efforts by enhancing department outreach activities through the solicitation of feedback regarding critical areas of passenger rail planning efforts including, but not limited to, ridership, revenue, economic development, environmental stewardship, transportation system resiliency, and long-term viability of the Amtrak Cascades service. Department outreach and engagement activities shall be conducted as part of the state rail plan update and Amtrak Cascades service development plan work. The department shall collaborate with the Pacific Northwest economic region to solicit input from a broad range of audiences to support plan development through venues such as PNWER Greater Northwest Rail Summits, open houses, and webinars.

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

Carbon Emissions Reduction Account—State

Appropriation. . . . .	\$274,000
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Motor Vehicle Account—State Appropriation. . . . .	\$13,946,000
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Motor Vehicle Account—Federal Appropriation. . . . .	\$2,562,000
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Multituse Roadway Safety Account—State Appropriation. . . . .	\$1,800,000
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Multimodal Transportation Account—State

Appropriation. . . . .	\$9,380,000
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TOTAL APPROPRIATION. . . . .	\$27,962,000
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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) \$750,000 of the multimodal transportation account—state appropriation is provided solely for a grant program to support local initiatives that expand or establish civilian intervention programs for nonmoving violations, focusing on nonpunitive interventions such

1 as helmet voucher programs, fee offset programs, fix-it tickets, and  
2 repair vouchers that provide solutions for vehicle equipment failures  
3 for low-income road users.

4 (a) Grants must be awarded to local jurisdictions based on  
5 locally developed proposals to establish or expand existing programs,  
6 including programs with community led organizations. Eligible  
7 jurisdictions under the grant program include cities, counties,  
8 tribal government entities, tribal organizations, law enforcement  
9 agencies, or nonprofit organizations.

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

13 (3) \$1,526,000 of the motor vehicle account—state appropriation  
14 is provided solely to help support the Wahkiakum ferry operation.

15 (4) \$275,000 of the carbon emissions reduction account—state  
16 appropriation is provided solely to support Pierce, Skagit, Whatcom,  
17 and Wahkiakum county ferries with youth zero-fare policies.

18 (5) \$150,000 of the motor vehicle account—state appropriation is  
19 provided solely for the department to fund one full-time equivalent  
20 liaison position within the local program multiagency permit program.  
21 The department shall provide a report with an update on activities in  
22 the program to the transportation committees of the legislature by  
23 December 1, 2026.

24 (6) \$70,000 of the multimodal transportation account—state  
25 appropriation is provided solely for the department to contract with  
26 the Puget Sound harbor committee to support the development of the  
27 Puget Sound harbor safety plan.

28 (7) \$60,000 of the multimodal transportation account—state  
29 appropriation is provided solely for the department to contract with  
30 the sailors union of the pacific for scholarship funding for a  
31 certified basic training program at a maritime academy. One of the  
32 expected outcomes is an increase in the number of trained maritime  
33 individuals to help address the personnel needs of the state ferry  
34 system and other maritime industry employers.

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

37 The department of transportation, with the assistance of  
38 designated staff in the department, must register for the clean fuels

1 credit program and start tracking revenue generation pursuant to  
2 chapter 70A.535 RCW for investments funded in an omnibus  
3 transportation appropriations act. The omnibus transportation  
4 appropriations act anticipates credits for ferry electrification for  
5 new hybrid electric vessels, active transportation, transit programs  
6 and projects, alternative fuel infrastructure, connecting  
7 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. . . . . \$3,376,000

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

(1) \$3,376,000 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) \$120,000 is for vehicle identification number inspection shelters;

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

(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 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

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

Carbon Emissions Reduction Account—State

Appropriation. . . . . \$21,600,000

Small City Pavement and Sidewalk Account—State

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

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

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

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

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

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

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

(b) By October 15, 2025, covering the first 15 months of the 2025-2027 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 2025-2027 fiscal biennium and the 2027-2029 fiscal biennium.

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

**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. . . . . \$4,879,000

Climate Active Transportation Account—State

Appropriation. . . . . \$2,900,000

Move Ahead WA Account—Private/Local Appropriation. . . . \$223,250,000

Puget Sound Gateway Facility Account—State

Appropriation. . . . . \$43,434,000

Transportation Partnership Account—State

Appropriation. . . . . \$9,548,000

Motor Vehicle Account—State Appropriation. . . . . \$153,808,000

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

1	Connecting Washington Account—State Appropriation. . . . .	\$1,805,230,000
2	Special Category C Account—State Appropriation. . . . .	\$10,637,000
3	Multimodal Transportation Account—State	
4	Appropriation. . . . .	\$1,527,000
5	State Route Number 520 Corridor Account—State	
6	Appropriation. . . . .	\$1,100,000
7	Interstate 405 and State Route Number 167 Express	
8	Toll Lanes Account—State Appropriation. . . . .	\$554,187,000
9	Move Ahead WA Account—State Appropriation. . . . .	\$1,304,110,000
10	Move Ahead WA Account—Federal Appropriation. . . . .	\$348,013,000
11	TOTAL APPROPRIATION. . . . .	\$5,065,275,000

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

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

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

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

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

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

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

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

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

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

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

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

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

1 (10)(a) \$54,334,000 of the coronavirus state fiscal recovery fund  
2 —federal appropriation, \$118,178,000 of the motor vehicle account—  
3 federal appropriation, \$112,263,000 of the connecting Washington  
4 account—state appropriation, \$796,352,000 of the move ahead WA  
5 account—state appropriation, \$108,621,000 of the motor vehicle  
6 account—state appropriation, and \$2,698,000 of the motor vehicle  
7 account—private/local appropriation are provided solely for the Fish  
8 Passage Barrier Removal project (0BI4001) with the intent of fully  
9 complying with the federal *U.S. v. Washington* court injunction by  
10 2030.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

6 (18) \$12,800,000 of the move ahead WA account—state appropriation  
7 is provided solely for the I-5 Nisqually Delta project (L4000008).

8 (19) \$1,548,000 of the motor vehicle account—state appropriation,  
9 \$5,229,000 of the connecting Washington account—state appropriation,  
10 and \$10,416,000 of the move ahead WA account—state appropriation are  
11 provided solely for the SR 522/Paradise Lk Rd Interchange & Widening  
12 on SR 522 (Design/Engineering) project (NPARADI), specifically for  
13 design of, preliminary engineering, and right-of-way acquisition for  
14 the interchange and widening as a single project. The department must  
15 consider reserving portions of state route number 522, including  
16 designated lanes or ramps, for the exclusive or preferential use of  
17 public transportation vehicles, privately owned buses, motorcycles,  
18 private motor vehicles carrying not less than a specified number of  
19 passengers, or private transportation provider vehicles pursuant to  
20 RCW 47.52.025.

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

23	Move Ahead WA Account—State Appropriation. . . . .	\$154,883,000
24	Recreational Vehicle Account—State Appropriation. . . . .	\$751,000
25	Motor Vehicle Account—State Appropriation. . . . .	\$63,189,000
26	Motor Vehicle Account—Federal Appropriation. . . . .	\$600,864,000
27	Motor Vehicle Account—Private/Local Appropriation. . . . .	\$7,935,000
28	Connecting Washington Account—State Appropriation. . . . .	\$39,840,000
29	State Route Number 520 Corridor Account—State	
30	Appropriation. . . . .	\$7,515,000
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation. . . . .	\$1,871,000
33	Alaskan Way Viaduct Replacement Project Account—	
34	State Appropriation. . . . .	\$5,376,000
35	Interstate 405 and State Route Number 167 Express	
36	Toll Lanes Account—State Appropriation. . . . .	\$9,648,000
37	Transportation Partnership Account—State	
38	Appropriation. . . . .	\$10,000,000

TOTAL APPROPRIATION. . . . . \$901,872,000

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

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

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

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

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

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

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

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

11 (5) \$6,000,000 of the motor vehicle account—state appropriation  
12 is provided solely for extraordinary costs incurred from litigation  
13 awards, settlements, or dispute mitigation activities not eligible  
14 for funding from the self-insurance fund (L2000290). The amount  
15 provided in this subsection must be held in unallotted status until  
16 the department submits a request to the office of financial  
17 management that includes documentation detailing litigation-related  
18 expenses. The office of financial management may release the funds  
19 only when it determines that all other funds designated for  
20 litigation awards, settlements, and dispute mitigation activities  
21 have been exhausted.

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

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

33 (8) \$17,500,000 of the motor vehicle account—federal  
34 appropriation is provided solely for a federal fund exchange pilot  
35 program. The pilot program must allow exchanges of federal surface  
36 transportation block grant population funding and state funds at an  
37 exchange rate of 95 cents in state funds per \$1.00 in federal funds.  
38 The projects receiving the exchanged federal funds must adhere to all  
39 federal requirements, including the applicable disadvantaged business

enterprise goals. The entirety of the appropriation in this subsection must be held in unallotted status until surface transportation block grant population funding has been offered to the state and the department determines that a federalized project or projects funded in this section is eligible to spend the surface transportation block grant population funding. \$22,000,000 from 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 2027 legislative session while reappropriating any remaining funds into the 2027-2029 fiscal biennium. Therefore, the department may issue additional calls for projects with any remaining funds provided in this subsection.

**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**

Regional Mobility Grant Program Account—

1	State Appropriation. . . . .	\$97,384,000
2	Multimodal Transportation Account—State Appropriation. .	\$52,765,000
3	Carbon Emissions Reduction Account—State. . . . .	\$183,872,000
4	TOTAL APPROPRIATION. . . . .	\$334,021,000

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 appropriations in this section are provided solely for the projects  
9 and activities as listed in LEAP Transportation Document 2025-2 ALL  
10 PROJECTS as developed March 23, 2025, Program - Public Transportation  
11 Program (V).

12 (2) \$1,673,000 of the multimodal transportation account—state  
13 appropriation is provided solely for the reappropriation of amounts  
14 provided for a public transit rideshare grant program in the  
15 2023-2025 fiscal biennium.

16 (3) (a) \$37,845,000 of the multimodal transportation account—state  
17 appropriation is provided solely for new regional mobility grant  
18 program projects proposed for funding for the 2025-2027 biennium in  
19 the 2025-2027 regional mobility grant program prioritized project  
20 list provided to the legislature pursuant to RCW 47.66.030. It is the  
21 intent of the legislature to provide \$30,870,000 of funding in the  
22 2027-2029 biennium for the completion of those projects. \$38,937,000  
23 of the regional mobility grant program account—state appropriation is  
24 provided solely for regional mobility grant projects identified in  
25 LEAP Transportation Document 2025-2 ALL PROJECTS as developed March  
26 23, 2025, Program - Public Transportation Program (V). \$58,447,000 of  
27 the regional mobility grant program account—state appropriation is  
28 provided solely for the reappropriation of amounts provided for this  
29 purpose in the 2023-2025 fiscal biennium. The department shall review  
30 all projects receiving grant awards under this program at least  
31 semiannually to determine whether the projects are making  
32 satisfactory progress. Any project that has been awarded funds, but  
33 does not report activity on the project within one year of the grant  
34 award, must be reviewed by the department to determine whether the  
35 grant should be terminated. The department shall provide annual  
36 status reports on December 15, 2025, and December 15, 2026, to the  
37 office of financial management and the transportation committees of  
38 the legislature regarding the projects receiving the grants.

(b) In order to be eligible to receive a grant under (a) of this subsection during the 2025-2027 fiscal biennium, a transit agency must maintain a process for private transportation providers to apply for the use of park and ride facilities. For purposes of this subsection, (i) "private transportation provider" means: An auto transportation company regulated under chapter 81.68 RCW; a passenger charter carrier regulated under chapter 81.70 RCW, except marked or unmarked stretch limousines and stretch sport utility vehicles as defined under department of licensing rules; a private nonprofit transportation provider regulated under chapter 81.66 RCW; or a private employer transportation service provider; and (ii) "private employer transportation service" means regularly scheduled, fixed-route transportation service that is offered by an employer for the benefit of its employees. For grant awards not yet under contract, as a condition of regional mobility grants provided pursuant to (a) of 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.

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

(4) \$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.

(5) \$2,058,000 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 March 23, 2025, Program - Public Transportation Program (V). Of the amounts provided in this subsection, the entire multimodal transportation account amount and \$18,536,000 of the carbon emissions reduction account 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 funds appropriated in this subsection, in addition to \$544,000, up to one percent 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.

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

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

(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).

(8) 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 March 23, 2025, Program - Public Transportation Program (V), public transportation agencies may not delay, divert, supplant, or suspend the collection of approved



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

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

5 Carbon Emissions Reduction Account—State

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

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

8 Puget Sound Capital Construction Account—State

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

10 Puget Sound Capital Construction Account—Federal

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

12 Transportation Partnership Account—State

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

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

15 Capital Vessel Replacement Account—State

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

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

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

20 (1) Except as provided otherwise in this section, the entire  
21 appropriations in this section are provided solely for the projects  
22 and activities as listed in LEAP Transportation Document 2025-2 ALL  
23 PROJECTS as developed March 23, 2025, Program - Washington State  
24 Ferries Capital Program (W).

25 (2) \$5,000,000 of the Puget Sound capital construction account—  
26 state appropriation is provided solely for emergency capital repair  
27 costs (999910K). Funds may only be spent after approval by the office  
28 of financial management.

29 (3) \$6,000,000 of the Puget Sound capital construction account—  
30 state appropriation is provided solely for modernization of the  
31 ticketing and reservation system (990052C).

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

35 (5) For the 2025-2027 biennium, the marine division shall provide  
36 to the office of financial management and the legislative  
37 transportation committees the following reports on ferry capital  
38 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.

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

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

Carbon Emissions Reduction Account—State

Appropriation. . . . . \$86,138,000

Essential Rail Assistance Account—State

Appropriation. . . . . \$1,518,000

Motor Vehicle Account—State Appropriation. . . . . \$316,000

Motor Vehicle Fund—Private/Local Appropriation. . . . . \$326,000

Move Ahead WA Flexible Account—State Appropriation. . . . \$18,731,000

Transportation Infrastructure Account—State

Appropriation. . . . . \$7,193,000

Multimodal Transportation Account—State

Appropriation. . . . . \$79,327,000

Multimodal Transportation Account—Federal

Appropriation. . . . . \$113,163,000

TOTAL APPROPRIATION. . . . . \$306,712,000

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 March 23, 2025, Program -  
5 Rail Program (Y).

6       (2) \$1,500,000 of the transportation infrastructure account—state  
7 appropriation is provided solely for new low-interest loans approved  
8 by the department through the freight rail investment bank (FRIB)  
9 program. 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       (3) \$5,000,000 of the transportation infrastructure account—state  
16 appropriation is provided solely for a low-interest loan for the Port  
17 of Longview Rail Corridor Expansion project (L1000347) to accommodate  
18 current and future port cargo-handling needs. The low-interest loan  
19 must comply with the requirements of RCW 47.76.460(2).

20       (4) \$6,899,000 of the multimodal transportation account—state  
21 appropriation is provided solely for new statewide emergent freight  
22 rail assistance projects identified in the LEAP transportation  
23 document referenced in subsection (1) of this section.

24       (5) The department shall issue a call for projects for the  
25 freight rail assistance program, and shall evaluate the applications  
26 in a manner consistent with past practices as specified in section  
27 309, chapter 367, Laws of 2011. By November 15, 2026, the department  
28 shall submit a prioritized list of recommended projects to the office  
29 of financial management and the transportation committees of the  
30 legislature.

31       (6) (a) \$2,842,000 of the carbon emissions reduction account—state  
32 appropriation and \$25,076,000 of the multimodal transportation  
33 account—federal appropriation are provided solely to support the  
34 department's continued work on a service development plan for a new  
35 ultra high-speed ground transportation corridor under the federal  
36 corridor identification and development program (L2021074). The  
37 department may not move forward with programmatic environmental  
38 review, or any other activities related to the federal corridor

1 identification and development program, unless authorized to do so by  
2 the legislature.

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

14 (7) \$18,731,000 of the move ahead WA flexible account—state  
15 appropriation, \$54,785,000 of the multimodal transportation account—  
16 federal appropriation, and \$326,000 of the motor vehicle account—  
17 local appropriation are provided solely for rehabilitation of the  
18 Palouse River and Coulee City Railroad (L4000079).

19 (8) \$5,277,000 of the carbon emissions reduction account—state  
20 appropriation is provided solely to fund a zero emission drayage  
21 truck demonstration project (L1000324) at Northwest Seaport Alliance  
22 facilities.

23 (9) \$27,500,000 of the carbon emissions reduction account—state  
24 appropriation is provided solely to fund a zero emission shore power  
25 infrastructure demonstration project at Northwest Seaport Alliance  
26 facilities (L1000325). Local funds sufficient to fully fund this  
27 project must be contributed to the project, and any agreements  
28 required for the project must be secured.

29 (10) \$2,600,000 of the carbon emissions reduction account—state  
30 appropriation is provided solely to fund the replacement of two  
31 Tacoma rail diesel-electric switcher locomotives with zero emission  
32 battery-electric switcher locomotives and to install on-site charging  
33 equipment at a Tacoma rail facility (L1000327). Local funds  
34 sufficient to fully fund this project must be contributed to the  
35 project, and any agreements required for the project must be secured.

36 (11) \$26,200,000 of the carbon emissions reduction account—state  
37 appropriation is provided solely for port electrification competitive  
38 grants (L2021182). All public ports are eligible to receive funds  
39 under this subsection. A port seeking to use funds under this

1 subsection to install shore power must adopt a policy that requires  
2 vessels that dock at the port facility to use shore power if such  
3 vessel is capable of using such power and when such power is  
4 available at the port facility.

5 (12) \$1,000,000 of the carbon emissions reduction account—state  
6 appropriation is provided solely for port electrification at the port  
7 of Bremerton (L1000337), which may include the purchase and  
8 installation of zero emission port shore power systems and other zero  
9 emission infrastructure, equipment, and technology.

10 (13) \$1,219,000 of the carbon emissions reduction account—state  
11 appropriation is provided solely for port electrification at the port  
12 of Anacortes (L1000338), which may include the purchase and  
13 installation of zero emission port shore power systems and other zero  
14 emission infrastructure, equipment, and technology.

15 (14) \$19,500,000 of the carbon emissions reduction account—state  
16 appropriation is provided solely for the Puyallup Tribe Port  
17 Electrification project (L1000346).

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

30 (b) In conducting project development work, including as part of  
31 the federal corridor identification and development program, and for  
32 future efforts as part of the federal-state partnership for intercity  
33 passenger rail grant program, the department shall emphasize the need  
34 to prioritize the improvement of intercity passenger rail through  
35 data-driven analyses that aim to fully leverage opportunities for  
36 federal funding for public intercity passenger rail to drive  
37 transformative improvements in trip speed, reliability, and frequency  
38 to make traveling by rail along this corridor more convenient and  
39 accessible to the traveling public.

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

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

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

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

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

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

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

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

Carbon Emissions Reduction Account—State

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

Climate Active Transportation Account—State

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

Freight Mobility Investment Account—State

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

Freight Mobility Multimodal Account—State

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

Highway Infrastructure Account—Federal Appropriation

1	. . . . .	\$1,500,000
2	Move Ahead WA Account—State Appropriation. . . . .	\$76,442,000
3	Move Ahead WA Flexible Account—State Appropriation. . . .	\$37,500,000
4	Motor Vehicle Account—State Appropriation. . . . .	\$24,120,000
5	Motor Vehicle Account—Federal Appropriation. . . . .	\$106,461,000
6	Motor Vehicle Account—Private/Local Appropriation. . . .	\$75,000,000
7	Connecting Washington Account—State Appropriation. . . .	\$66,794,000
8	Multimodal Transportation Account—State	
9	Appropriation. . . . .	\$105,838,000
10	TOTAL APPROPRIATION. . . . .	\$817,144,000

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

13 (1) Except as provided otherwise in this section, the entire  
14 appropriations in this section are provided solely for the projects  
15 and activities as listed by project and amount in LEAP Transportation  
16 Document 2025-2 ALL PROJECTS as developed March 23, 2025, Program -  
17 Local Programs Program (Z), except that: An additional \$6,600,000 of  
18 the multimodal transportation account—state appropriation is provided  
19 solely for the Mountains to Sound Greenway Trail 'Bellevue Gap'  
20 project (L4000152); an additional \$5,500,000 of the multimodal  
21 transportation account—state appropriation is provided solely for the  
22 Maple Valley Pedestrian Bridge over SR 169 project (L2021093); an  
23 additional \$2,500,000 of the move ahead WA flexible account—state  
24 appropriation is provided solely for the Bradley Road Safe Routes  
25 Pedestrian Improvements project (L4000143); an additional \$10,206,000  
26 of the connecting Washington account—state appropriation is provided  
27 solely for the North Lewis County Industrial Access project  
28 (N400526I); an additional \$44,660,000 of the connecting Washington  
29 account—state appropriation is provided solely for the Aberdeen US 12  
30 Highway-Rail Separation project (L1000331); an additional \$10,000,000  
31 of the move ahead WA account—state appropriation is provided solely  
32 for the Poplar Way Bridge project (L4000102); and the scope for the  
33 SR 520 & 148th Avenue NE Bicycle/Pedestrian Crossing project  
34 (L2021047) must be modified to address priority multimodal safety and  
35 access improvements in the Overlake area and provide multimodal  
36 connectivity to services for residents and workers in the area.

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

1 (a) \$38,380,000 of the multimodal transportation account—state  
2 appropriation and \$43,372,000 of the climate active transportation  
3 account—state appropriation are provided solely for pedestrian and  
4 bicycle safety program projects (L2000188 and L1000335). Of the  
5 amount of climate active transportation account funds appropriated in  
6 this subsection, up to one percent may be used for program  
7 administration and staffing.

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

16 (c) For future rounds of grant selection, the department must  
17 continue efforts to increase geographic diversity of jurisdictions  
18 consistent with the requirements of the healthy environment for all  
19 (HEAL) act.

20 (3) \$18,781,000 of the multimodal transportation account—state  
21 appropriation is provided solely for connecting Washington bicycle  
22 and pedestrian projects listed in the LEAP transportation document  
23 referenced in subsection (1) of this section.

24 (4) \$35,528,000 of the motor vehicle account—federal  
25 appropriation is provided solely for acceleration of local  
26 preservation projects that ensure the reliable movement of freight on  
27 the national highway freight system (G2000100). The department will  
28 select projects as part of its update of the state freight plan, in  
29 consultation with the freight mobility strategic investment board and  
30 other stakeholders.

31 (5) \$22,000,000 of the motor vehicle account—state appropriation  
32 is provided solely for a federal fund exchange pilot program. The  
33 pilot program will allow exchanges of federal surface transportation  
34 block grant population funding and state funds at an exchange rate of  
35 95 cents in state funds per \$1.00 in federal funds. The entirety of  
36 the appropriation in this subsection must be held in unallotted  
37 status until: Surface transportation block grant population funding  
38 has been offered to the state, the department determines that a  
39 federalized project or projects funded in section 305 or 306 of this



1 act is eligible to spend the surface transportation block grant  
2 population funding, and state funds appropriated in section 305 or  
3 306 of this act for the eligible state project or projects in an  
4 amount equal to 100 percent of the offered surface transportation  
5 block grant population funding have been placed in unallotted status.  
6 A report on the effectiveness of the exchange program, the total  
7 estimated cost of program administration, and recommendations for  
8 continuing the pilot program is due to the governor and  
9 transportation committees of the legislature by December 1, 2026.

10 (6) \$66,442,000 of the move ahead WA account—state appropriation,  
11 \$29,900,000 of the move ahead WA flexible account—state  
12 appropriation, and \$75,000,000 of the motor vehicle account—state  
13 appropriation are provided solely for new move ahead WA road and  
14 highway projects listed in LEAP Transportation Document 2025-2 ALL  
15 PROJECTS as developed March 23, 2025, Program - Local Programs  
16 Program (Z).

17 (7) \$57,154,000 of the climate active transportation account—  
18 state appropriation and \$39,675,000 of the carbon emissions reduction  
19 account are provided solely for move ahead WA pedestrian and bike  
20 projects listed in LEAP Transportation Document 2025-2 ALL PROJECTS  
21 as developed March 23, 2025, Program - Local Programs Program (Z).

22 (8) \$27,200,000 of the climate active transportation account—  
23 state appropriation is provided solely for the statewide school-based  
24 bicycle education grant program (L1000309). The department may  
25 partner with a statewide nonprofit to deliver programs.

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

35 (10) \$5,100,000 of the move ahead WA flexible account—state  
36 appropriation is provided solely for development of an applied  
37 sustainable aviation evaluation center (L2021135). Snohomish county,  
38 in partnership with Washington State University, shall plan and  
39 establish facilities to evaluate, qualify or certify, and research

1 technologies that can minimize the impact of aviation on human health  
2 and the environment. Funds may be used for, but are not limited to,  
3 planning, construction, and land acquisition for sustainable aviation  
4 fuel (SAF) qualification testing (ASTM D4054), research on the impact  
5 of SAF on the environment and human health, and SAF storage for the  
6 purpose of advancing sustainable aviation. At a minimum, three  
7 sustainable aviation platforms must be considered:

8 (a) Sustainable aviation fuel (SAF);

9 (b) Hydrogen; and

10 (c) Battery electric energy storage mechanisms.

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

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

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

33 (14)(a)(i) \$7,000,000 of the carbon emissions reduction account—  
34 state appropriation is provided solely for a program for providing  
35 rebates to qualifying persons who purchase e-bikes and qualifying  
36 equipment and services from a qualifying retailer. Of this amount,  
37 \$4,200,000 is for rebate amounts as described under (a)(iii)(A) of  
38 this subsection, and \$2,800,000 is for rebate amounts as described  
39 under (a)(iii)(B) of this subsection.

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

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

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

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

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

19 (B) An applicant must provide contact information, including a  
20 physical address, email address, and phone number, and demographic  
21 information, including the applicant's age, gender, race, and  
22 ethnicity, to the department on a form provided by the department at  
23 the time of applying for the rebate.

24 (v) A qualifying retailer must register with the department  
25 before participating in the rebate program. A qualifying retailer  
26 must:

27 (A) Verify the identity of the qualifying individual at the time  
28 of purchase; and

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

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

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

34 (A) "E-bike" means an electric assisted bicycle as defined in RCW  
35 46.04.169, but does not include mountain bikes.

36 (B) "Qualifying equipment and services" means a bicycle helmet,  
37 safety vest, bicycle light, or bicycle lock, and any maintenance or  
38 other services agreed upon by the qualifying retailer and qualifying  
39 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) \$3,568,000 of the carbon emissions reduction account—state appropriation is provided solely for 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.

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

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

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

(16) \$3,000,000 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 (LXXXXPBF). 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.

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

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

5 NEW SECTION. **Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR**  
6 **CAPITAL PROGRAM**

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

12 NEW SECTION. **Sec. 314. NOTIFICATION REQUIREMENTS FOR PAUSES AND**  
13 **CANCELLATIONS**

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

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

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

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

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

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

- 5        (1) The federal grant programs it has applied for; and  
6        (2) The federal competitive grant programs it could have applied  
7    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—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. . . . .	\$4,320,000
Connecting Washington Account—State Appropriation. . . . .	\$15,817,000
Puget Sound Gateway Facility Account—State	
Appropriation. . . . .	\$133,000
Highway Bond Retirement Account—State	
Appropriation. . . . .	\$1,590,140,000
Transportation Improvement Board Bond Retirement	
Account—State Appropriation. . . . .	\$5,619,000
Nondebt-Limit Reimbursable Bond Retirement Account—	
State Appropriation. . . . .	\$28,249,000
Toll Facility Bond Retirement Account—State	
Appropriation. . . . .	\$84,516,000
Interstate 405 and State Route 167 Express Toll	
Lanes Account—State Appropriation. . . . .	\$1,881,000
Special Category C Account—State Appropriation. . . . .	\$644,000
TOTAL APPROPRIATION. . . . .	\$1,731,319,000

NEW SECTION.    **Sec. 402.    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. . . . .	\$864,000
Connecting Washington Account—State Appropriation. . . . .	\$3,163,000
Puget Sound Gateway Facility Account—State Appropriation. . . . .	\$27,000
Interstate 405 and State Route 167 Express Toll	
Lanes Account—State Appropriation. . . . .	\$376,000
Special Category C Account—State Appropriation. . . . .	\$128,000
TOTAL APPROPRIATION. . . . .	\$4,558,000

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

Motor Vehicle Account—State Appropriation: For motor

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

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

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

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

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

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

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

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

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

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

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

34 (6) Move Ahead WA Flexible Account—State  
 35 Appropriation: For transfer to the Move Ahead WA  
 36 Account—State. . . . . \$189,000,000



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

1       (17) Multimodal Transportation Account—State  
 2   Appropriation: For transfer to the Complete Streets  
 3   Grant Program Account—State. . . . . \$14,670,000  
 4       (18) Multimodal Transportation Account—State  
 5   Appropriation: For transfer to the Connecting Washington  
 6   Account—State. . . . . \$32,000,000  
 7       (19) Multimodal Transportation Account—State  
 8   Appropriation: For transfer to the Freight Mobility  
 9   Multimodal Account—State. . . . . \$8,511,000  
 10       (20) Multimodal Transportation Account—State  
 11   Appropriation: For transfer to the Puget Sound Capital  
 12   Construction Account—State. . . . . \$316,000,000  
 13       (21) Multimodal Transportation Account—State  
 14   Appropriation: For transfer to the Regional Mobility  
 15   Grant Program Account—State. . . . . \$27,679,000  
 16       (22) Multimodal Transportation Account—State  
 17   Appropriation: For transfer to the Rural Mobility  
 18   Grant Program Account—State. . . . . \$12,223,000  
 19       (23) Multimodal Transportation Account—State  
 20   Appropriation: For transfer to the State Patrol Highway  
 21   Account—State. . . . . \$160,000,000  
 22       (24) Alaskan Way Viaduct Replacement  
 23   Project Account—State Appropriation: For transfer to  
 24   the Transportation Partnership Account—State. . . . . \$22,896,000  
 25       (25) Puget Sound Ferry Operations Account—State  
 26   Appropriation: For transfer to the Puget Sound Capital  
 27   Construction Account—State. . . . . \$62,340,000  
 28       (26) Move Ahead WA Account—State  
 29   Appropriation: For transfer to the Puget Sound Ferry  
 30   Operations Account—State. . . . . \$125,000,000  
 31       (27) Regional Mobility Grant Program Account—State  
 32   Appropriation: For transfer to the Multimodal  
 33   Transportation Account—State. . . . . \$51,000,000  
 34       (28) Move Ahead WA Account—State Appropriation:  
 35   For transfer to the Transportation Partnership  
 36   Account—State. . . . . \$25,000,000  
 37       (29) Motor Vehicle Account—State Appropriation:  
 38   For transfer to the Connecting Washington

1 Account—State. . . . . \$152,000,000  
 2 (30) Transportation 2003 Account (Nickel)—State  
 3 Appropriation: For transfer to the State Patrol  
 4 Highway Account—State. . . . . \$25,000,000  
 5 (31)(a) Transportation Partnership Account—State  
 6 Appropriation: For transfer to the Capital Vessel  
 7 Replacement Account—State. . . . . \$147,000,000  
 8 (b) The amount transferred in this subsection represents proceeds  
 9 from the sale of bonds authorized in RCW 47.10.873. Transfers under  
 10 this subsection are deemed to be for projects or improvements  
 11 identified as transportation partnership projects or improvements for  
 12 purposes of RCW 47.10.873. Appropriations in the amount of this  
 13 transfer are made in this act to reflect proceeds from the sale of  
 14 bonds authorized in RCW 47.10.873.  
 15 (32)(a) Transportation Partnership Account—State  
 16 Appropriation: For transfer to the Move Ahead WA  
 17 Account—State. . . . . \$708,000,000  
 18 (b) The amount transferred in this subsection represents proceeds  
 19 from the sale of bonds authorized in RCW 47.10.873. Transfers under  
 20 this subsection are deemed to be for projects or improvements  
 21 identified as transportation partnership projects or improvements for  
 22 purposes of RCW 47.10.873. Appropriations in the amount of this  
 23 transfer are made in this act to reflect proceeds from the sale of  
 24 bonds authorized in RCW 47.10.873.  
 25 (33) Move Ahead WA Flexible Account—State  
 26 Appropriation: For transfer to the Multimodal  
 27 Transportation Account—State. . . . . \$5,230,000  
 28 (34) Highway Safety Account—State Appropriation:  
 29 For transfer to the Multimodal Transportation  
 30 Account—State. . . . . \$25,000,000  
 31 (35) Capital Vessel Replacement Account—State  
 32 Appropriation: For transfer to the Puget Sound Capital  
 33 Construction Account—State. . . . . \$16,000,000  
  
 34 **NEW SECTION. Sec. 407. FOR THE STATE TREASURER—BOND RETIREMENT**  
 35 **AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR**  
 36 **DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE**  
 37 Toll Facility Bond Retirement Account—State  
 38 Appropriation. . . . . \$25,372,000

(End of part)

1 **COMPENSATION**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(End of part)



1 **IMPLEMENTING PROVISIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(End of part)

MISCELLANEOUS 2025-2027 FISCAL BIENNIUM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

13 (2) The rules adopted under this section:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13       (2) The legislature finds that:

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

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

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

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

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

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

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

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

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

15 (6) The audits may include:

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

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

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

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

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

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

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

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

3 (i) Identification and recognition of best practices;

4 (j) Evaluation of planning, budgeting, and program evaluation  
5 policies and practices;

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

7 (l) Evaluation of purchasing operations and management policies  
8 and practices;

9 (m) Evaluation of organizational structure and staffing levels,  
10 particularly in terms of the ratio of managers and supervisors to  
11 nonmanagement personnel; and

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

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

25 (8) The state auditor shall provide final performance audit  
26 reports to the citizens of Washington, the governor, the joint  
27 legislative audit and review committee, the appropriate legislative  
28 committees, and other appropriate officials. Final performance audit  
29 reports shall be posted on the internet.

30 (9) The audited transportation-related agency is responsible for  
31 follow-up and corrective action on all performance audit findings and  
32 recommendations. The audited agency's plan for addressing each audit  
33 finding and recommendation shall be included in the final audit  
34 report. The plan shall provide the name of the contact person  
35 responsible for each action, the action planned, and the anticipated  
36 completion date. If the audited agency does not agree with the audit  
37 findings and recommendations or believes action is not required, then  
38 the action plan shall include an explanation and specific reasons.

39 The office of financial management shall require periodic  
40 progress reports from the audited agency until all resolution has

1 occurred. The office of financial management is responsible for  
2 achieving audit resolution. The office of financial management shall  
3 annually report by December 31st the status of performance audit  
4 resolution to the appropriate legislative committees and the state  
5 auditor. The legislature shall consider the performance audit results  
6 in connection with the state budget process.

7 The auditor may request status reports on specific audits or  
8 findings.

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

13 (11) During the ((2021-2023 and)) 2023-2025 and 2025-2027 fiscal  
14 biennia, the legislature may direct the state treasurer to make  
15 transfers of moneys in the transportation partnership account to the  
16 motor vehicle account and the Tacoma Narrows toll bridge account.

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

19 The freight mobility investment account is hereby created in the  
20 state treasury. Money in the account may be spent only after  
21 appropriation. Expenditures from the account may be used only for  
22 freight mobility projects that have been recommended by the freight  
23 mobility strategic investment board in RCW 47.06A.020 and may include  
24 any principal and interest on bonds authorized for the projects or  
25 improvements. During the ((2021-2023 and)) 2023-2025 and 2025-2027  
26 fiscal biennia, the expenditures from the account may also be used  
27 for the administrative expenses of the freight mobility strategic  
28 investment board.

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

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

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

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

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

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

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

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

29 (1) The connecting Washington account is created in the motor  
30 vehicle account. Moneys in the account may be spent only after  
31 appropriation. Expenditures from the account must be used only for  
32 projects or improvements identified as connecting Washington projects  
33 or improvements in a transportation appropriations act, including any  
34 principal and interest on bonds authorized for the projects or  
35 improvements.

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



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

5 **Sec. 713.** RCW 46.68.490 and 2023 c 472 s 711 are each amended to  
6 read as follows:

7 (1) The climate active transportation account is hereby created  
8 in the state treasury. Moneys in the account may be spent only after  
9 appropriation. Expenditures from the account may be used only for the  
10 following active transportation grant programs: Safe routes to  
11 schools, school-based bike program, bicycle and pedestrian grant  
12 program, complete streets grants program, and connecting communities  
13 grant program, as well as pedestrian and bicycle or other active  
14 transportation projects identified in an omnibus transportation  
15 appropriations act as move ahead WA projects.

16 (2) Beginning July 1, 2023, the state treasurer shall annually  
17 transfer 24 percent of the revenues accruing annually to the carbon  
18 emissions reduction account created in RCW 70A.65.240 to the climate  
19 active transportation account. This subsection does not apply during  
20 the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia.

21 **Sec. 714.** RCW 46.68.500 and 2023 c 472 s 712 are each amended to  
22 read as follows:

23 (1) The climate transit programs account is hereby created in the  
24 state treasury. Moneys in the account may be spent only after  
25 appropriation. Expenditures from the account may be used only for the  
26 following transit grant programs: Transit support grant program,  
27 tribal transit mobility grants, transit coordination grants, special  
28 needs transit grants, bus and bus facility grant program, green  
29 transit grants, and transportation demand management grants, as well  
30 as transit projects identified in an omnibus transportation  
31 appropriations act as move ahead WA projects.

32 (2) Beginning July 1, 2023, the state treasurer shall annually  
33 transfer 56 percent of the revenues accruing annually to the carbon  
34 emissions reduction account created in RCW 70A.65.240 to the climate  
35 transit programs account. This subsection does not apply during the  
36 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia.

1       **Sec. 715.** RCW 46.68.510 and 2024 c 310 s 605 are each amended to  
2 read as follows:

3       The move ahead WA account is created in the motor vehicle fund.  
4 Moneys in the account may be spent only after appropriation.  
5 Expenditures from the account must be used only for projects or  
6 improvements identified as move ahead WA projects or improvements in  
7 an omnibus transportation appropriations act, including any principal  
8 and interest on bonds authorized for the projects or improvements.  
9 During the 2023-2025 and 2025-2027 fiscal (~~((biennium))~~) biennia, the  
10 legislature may direct the state treasurer to make transfers of  
11 moneys from the move ahead WA account to the motor vehicle fund and  
12 the transportation partnership account.

13       **Sec. 716.** RCW 47.56.876 and 2023 c 472 s 713 are each amended to  
14 read as follows:

15       (1) A special account to be known as the state route number 520  
16 civil penalties account is created in the state treasury. All state  
17 route number 520 bridge replacement and HOV program civil penalties  
18 generated from the nonpayment of tolls on the state route number 520  
19 corridor must be deposited into the account, as provided under RCW  
20 47.56.870(4)(b)(vii). Moneys in the account may be spent only after  
21 appropriation. Expenditures from the account must be used to fund  
22 legal obligations associated with bonds and loans associated with the  
23 construction and operation of state route number 520 under  
24 circumstances where the toll revenue collections at the time are not  
25 sufficient to fully cover such legal obligations, and then may be  
26 used to fund any project within the state route number 520 bridge  
27 replacement and HOV program, including mitigation. The legislature  
28 may direct the state treasurer to make transfers of moneys in the  
29 state route number 520 civil penalties account to the state route  
30 number 520 corridor account. During the (~~((2021-2023-and))~~) 2023-2025  
31 and 2025-2027 fiscal biennia, the legislature may direct the state  
32 treasurer to transfer moneys in the state route number 520 civil  
33 penalties account to the motor vehicle (~~((account-[fund]))~~) fund.

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

1       **Sec. 717.** RCW 47.60.315 and 2023 c 472 s 714 are each amended to  
2 read as follows:

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

5       (a) Each year the department shall provide the commission a  
6 report of its review of fares and pricing policies, with  
7 recommendations for the revision of fares and pricing policies for  
8 the ensuing year;

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

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

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

18       (4) The chief executive officer of the ferry system may authorize  
19 the use of promotional, discounted, and special event fares to the  
20 general public and commercial enterprises for the purpose of  
21 maximizing capacity use and the revenues collected by the ferry  
22 system. The department shall report to the commission a summary of  
23 the promotional, discounted, and special event fares offered during  
24 each fiscal year and the financial results from these activities.

25       (5) Fare revenues and other revenues deposited in the Puget Sound  
26 ferry operations account created in RCW 47.60.530 may not be used to  
27 support the Puget Sound capital construction account created in RCW  
28 47.60.505, unless the support for capital is separately identified in  
29 the fare or except as provided in section 715, chapter 333, Laws of  
30 2021 during the 2021-2023 biennium (~~and~~), section 716, chapter 472,  
31 Laws of 2023 during the 2023-2025 fiscal biennium, and section 719,  
32 chapter . . ., Laws of 2025 (section 719 of this act) during the  
33 2025-2027 fiscal biennium.

34       (6) The commission may not raise fares until the fare rules  
35 contain pricing policies developed under RCW 47.60.290, or September  
36 1, 2009, whichever is later.

37       (7) The commission shall impose a vessel replacement surcharge of  
38 25 cents on every one-way and round-trip ferry fare sold, including  
39 multiride and monthly pass fares. This surcharge must be clearly

1 indicated to ferry passengers and drivers and, if possible, on the  
2 fare media itself.

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

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

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

20 (11) For the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia,  
21 any ferry fuel surcharge imposed by the commission may not go into  
22 effect until after the ensuing regular legislative session. If a fuel  
23 surcharge is imposed as provided under this subsection, the  
24 commission must reevaluate the need for the surcharge on at least a  
25 quarterly basis to determine if the surcharge is still needed to  
26 cover increased fuel costs, and revoke the surcharge if the  
27 determination is that the surcharge is no longer needed for this  
28 purpose.

29 **Sec. 718.** RCW 47.60.322 and 2023 c 472 s 715 are each amended to  
30 read as follows:

31 (1) The capital vessel replacement account is created in the  
32 motor vehicle account. All revenues generated from the vessel  
33 replacement surcharge under RCW 47.60.315(7) and service fees  
34 collected by the department of licensing or county auditor or other  
35 agent appointed by the director under RCW 46.17.040, 46.17.050, and  
36 46.17.060 must be deposited into the account. Moneys in the account  
37 may be spent only after appropriation. Expenditures from the account  
38 may be used only for the construction or purchase of ferry vessels  
39 and to pay the principal and interest on bonds authorized for the

1 construction or purchase of ferry vessels. However, expenditures from  
2 the account must first be used to support the construction or  
3 purchase, including any applicable financing costs, of a ferry vessel  
4 with a carrying capacity of at least one hundred forty-four cars.

5 (2) The state treasurer may transfer moneys from the capital  
6 vessel replacement account to the transportation 2003 account (nickel  
7 account) for debt service on bonds issued for the construction of  
8 144-car class ferry vessels.

9 (3) The legislature may transfer from the capital vessel  
10 replacement account to the connecting Washington account created  
11 under RCW 46.68.395 such amounts as reflect the excess fund balance  
12 of the capital vessel replacement account to be used for ferry  
13 terminal construction and preservation.

14 (4) During the ((2021-2023 and)) 2023-2025 and 2025-2027 fiscal  
15 biennia, the legislature may direct the state treasurer to make  
16 transfers of moneys in the capital vessel replacement account to the  
17 transportation partnership account and the connecting Washington  
18 account.

19 **Sec. 719.** RCW 47.60.530 and 2023 c 472 s 716 are each amended to  
20 read as follows:

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

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

24 (a) All moneys directed by law;

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

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

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

29 (4) Expenditures from the account may be used only for the  
30 maintenance, administration, and operation of the Washington state  
31 ferry system.

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

36 **Sec. 720.** RCW 47.66.120 and 2024 c 104 s 1 are each amended to  
37 read as follows:

1       (1)(a) The department's public transportation division shall  
2 establish a green transportation capital grant program. The purpose  
3 of the grant program is to aid any transit authority in funding cost-  
4 effective capital projects to reduce the carbon intensity of the  
5 Washington transportation system, examples of which include:  
6 Electrification of vehicle fleets, including battery and fuel cell  
7 electric vehicles; modification or replacement of capital facilities  
8 in order to facilitate fleet electrification and/or hydrogen  
9 refueling; necessary upgrades to electrical transmission and  
10 distribution systems; and construction of charging and fueling  
11 stations. The department's public transportation division shall  
12 identify projects and shall submit a prioritized list of all projects  
13 requesting funding to the legislature by December 1st of each even-  
14 numbered year.

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

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

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

22       (c) During the 2023-2025 fiscal biennium, the department must  
23 incorporate principles into the grant selection process with the goal  
24 of increasing the distribution of funding to communities based on  
25 addressing environmental harms and providing environmental benefits  
26 for overburdened communities, as defined in RCW 70A.02.010, and  
27 vulnerable populations.

28       (2) The department's public transportation division must  
29 establish an advisory committee to assist in identifying projects  
30 under subsection (1) of this section. The advisory committee must  
31 include representatives from the department of ecology, the  
32 department of commerce, the utilities and transportation commission,  
33 and at least one transit authority.

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

37       (4) The department's public transportation division must report  
38 annually to the transportation committees of the legislature on the  
39 status of any grant projects funded by the program created under this  
40 section.

1 (5) For purposes of this section, "transit authority" means a  
2 city transit system under RCW 35.58.2721 or chapter 35.95A RCW, a  
3 county public transportation authority under chapter 36.57 RCW, a  
4 metropolitan municipal corporation transit system under chapter 36.56  
5 RCW, a public transportation benefit area under chapter 36.57A RCW,  
6 an unincorporated transportation benefit area under RCW 36.57.100, a  
7 regional transit authority under chapter 81.112 RCW, or any special  
8 purpose district formed to operate a public transportation system.

9 (6) During the 2021-2023 fiscal biennium, the department may  
10 provide up to 20 percent of the total green transportation capital  
11 grant program funding for zero emissions capital transition planning  
12 projects. During the 2023-2025 and 2025-2027 fiscal ~~((biennium))~~  
13 biennia, the department may provide up to 10 percent of the total  
14 green transportation capital grant program funding for zero emissions  
15 capital transition planning projects.

16 **Sec. 721.** RCW 46.68.280 and 2019 c 416 s 706 are each amended to  
17 read as follows:

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

32 (2) During the 2015-2017 fiscal biennium, the legislature may  
33 transfer from the transportation 2003 account (nickel account) to the  
34 connecting Washington account such amounts as reflect the excess fund  
35 balance of the transportation 2003 account (nickel account).

36 (3) During the 2017-2019 and the 2019-2021 fiscal biennia, the  
37 legislature may direct the state treasurer to make transfers of  
38 moneys in the transportation 2003 account (nickel account) to the

connecting Washington account, the Puget Sound capital construction account, and the Tacoma Narrows toll bridge account.

(4) During the 2025-2027 fiscal biennium, the legislature may direct the state treasurer to make transfers of moneys in the transportation 2003 account (nickel account) to the state patrol highway account.

(5) The "nickel account" means the transportation 2003 account.

**Sec. 722.** RCW 82.44.200 and 2023 c 472 s 718 are each amended to read as follows:

The electric vehicle account is created in the transportation infrastructure account. Proceeds from the principal and interest payments made on loans from the account must be deposited into the account. Expenditures from the account may be used only for the purposes specified in RCW 47.04.350, 82.08.9999, and 82.12.9999, and the support of other transportation electrification and alternative fuel related purposes, including RCW 47.01.520. Moneys in the account may be spent only after appropriation. 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 electric vehicle account to the move ahead WA flexible account and multimodal transportation account.

**Sec. 723.** RCW 82.70.020 and 2024 c 310 s 608 are each amended to read as follows:

(1) Employers in this state who are taxable under chapter 82.04 or 82.16 RCW and provide financial incentives to their own or other employees for ride sharing, for using public transportation, for using car sharing, or for using nonmotorized commuting before January 1, ~~((2025))~~ 2027, are allowed a credit against taxes payable under chapters 82.04 and 82.16 RCW for amounts paid to or on behalf of employees for ride sharing in vehicles carrying two or more persons, for using public transportation, for using car sharing, or for using nonmotorized commuting, not to exceed \$60 per employee per fiscal year.

(2) Property managers who are taxable under chapter 82.04 or 82.16 RCW and provide financial incentives to persons employed at a worksite in this state managed by the property manager for ride sharing, for using public transportation, for using car sharing, or for using nonmotorized commuting before January 1, ~~((2024))~~ 2027, are



1 allowed a credit against taxes payable under chapters 82.04 and 82.16  
2 RCW for amounts paid to or on behalf of these persons for ride  
3 sharing in vehicles carrying two or more persons, for using public  
4 transportation, for using car sharing, or for using nonmotorized  
5 commuting, not to exceed \$60 per person per fiscal year.

6 (3) The credit under this section is equal to the amount paid to  
7 or on behalf of each employee multiplied by 50 percent, but may not  
8 exceed \$60 per employee per fiscal year. No refunds may be granted  
9 for credits under this section.

10 (4) A person may not receive credit under this section for  
11 amounts paid to or on behalf of the same employee under both chapters  
12 82.04 and 82.16 RCW.

13 (5) A person may not take a credit under this section for amounts  
14 claimed for credit by other persons.

15 **Sec. 724.** RCW 82.70.040 and 2024 c 310 s 609 are each amended to  
16 read as follows:

17 (1)(a) The department must keep a running total of all credits  
18 allowed under RCW 82.70.020 during each fiscal year. The department  
19 may not allow any credits that would cause the total amount allowed  
20 to exceed \$2,750,000 in any fiscal year.

21 (b) If the total amount of credit applied for by all applicants  
22 in any year exceeds the limit in this subsection, the department must  
23 ratably reduce the amount of credit allowed for all applicants so  
24 that the limit in this subsection is not exceeded. If a credit is  
25 reduced under this subsection, the amount of the reduction may not be  
26 carried forward and claimed in subsequent fiscal years.

27 (2)(a) Tax credits under RCW 82.70.020 may not be claimed in  
28 excess of the amount of tax otherwise due under chapter 82.04 or  
29 82.16 RCW.

30 (b) Through June 30, 2005, a person with taxes equal to or in  
31 excess of the credit under RCW 82.70.020, and therefore not subject  
32 to the limitation in (a) of this subsection, may elect to defer tax  
33 credits for a period of not more than three years after the year in  
34 which the credits accrue. For credits approved by the department  
35 through June 30, 2015, the approved credit may be carried forward and  
36 used for tax reporting periods through December 31, 2016. Credits  
37 approved after June 30, 2015, must be used for tax reporting periods  
38 within the calendar year for which they are approved by the  
39 department and may not be carried forward to subsequent tax reporting

1 periods. Credits carried forward as authorized by this subsection are  
2 subject to the limitation in subsection (1)(a) of this section for  
3 the fiscal year for which the credits were originally approved.

4 (3) No person may be approved for tax credits under RCW 82.70.020  
5 in excess of \$100,000 in any fiscal year. This limitation does not  
6 apply to credits carried forward from prior years under subsection  
7 (2)(b) of this section.

8 (4) No person may claim tax credits after June 30, ((2025)) 2027.

9 (5)(a) During the 2025-2027 fiscal biennium, the director shall  
10 on the 25th of February, May, August, and November of each year  
11 advise the state treasurer of the amount of credit taken under RCW  
12 82.70.020 during the preceding calendar quarter ending on the last  
13 day of December, March, June, and September, respectively.

14 (b) On the last day of March, June, September, and December of  
15 each year, the state treasurer, based upon information provided by  
16 the department, shall deposit to the general fund a sum equal to the  
17 dollar amount of the credit provided under RCW 82.70.020 from the  
18 multimodal transportation account.

19 **Sec. 725.** RCW 82.70.900 and 2024 c 310 s 610 are each amended to  
20 read as follows:

21 This chapter expires July 1, ((2025)) 2027.

22 NEW SECTION. **Sec. 726. FUEL CONVERSION ACTIVITY REPORTING**

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

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

35 **Sec. 727.** RCW 47.04.390 and 2023 c 431 s 7 are each amended to  
36 read as follows:

1 (1) The department shall establish a statewide school-based  
2 bicycle education grant program. The grant will support two programs:  
3 One for elementary and middle school; and one for junior high and  
4 high school aged youth to develop the skills and street safety  
5 knowledge to be more confident bicyclists for transportation and/or  
6 recreation. In development of the grant program, the department is  
7 encouraged to consult with the environmental justice council and the  
8 office of equity.

9 (2)(a) For the elementary and middle school program, the  
10 department shall contract with a nonprofit organization with relevant  
11 reach and experience, including a statewide footprint and  
12 demonstrable experience deploying bicycling and road safety education  
13 curriculum via a train the trainer model in schools. The selected  
14 nonprofit shall identify partner schools that serve target  
15 populations, based on the criteria in subsection (3) of this section.  
16 Partner schools shall receive from the nonprofit: In-school bike and  
17 pedestrian safety education curriculum, materials, equipment guidance  
18 and consultation, and physical education teacher trainings. Youth  
19 grades three through eight are eligible for the program.

20 (b) Selected school districts shall receive and maintain a fleet  
21 of bicycles for the youth in the program. Youth and families  
22 participating in the school-base bicycle education grant program  
23 shall have an opportunity to receive a bike, lock, helmet, and lights  
24 free of cost.

25 (3) For the junior high and high school program, the department  
26 shall contract with a nonprofit organization with relevant reach and  
27 experience, including a statewide footprint; demonstrable experience  
28 developing and managing youth-based programming serving youth of  
29 color in an after-school and/or community setting; and deploying  
30 bicycling and road safety education curriculum via a train the  
31 trainer model. The selected nonprofit shall use the equity-based  
32 criteria in subsection (4) of this section to identify target  
33 populations and partner organizations including, but not limited to,  
34 schools, community-based organizations, housing authorities, and  
35 parks and recreation departments, that work with the eligible  
36 populations of youth ages 14 to 18. Partner organizations shall  
37 receive from the nonprofit: Education curriculum, materials,  
38 equipment including, but not limited to, bicycles, helmets, locks,  
39 and lights, guidance and consultation, and initial instructor/  
40 volunteer training, as well as ongoing support.

1 (4) In selecting schools and partner organizations for the  
2 school-based bicycle education grant program, the department and  
3 nonprofit must consider, at a minimum, the following criteria:

4 (a) Population impacted by poverty, as measured by free and  
5 reduced lunch population or 200 percent federal poverty level;

6 (b) People of color;

7 (c) People of Hispanic heritage;

8 (d) People with disabilities;

9 (e) Environmental health disparities, such as those indicated by  
10 the diesel pollution burden portion of the Washington environmental  
11 health disparities map developed by the department of health, or  
12 other similar indicators;

13 (f) Location on or adjacent to an Indian reservation;

14 (g) Geographic location throughout the state;

15 (h) Crash experience involving pedestrians and bicyclists;

16 (i) Access to a community facility or commercial center; and

17 (j) Identified need in the state active transportation plan or a  
18 regional, county, or community plan.

19 (5) The department shall submit a report for both programs to the  
20 transportation committees of the legislature by December 1, 2022, and  
21 each December 1st thereafter identifying the selected programs and  
22 school districts for funding by the legislature. The report must also  
23 include the status of previously funded programs.

24 (6) For the purposes of the program in the 2025-2027 fiscal  
25 biennium:

26 (a) The program for elementary and middle school is for youth in  
27 grades three through eight.

28 (b) The program for junior high and high school is for youth in  
29 grades six through 12.

30 (c) The opportunity to receive a bike, lock, helmet, and lights  
31 free of cost must be limited to youth participants in both programs.

32 (d) For the purposes of the program for youth in grades three  
33 through eight, the contracted nonprofit may identify partner  
34 organizations, in addition to partner schools, that serve target  
35 populations based on the criteria in subsection (4) of this section,  
36 and provide the partner organizations with the same curricula,  
37 materials, guidance, consultation, and trainings that are provided to  
38 the partner schools.

(End of part)

2023-2025 FISCAL BIENNIUM

GENERAL GOVERNMENT AGENCIES—OPERATING

Sec. 801. 2024 c 310 s 103 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF COMMERCE

Carbon Emissions Reduction Account—State

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

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

(1) ((~~\$5,000,000~~)) \$2,700,000 of the multimodal transportation account—state appropriation is 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. For the 2023-2025 fiscal biennium, the project will produce a base active transportation data layer for all counties, with priority given to counties with high proportions of overburdened communities. A project status report is due to the transportation committees of the legislature on December 1st of each year until the work is completed. The legislature intends that in the 2025-2027 fiscal biennium, \$5,000,000 of multimodal transportation account funds be provided to complete a second phase of work on the active transportation data.

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

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

(b) Of the amounts provided in this subsection, \$81,000 is provided solely for the center to consult with the board of registration for professional engineers and land surveyors to conduct a statewide survey and analysis assessing workforce shortages of civil engineers, civil engineering technicians, land surveyors, land surveyor technicians, and related disciplines. The center shall create a recommended action plan, with input from the legislative transportation committees, to address engineering workforce shortages and to meet the increased demand for services. The analysis and recommended action plan must include, for civil engineers, civil engineering technicians, land surveyors, land surveyor technicians, and related disciplines, at a minimum:

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

(ii) Workforce data and gaps;

(iii) Current education pathways and licensure processes;

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

(v) Strategies to retain workforce within the state;

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

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

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

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

**FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

Carbon Emissions Reduction Account—State

Appropriation. . . . .	(( <del>\$18,000,000</del> ))
	<u>\$6,000,000</u>

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

1 (1) (a) \$6,000,000 of the carbon emissions reduction account—state  
2 appropriation(~~(, and beginning January 1, 2025, \$12,000,000 of the~~  
3 ~~carbon emissions reduction account—state appropriation, are))~~ is  
4 provided solely for zero emission electric vehicle supply equipment  
5 infrastructure at facilities to accommodate charging station  
6 installations. The electric vehicle charging equipment must be  
7 coordinated with the state efficiency and environmental performance  
8 program. The department must prioritize locations based on state  
9 efficiency and environmental performance location priorities and  
10 where zero emission fleet vehicles are located or are scheduled to be  
11 purchased.

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

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

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

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

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

38 **FOR THE DEPARTMENT OF ECOLOGY**



Model Toxics Control Capital Account—State  
Appropriation. . . . . ((\$15,715,000))  
\$4,000,000  
~~((Carbon Emissions Reduction Account—State  
Appropriation. . . . . \$4,000,000  
TOTAL APPROPRIATION. . . . . \$19,715,000))~~

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

(1) ~~(((\$15,715,000)) \$4,000,000 of the model toxics control capital account—state appropriation((, and beginning January 1, 2025, \$4,000,000 of the carbon emissions reduction account state appropriation, are))~~ is 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) 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.

**Sec. 805.** 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

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

(1) 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

1 data, assumptions, methodologies, and calculation of the level of  
2 uncertainty around the forecast;

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

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

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

(End of part)

TRANSPORTATION AGENCIES—OPERATING

Sec. 901. 2024 c 310 s 201 (uncodified) is amended to read as follows:

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

Highway Safety Account—State Appropriation. . . . .	\$7,842,000
Highway Safety Account—Federal Appropriation. . . . .	<del>(( \$35,745,000 ))</del>
	<u>\$39,745,000</u>
Highway Safety Account—Private/Local Appropriation. . . . .	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation. . . . .	\$836,000
School Zone Safety Account—State Appropriation. . . . .	\$850,000
TOTAL APPROPRIATION. . . . .	<del>(( \$45,333,000 ))</del>
	<u>\$49,333,000</u>

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

(1) Within existing resources, the commission must examine national safety reports and recommendations on alcohol and drug impaired driving and report to the transportation committees of the legislature, by December 15, 2023, any recommendations for legislative or policy changes to improve traffic safety in Washington state.

(2)(a) \$235,500 of the Cooper Jones active transportation safety account—state appropriation is provided solely for the commission to conduct research pertaining to the issue of street lighting and safety, including a public input component and learning from counties, cities, the state, and other impacted entities. Research may include the following:

(i) Interviewing additional local and regional roads departments, water-sewer districts, and other utility services to gather a holistic data set or further input on which authority assumes primary responsibility for street illumination in various underserved areas throughout the state;

(ii) Systematically soliciting information from communities with poor street illumination and lighting to gather input as to whether this is an issue the community would like to see improved;

(iii) Conferring with regional and state-level police, fire, and emergency medical services to assess and document potential delays in emergency response times due to poor street illumination;

1 (iv) Further assessing the impact of using LED lights in roadway  
2 and pedestrian scale lighting in reducing carbon emissions and light  
3 pollution throughout the United States; and

4 (v) Subject to more in-depth findings, convening a meeting with  
5 appropriate state, regional, and local stakeholders and community  
6 partners.

7 (b) The commission must report research results and provide any  
8 recommendations for legislative or policy action to the  
9 transportation committees of the legislature by January 1, 2025.

10 (3) Within existing resources, the commission, through the Cooper  
11 Jones active transportation safety council, must prioritize the  
12 review of pedestrian, bicyclist, or nonmotorist fatality and serious  
13 injury review when the victim is a member of a federally recognized  
14 tribe. Consistent with RCW 43.59.156(5), the commission may recommend  
15 any policy or legislative changes to improve traffic safety for  
16 tribes through such review.

17 (4) Within existing resources, the commission must review and  
18 report to the transportation committees of the legislature, by  
19 December 15, 2023, on strategies and technologies used in other  
20 states to prevent and respond to wrong-way driving crashes.

21 (5)(a) The Washington traffic safety commission shall coordinate  
22 with each city that implements a pilot program as authorized in RCW  
23 46.63.170(6) to provide the transportation committees of the  
24 legislature with the following information by June 30, 2025:

25 (i) The number of warnings and infractions issued to first-time  
26 violators under the pilot program;

27 (ii) The number of warnings and infractions issued to the  
28 registered owners of vehicles that are not registered with an address  
29 located in the city conducting the pilot program; and

30 (iii) The frequency with which warnings and infractions are  
31 issued on weekdays versus weekend days.

32 (b) If chapter 307, Laws of 2024 is enacted by June 30, 2024, the  
33 requirement in this subsection lapses.

34 (6) \$50,000 of the highway safety account—state appropriation is  
35 provided solely for the implementation of chapter 471, Laws of 2023  
36 (negligent driving). If chapter 471, Laws of 2023 is not enacted by  
37 June 30, 2023, the amount provided in this subsection lapses.

38 (7) The Washington traffic safety commission may oversee a pilot  
39 program in up to three cities implementing the use of automated

1 vehicle noise enforcement cameras in zones that have been designated  
2 by ordinance as "Stay Out of Areas of Racing."

3 (a) Any programs authorized by the commission must be authorized  
4 by December 31, 2024.

5 (b) If a city has established an authorized automated vehicle  
6 noise enforcement camera pilot program under this section, the  
7 compensation paid to the manufacturer or vendor of the equipment used  
8 must be based upon the value of the equipment and services provided  
9 or rendered in support of the system.

10 (c) Any city administering a pilot program overseen by the  
11 traffic safety commission shall use the following guidelines to  
12 administer the program:

13 (i) Automated vehicle noise enforcement camera may record  
14 photographs or audio of the vehicle and vehicle license plate only  
15 while a violation is occurring. The picture must not reveal the face  
16 of the driver or of passengers in the vehicle;

17 (ii) The law enforcement agency of the city or county government  
18 shall install two signs facing opposite directions within 200 feet,  
19 or otherwise consistent with the uniform manual on traffic control  
20 devices, where the automated vehicle noise enforcement camera is used  
21 that state "Street Racing Noise Pilot Program in Progress";

22 (iii) Cities testing the use of automated vehicle noise  
23 enforcement cameras must post information on the city website and  
24 notify local media outlets indicating the zones in which the  
25 automated vehicle noise enforcement cameras will be used;

26 (iv) A city may only issue a warning notice with no penalty for a  
27 violation detected by automated vehicle noise enforcement cameras in  
28 a Stay Out of Areas of Racing zone. Warning notices must be mailed to  
29 the registered owner of a vehicle within 14 days of the detected  
30 violation;

31 (v) A violation detected through the use of automated vehicle  
32 noise enforcement cameras is not part of the registered owner's  
33 driving record under RCW 46.52.101 and 46.52.120;

34 (vi) Notwithstanding any other provision of law, all photographs,  
35 videos, microphotographs, audio recordings, or electronic images  
36 prepared under this subsection (7) are for the exclusive use of law  
37 enforcement in the discharge of duties under this section and are not  
38 open to the public and may not be used in a court in a pending action  
39 or proceeding. No photograph, microphotograph, audio recording, or  
40 electronic image may be used for any purpose other than the issuance

1 of warnings for violations under this section or retained longer than  
2 necessary to issue a warning notice as required under this subsection  
3 (7); and

4 (vii) By June 30, 2025, the participating cities shall provide a  
5 report to the commission and appropriate committees of the  
6 legislature regarding the use, public acceptance, outcomes, warnings  
7 issued, data retention and use, and other relevant issues regarding  
8 automated vehicle noise enforcement cameras demonstrated by the pilot  
9 projects.

10 (8) \$200,000 of the Cooper Jones active transportation safety  
11 account—state appropriation is provided solely for the commission, in  
12 consultation with the Cooper Jones active transportation safety  
13 council, to research and develop a pilot program for the use of light  
14 meters by law enforcement to measure lighting levels at locations  
15 where a serious injury or fatality involving a vehicle has occurred.  
16 However, the funds must be held in unallotted status until the  
17 commission submits a spending plan for the pilot program to the  
18 transportation committees of the legislature and the office of the  
19 governor.

20 (9) \$300,000 of the highway safety account—state appropriation is  
21 provided solely for the commission to purchase telematics data from a  
22 qualified vendor that provides anonymized information on vehicle  
23 speeds and driver behaviors, such as hard braking, on a statewide  
24 basis and in selected geographical areas based upon demographic  
25 characteristics and crash history. The commission must provide an  
26 annual report summarizing findings from the telematics data to the  
27 transportation committees of the legislature beginning by June 30,  
28 2025, and until June 30, 2027.

29 (10) \$750,000 of the highway safety account—state appropriation  
30 is provided solely for a pilot program for dedicated probation or  
31 compliance officers at the local level to improve compliance with  
32 ignition interlock device installation requirements associated with  
33 impaired driving offenses. The commission must select locations based  
34 on an assessment of ignition interlock device compliance rates, and  
35 the willingness and ability to have staff dedicated to this activity.  
36 By June 30, 2025, the commission must provide to the transportation  
37 committees of the legislature a status report on the specific  
38 locations selected and any outcome information.

(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. . . . .	<del>(( \$3,524,000 ))</del>
	<u>\$3,553,000</u>
County Arterial Preservation Account—State	
Appropriation. . . . .	\$1,839,000
TOTAL APPROPRIATION. . . . .	<del>(( \$6,978,000 ))</del>
	<u>\$7,007,000</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.

**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. . . . .	<del>(( \$3,477,000 ))</del>
	<u>\$1,207,000</u>
Multimodal Transportation Account—State	

1	Appropriation. . . . .	(( <del>\$552,000</del> ))
2		<u>\$480,000</u>
3	Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$5,100,000</del> ))
4		<u>\$4,703,000</u>
5	<del>((Puget Sound Ferry Operations Account—State</del>	
6	<del>Appropriation. . . . .</del>	<del>\$100,000))</del>
7	TOTAL APPROPRIATION. . . . .	(( <del>\$9,229,000</del> ))
8		<u>\$6,390,000</u>

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

11 (1)(a) \$300,000 of the motor vehicle account—state appropriation  
12 is for the joint transportation committee, from amounts set aside out  
13 of statewide fuel taxes distributed to cities according to RCW  
14 46.68.110(2), to convene a study of a statewide retail delivery fee  
15 on orders of taxable retail items delivered by motor vehicles within  
16 the state. The study must:

17 (i) Determine the annual revenue generation potential of a range  
18 of fee amounts;

19 (ii) Examine options for revenue distributions to state and local  
20 governments based upon total deliveries, lane miles, or other  
21 factors;

22 (iii) Estimate total implementation costs, including start-up and  
23 ongoing administrative costs; and

24 (iv) Evaluate the potential impacts to consumers, including  
25 consideration of low-income households and vulnerable populations and  
26 potential impacts to businesses.

27 (b) The study should document and evaluate similar programs  
28 adopted in other states. The joint transportation committee must  
29 submit a report on the study to the transportation committees of the  
30 legislature by June 30, 2024.

31 (2)(a) \$400,000 of the motor vehicle account—state appropriation  
32 is for the joint transportation committee, in collaboration with the  
33 department of transportation, to convene a work group to study and  
34 recommend a new statutory framework for the department's public-  
35 private partnership program. The committee may contract with a third-  
36 party consultant for work group support and drafting the new  
37 statutory framework.

38 (b)(i) The work group must consist of, but is not limited to, the  
39 following members:



- 1 (A) The secretary of transportation or their designee;
- 2 (B) Joint transportation committee executive committee members or
- 3 their designees;
- 4 (C) The state treasurer or the state treasurer's designee;
- 5 (D) A representative of a national nonprofit organization
- 6 specializing in public-private partnership program development;
- 7 (E) A representative of the construction trades; and
- 8 (F) A representative from an organization representing general
- 9 contractors.

10 (ii) The work group must also consult with the Washington state  
11 transportation commission and the department of commerce.

12 (c)(i) The work group must review the 2012 joint transportation  
13 committee's "Evaluation of Public-Private Partnerships" study,  
14 consisting of an evaluation of the recommendations for replacing  
15 chapter 47.29 RCW and development of a process for implementing  
16 public-private partnerships that serve the defined public interest,  
17 including, but not limited to:

18 (A) Protecting the state's ability to retain public ownership of  
19 assets constructed or managed under a public-private partnership  
20 contract;

21 (B) Allowing for the most transparency during the negotiation of  
22 terms of a public-private partnership agreement; and

23 (C) Addressing the state's ability to oversee the private  
24 entity's management of the asset.

25 (ii)(A) The work group must identify any barriers to the  
26 implementation of funding models that best protect the public  
27 interest, including statutory and constitutional barriers.

28 (B) The work group may also evaluate public-private partnership  
29 opportunities for required fish passage and culvert work on state  
30 highways, for the construction of, replacement of, or commercial  
31 retail options within Washington state ferries' terminals, and for  
32 other projects as determined by the work group.

33 (iii) The work group must update the 2012 recommendations and  
34 devise an implementation plan for the state.

35 (d) The work group must submit a preliminary report, including  
36 any recommendations or draft legislation, to the office of the  
37 governor and the transportation committees of the legislature by  
38 December 15, 2023. The work group must submit a final report with  
39 draft legislation to the office of the governor and the  
40 transportation committees of the legislature by July 1, 2024.

1 (3) \$300,000 of the motor vehicle account—state appropriation is  
2 for the joint transportation committee, from amounts set aside out of  
3 statewide fuel taxes distributed to cities according to RCW  
4 46.68.110(2), to contract with the municipal research and services  
5 center to convene a department of transportation-local government  
6 partnership work group to create a procedure in which the department  
7 of transportation can partner with a local jurisdiction to perform  
8 preservation and maintenance and construct projects on state  
9 highways.

10 (a) The work group must consist of, but is not limited to, the  
11 following members:

12 (i) One representative from a city with a population of more than  
13 5,000 and fewer than 50,000;

14 (ii) One representative from a city with a population of more  
15 than 50,000;

16 (iii) One representative from a county with a population of more  
17 than 100,000 and fewer than 400,000;

18 (iv) One representative from a county with a population of more  
19 than 400,000;

20 (v) At least one representative of a public port;

21 (vi) A representative from the county road administration board;

22 (vii) A representative of the transportation improvement board;

23 (viii) At least one representative from the department of  
24 transportation's local programs division;

25 (ix) At least two representatives from the department of  
26 transportation with expertise in procurement and legal services; and

27 (x) At least one member from the house of representatives  
28 transportation committee and at least one member from the senate  
29 transportation committee.

30 (b) Of the members described in (a) of this subsection, at least  
31 one of the city representatives and one of the county representatives  
32 must have public works contracting experience, and at least one of  
33 the city representatives and one of the county representatives must  
34 have public works project management experience.

35 (c) The work group must make recommendations of how the  
36 department of transportation could better work in partnership with  
37 local jurisdictions to ensure that roadway construction projects can  
38 be performed when funds are made available in the omnibus  
39 transportation appropriations act even if the department of  
40 transportation does not have the capacity to be the project manager

on a project and a local jurisdiction is ready, willing, and able to implement the project within the time frames envisioned in the omnibus transportation appropriations act. In developing its recommendations, the work group must consider, at a minimum:

(i) Differing roadway and construction standards between state and local agencies;

(ii) Revenue, reimbursement, and financial agreements between state and local agencies;

(iii) Differing procurement processes between state and local agencies;

(iv) Liability; and

(v) Other issues as determined by the work group.

(d) The work group must submit a preliminary report, including any recommendations, to the office of the governor and the transportation committees of the legislature by December 15, 2023. The work group must submit a final report to the office of the governor and the transportation committees of the legislature by July 1, 2024.

(4) (a) (~~(\$2,000,000)~~) \$404,000 of the carbon emissions reduction account—state appropriation is for the joint transportation committee to oversee:

(i) The design of an infrastructure and incentive strategy to drive the purchase and use of zero emission medium and heavy duty vehicles, as well as cargo handling and off-road equipment, in the state including, but not limited to, programs for tractor trucks, box trucks, drayage trucks, refuse trucks, step and panel vans, heavy and medium-duty buses, school buses, on and off-road terminal tractors, transport refrigeration units, forklifts, container handling equipment, airport cargo loaders, and railcar movers; and

(ii) A review of the passenger vehicle tax incentive in current law and evaluation of its utility, to include possible modification of the criteria for eligibility and tax incentive amount maximums, as applicable.

(b) Design development must include recommendations for encouraging vehicle conversions for smaller commercial vehicle fleets and owner-operators of commercial vehicles, as well as tools for facilitating carbon emission reductions to benefit vulnerable populations and overburdened communities. Infrastructure and incentive programs recommended may include, but are not limited to, grant, rebate, tax incentive, and financing assistance programs.

1 (c) Consultation with legislative members identified by the chair  
2 and ranking members of the transportation committees of the  
3 legislature throughout design of the infrastructure and incentive  
4 strategy is required. A report is due to the transportation  
5 committees of the legislature by January 2, 2024.

6 (5) (~~(\$125,000)~~) \$53,000 of the motor vehicle account—state  
7 appropriation and (~~(\$125,000)~~) \$53,000 of the multimodal  
8 transportation account—state appropriation are for the joint  
9 transportation committee to evaluate potential options and make  
10 recommendations for a statewide household travel survey and  
11 additional analytical capacity regarding transportation research.

12 (a) The recommendation on the statewide household travel survey  
13 must be based on how well a statewide survey investment would:  
14 Address policy questions related to household travel; address gaps  
15 between separate regional and local transportation models; and create  
16 a dataset to allow both for analysis and response to policymakers'  
17 questions relating to household travel and for transportation  
18 modeling and development. In evaluating potential survey options, the  
19 committee shall consider opportunities for the state to partner and  
20 expand on developed established household travel surveys, including  
21 surveys conducted at both the Puget Sound regional council and the  
22 federal highway administration. In its recommendation, the committee  
23 shall outline the process required for a statewide survey, including  
24 the costs and timing of each option.

25 (b) The committee shall recommend an agency or agencies to  
26 perform ongoing analysis of a statewide household travel survey and  
27 other transportation research. The committee shall consider the  
28 ability of an agency or agencies to meet shorter timeline policy  
29 needs, as well as longer timeline research projects. The  
30 recommendation must include the timing and costs associated with the  
31 development of such analytical capacity.

32 (6) (~~(\$1,000,000)~~) \$600,000 of the carbon emissions reduction  
33 account—state appropriation is for the joint transportation committee  
34 to oversee the development of tools and methodologies to assist in  
35 program delivery evaluation for programs that receive appropriations  
36 from the carbon emissions reduction account. Program delivery  
37 evaluation must include carbon emissions reduction estimates by  
38 program and by unit of time, program cost per unit of emission  
39 reduction, quantified benefits to vulnerable populations and

1 overburdened communities by program cost, any additional appropriate  
2 qualitative and quantitative metrics, and actionable recommendations  
3 for improvements in program delivery. A report is due to the  
4 transportation committees of the legislature by October 1, 2024.

5 (7) (~~(\$500,000)~~) \$175,000 of the motor vehicle account—state  
6 appropriation is for the joint transportation committee to engage an  
7 independent review team to work in coordination with the Washington  
8 state department of transportation's analysis, funded in section  
9 217(10), chapter 472, Laws of 2023, of highway, road, and freight  
10 rail transportation needs, options, and impacts from shifting the  
11 movement of freight and goods that currently move by barge through  
12 the lower Snake river dams to highways, other roads, and rail.

13 (a) The department shall include the independent review team in  
14 all phases of the analysis to enable the team to develop an  
15 independent assessment of the analysis, assumptions, stakeholder  
16 engagement, and cost and impact estimates. Summary findings from the  
17 independent assessment must be provided to the department, the  
18 governor's office, and the transportation committees of the  
19 legislature on a quarterly basis, with an end of biennium report due  
20 to the governor and the transportation committees of the legislature  
21 by June 30, 2025. The end of biennium report must include a detailed  
22 summary of stakeholder views expressed during the independent review  
23 process and an analysis of how these views can be addressed in the  
24 overall findings of the analysis.

25 (b) The independent review team must conduct an independent  
26 stakeholder engagement effort. The river transportation work group  
27 must be formed to provide data and guidance to the independent review  
28 team for the independent stakeholder engagement effort. The river  
29 transportation work group must be made up of stakeholders, including  
30 farming and agricultural production, fishing industry, tug and barge  
31 operators, shippers and receivers, public ports, railroad operators,  
32 cruise lines, the federal highway administration, and the army corps  
33 of engineers. Consultations with federally recognized tribes must  
34 also occur in coordination with the Washington state department of  
35 transportation.

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

39 (8) The joint transportation committee shall also convene a work  
40 group that includes, but is not limited to, the executive committee

1 of the joint transportation committee, the office of financial  
2 management, the Washington state department of transportation, and  
3 the Washington state treasurer's office to develop recommendations,  
4 by October 15, 2023, to meet the challenge of identifying an  
5 achievable delivery schedule for completing transportation projects  
6 across the state.

7 (9) (a) \$450,000 of the motor vehicle account—state appropriation  
8 is for the joint transportation committee to conduct a study and make  
9 recommendations on alternative project delivery methods that may be  
10 used by the Washington state department of transportation in public  
11 works contracting. The study must review use of design-build, design-  
12 bid-build, progressive design build, general contractor/construction  
13 manager, public-private partnerships, and other contracting methods,  
14 and how choice of project delivery method impacts cost, contract  
15 competition, and project delivery schedule.

16 (b) The study must also evaluate other innovative project  
17 delivery practices utilized around the country and Washington state-  
18 specific possibilities such as: (i) Increased use of the advanced  
19 environmental mitigation revolving account and advance right-of-way  
20 revolving fund as cost containment strategies; and (ii) benefits and  
21 costs associated with the bundling of bridge, culvert, or other  
22 groups of projects into single procurement packages.

23 (c) The study must specifically examine contracting methods,  
24 alternative bundling concepts, and other options to manage costs as  
25 the Washington state department of transportation continues to make  
26 progress on meeting the requirements of the federal *U.S. v.*  
27 *Washington* court injunction.

28 (d) The study must include recommendations on any changes to  
29 current practices and statutory requirements.

30 (e) In developing project delivery method recommendations, the  
31 joint transportation committee must engage with industry stakeholders  
32 including, but not limited to, engineering, contracting,  
33 environmental, and women and minority-owned business communities.

34 (f) A preliminary report is due to the office of the governor and  
35 the transportation committees of the legislature by December 15,  
36 2024. A final report is due to the office of the governor and the  
37 transportation committees of the legislature by June 30, 2025.

38 (10) (a) \$375,000 of the motor vehicle account—state appropriation  
39 is for the joint transportation committee to contract with the  
40 municipal research and services center to convene a project delivery

streamlining work group to review streamlining options and recommend practices that support expedited project delivery.

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

(i) One representative from a city with a population of more than 5,000 and fewer than 50,000;

(ii) One representative from a city with a population of more than 50,000;

(iii) One representative from a county with a population of more than 100,000 and fewer than 400,000;

(iv) One representative from a county with a population of more than 400,000;

(v) At least one representative of a transit agency serving a rural county;

(vi) At least one representative of a transit agency serving an urban county;

(vii) At least one representative of a regional transit authority;

(viii) At least one representative of a public port;

(ix) A representative from the county road administration board;

(x) A representative of the transportation improvement board;

(xi) A representative of the freight mobility strategic investment board;

(xii) At least one representative from the department of transportation's local programs division with experience in federal funding oversight; and

(xiii) At least two representatives from the department of transportation with expertise in procurement and the multiagency permit program.

(c) Of the members described in (b) of this subsection, at least one of the city representatives and one of the county representatives must have public works contracting experience, and at least one of the city representatives and one of the county representatives must have public works project management experience.

(d) The work group must review options for project streamlining to expedite project delivery that include, but are not limited to: Preapplication communication; partnership agreements; contracting processes; fund sources; mitigation; land use; rights-of-way; permitting; and shared technology; and must identify opportunities for pilot projects to test some of these recommendations.

1 (e) The work group must submit a preliminary report to the office  
2 of the governor and the transportation committees of the legislature  
3 by December 15, 2024. The work group must submit a final report to  
4 the office of the governor and the transportation committees of the  
5 legislature by June 30, 2025.

6 ~~(11) ((\$100,000 of the Puget Sound ferry operations account—state~~  
7 ~~appropriation is for the joint transportation committee to convene a~~  
8 ~~work group in advance of the 75th anniversary of the Washington state~~  
9 ~~ferries on June 1, 2026, to review Washington state ferry funding~~  
10 ~~requirements and options to increase dedicated funding sources for~~  
11 ~~the ferry system. The executive committee of the joint transportation~~  
12 ~~committee may appoint relevant stakeholders as part of the work~~  
13 ~~group. A preliminary report must be submitted to the governor and~~  
14 ~~transportation committees of the legislature by December 15, 2024,~~  
15 ~~and the legislature intends that a final report will be submitted to~~  
16 ~~the governor and transportation committees of the legislature by June~~  
17 ~~1, 2026.~~

18 ~~(12))~~ Beginning January 1, 2025, ~~(((\$477,000))~~ \$203,000 of the  
19 carbon emissions reduction account—state appropriation is for the  
20 joint transportation committee to conduct a study of the impacts of  
21 implementing California's emissions standards for ocean-going vessels  
22 at berth in Titles 13 and 17 of the California Code of Regulations in  
23 Washington. The study must include estimates of greenhouse gas  
24 emissions reductions, criteria air pollutant reductions, potential  
25 labor impacts, potential impacts on shipping costs and port  
26 competitiveness, and shore power infrastructure needs and costs. The  
27 joint transportation committee must, at a minimum, coordinate with  
28 the department of ecology, department of transportation,  
29 representatives from Washington ports, shippers, utilities, and the  
30 trucking industry, impacted labor unions, and environmental  
31 organizations. The joint transportation committee must report to the  
32 transportation committees of the legislature by June 30, 2025.

33 ~~((13))~~ (12)(a) \$250,000 of the multimodal transportation  
34 account—state appropriation is for the joint transportation committee  
35 to contract with a national expert on developing inclusive, mixed-  
36 income, mixed-use transit-oriented housing to complete a review of  
37 transit-oriented development conditions in cities in King, Pierce,  
38 Spokane, Clark, and Snohomish counties that (i) have populations of  
39 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 205 (uncodified) is amended to read as follows:

**FOR THE TRANSPORTATION COMMISSION**

Motor Vehicle Account—State Appropriation. . . . .	\$3,289,000
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation. . . . .	\$150,000
Multimodal Transportation Account—State	
Appropriation. . . . .	(( <del>\$200,000</del> ))
	<u>\$200,000</u>
State Route Number 520 Corridor Account—State	
Appropriation. . . . .	\$288,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation. . . . .	\$179,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation. . . . .	\$167,000
TOTAL APPROPRIATION. . . . .	(( <del>\$4,273,000</del> ))
	<u>\$4,273,000</u>

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

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

12       (a) Conduct stakeholder outreach, gathering input, and framing  
13 the outreach around the current plan's policy construct and high  
14 level priorities, the 2022 transportation revenue package, and  
15 recently enacted significant policy legislation;

16       (b) Report outreach findings and results to the joint  
17 transportation committee for review and input;

18       (c) Restructure the plan to (i) primarily focus on high level  
19 policy priorities within the six transportation policy goals under  
20 RCW 47.04.280 and (ii) align policies, strategies, and objectives  
21 with the interests of stakeholders and legislators;

22       (d) Gather further input from stakeholders and the joint  
23 transportation committee on the restructured plan's format and  
24 content; and

25       (e) Finalize the updated plan, based upon input from stakeholders  
26 and the joint transportation committee.

27       (2) The legislature finds that the current balance of and  
28 projected revenues into the Alaskan Way viaduct replacement project  
29 account are sufficient to meet financial obligations during fiscal  
30 years 2024 and 2025.

31       (3) Within the parameters established under RCW 47.56.880, the  
32 commission shall review toll revenue performance on the Interstate  
33 405 and state route number 167 corridor and adjust Interstate 405  
34 tolls as appropriate to increase toll revenue to provide sufficient  
35 funds for payments of future debt pursuant to RCW 47.10.896 and to  
36 support improvements to the corridor. The commission shall consider  
37 adjusting maximum toll rates, minimum toll rates, and time-of-day  
38 rates, and restricting direct access ramps to transit and HOV  
39 vehicles only, or any combination thereof, in setting tolls to  
40 increase toll revenue. The commission is encouraged to make any

1 adjustments to toll rates in coordination with the planned expansion  
2 of express toll lanes between the cities of Renton and Bellevue.

3 (4) \$500,000 of the motor vehicle account—state appropriation is  
4 provided solely for the commission to conduct a route jurisdiction  
5 study aimed at assessing the current state highway inventory and  
6 local roadway designations to determine if changes are needed in  
7 jurisdictional assignment between the state, county, and city road  
8 systems. The study must also review current criteria used to define  
9 the state highway system to determine if such criteria continue to be  
10 applicable. The commission shall submit a report of study findings  
11 and recommendations to the transportation committees of the  
12 legislature by July 1, 2025.

13 (5) The commission may coordinate with the department of  
14 transportation to jointly seek federal funds available through the  
15 federal strategic innovations in revenue collection grant program,  
16 applying toll credits for meeting match requirements. The commission  
17 must provide draft applications for federal grant opportunities to  
18 the chairs and ranking members of the transportation committees of  
19 the legislature for review and comment prior to submission.

20 (6) The transportation commission shall conduct an assessment  
21 aimed at identifying approaches to streamlining the current rule-  
22 making process for setting toll rates and policies for eligible toll  
23 facilities, while maintaining public access and providing  
24 opportunities to provide input on proposals. The intent of the  
25 assessment is to identify rule-making approaches that support the  
26 state's ability to set toll rates and policies in a timely and  
27 efficient manner, so that the state can meet anticipated funding  
28 obligations. This assessment should include a review of rate-setting  
29 processes used by toll authorities in other states. The  
30 transportation commission shall provide recommendations to the  
31 transportation committees of the legislature by July 31, 2024.

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

1 September 2023 and quarterly thereafter until any agreements are  
2 finalized.

3 (8) \$200,000 of the motor vehicle account—state appropriation is  
4 provided solely for the commission to carry out a study assessing  
5 approaches to increasing safety and compliance of high occupancy  
6 vehicle lanes, express toll lanes, tolled facilities, and  
7 construction zones, facilitated by advanced technologies.

8 (a) The approaches assessed must, at a minimum, focus on advanced  
9 roadside technologies that: Are able to operate independently without  
10 connection to the department of transportation's existing  
11 communication systems and utilities; have a limited physical  
12 footprint that does not use over-roadway infrastructure; and have a  
13 95 percent or greater license plate reading accuracy.

14 (b) The study must review current laws, including assessing  
15 underlying policies related to prohibitions on program cost coverage  
16 coming from infraction or other revenues generated by advanced  
17 technology systems, and identify provisions needed to enable a future  
18 technology-based safety and compliance program.

19 (c) The commission shall submit an interim report to the  
20 transportation committees of the legislature by January 10, 2024,  
21 that, at a minimum, provides an initial assessment of the viability  
22 of deploying a system into operation. A final report of findings and  
23 recommendations must be submitted to the transportation committees of  
24 the legislature by June 30, 2024.

25 (9) \$75,000 of the multimodal transportation account—state  
26 appropriation is provided solely for the commission to carry out an  
27 initial assessment and scoping effort to determine the feasibility of  
28 creating a future west coast transportation network plan. This plan  
29 would serve to proactively identify and coordinate improvements and  
30 investments across the west coast states to freight rail, passenger  
31 rail, highways, and air transportation. The intent for the plan is to  
32 leverage and align west coast efforts to reduce our collective carbon  
33 footprint, improve freight and passenger mobility, and strengthen  
34 west coast resiliency. This effort must be carried out in partnership  
35 with the Oregon and California transportation commissions and the  
36 state department of transportations from each state, and must  
37 consider, but not be limited to:

38 (a) Current state activities, investments, and plans that support  
39 the establishment of clean transportation in the air, on the  
40 highways, and on rail lines moving freight and passengers;

(b) Currently identified resiliency risks along the west coast and existing strategic plans and investments that could inform a future west coast unified plan; and

(c) Incorporation of work from the statewide transportation policy plan.

(10) \$250,000 of the motor vehicle account—state appropriation is provided solely for the commission to carry out engagement with Washington stakeholders on the results of the recently completed Forward Drive research program to inform next steps on road usage charging. The commission must submit a report of findings and recommendations to the transportation committees of the legislature by December 1, 2024.

**Sec. 905.** 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
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State Patrol Highway Account—State Appropriation. . . . .	(( <del>\$629,476,000</del> ))
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\$621,677,000

State Patrol Highway Account—Federal Appropriation. . . . .	(( <del>\$19,360,000</del> ))
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\$23,360,000

State Patrol Highway Account—Private/Local

Appropriation. . . . .	\$4,594,000
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Highway Safety Account—State Appropriation. . . . .	\$1,736,000
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Ignition Interlock Device Revolving Account—State

Appropriation. . . . .	\$2,208,000
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Multimodal Transportation Account—State

Appropriation. . . . .	\$316,000
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State Route Number 520 Corridor Account—State

Appropriation. . . . .	\$89,000
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Tacoma Narrows Toll Bridge Account—State

Appropriation. . . . .	\$275,000
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I-405 and SR 167 Express Toll Lanes Account—State

Appropriation. . . . .	\$2,895,000
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TOTAL APPROPRIATION. . . . .	(( <del>\$660,992,000</del> ))
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\$657,193,000

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

1       (1)   \$580,000 of the state patrol highway account—state  
2 appropriation is provided solely for the operation of and  
3 administrative support to the license investigation unit to enforce  
4 vehicle registration laws in southwestern Washington. The Washington  
5 state patrol, in consultation with the department of revenue, shall  
6 maintain a running estimate of the additional vehicle registration  
7 fees, sales and use taxes, and local vehicle fees remitted to the  
8 state pursuant to activity conducted by the license investigation  
9 unit. Beginning October 1, 2023, and semiannually thereafter, the  
10 Washington state patrol shall submit a report detailing the  
11 additional revenue amounts generated since July 1, 2023, to the  
12 director of the office of financial management and the transportation  
13 committees of the legislature. At the end of the fiscal quarter in  
14 which it is estimated that more than \$625,000 in state sales and use  
15 taxes have been remitted to the state since July 1, 2023, the  
16 Washington state patrol shall notify the state treasurer and the  
17 state treasurer shall transfer funds pursuant to section 406, chapter  
18 472, Laws of 2023.

19       (2) Washington state patrol officers engaged in off-duty  
20 uniformed employment providing traffic control services to the  
21 department of transportation or other state agencies may use state  
22 patrol vehicles for the purpose of that employment, subject to  
23 guidelines adopted by the chief of the Washington state patrol. The  
24 Washington state patrol must be reimbursed for the use of the vehicle  
25 at the prevailing state employee rate for mileage and hours of usage,  
26 subject to guidelines developed by the chief of the Washington state  
27 patrol.

28       (3) (a) By December 1st of each year during the 2023-2025 fiscal  
29 biennium, the Washington state patrol must report to the  
30 transportation committees of the legislature on the status of  
31 recruitment and retention activities as follows:

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

33       (ii) The number of transportation funded staff vacancies by major  
34 category;

35       (iii) The number of applicants for each of the positions by these  
36 categories;

37       (iv) The composition of workforce;

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

1 (vi) Activities related to the implementation of the agency's  
2 workforce diversity plan, including short-term and long-term,  
3 specific comprehensive outreach, and recruitment strategies to  
4 increase populations underrepresented within both commissioned and  
5 noncommissioned employee groups.

6 (b) During the 2023-2025 fiscal biennium, the office of financial  
7 management, with assistance of the Washington state patrol, must  
8 conduct two surveys regarding the competitiveness with law  
9 enforcement agencies within the boundaries of the state of Washington  
10 pursuant to RCW 43.43.380, with the first survey being informational  
11 regarding the change since the last survey was conducted and the  
12 second survey used as part of the collective bargaining process.  
13 Prior to the 2024 legislative session, the office of financial  
14 management, with assistance of the Washington state patrol, must also  
15 provide comparison information regarding recruitment bonus amounts  
16 currently being offered by local law enforcement agencies in the  
17 state.

18 (4) (a) \$6,575,000 of the state patrol highway account—state  
19 appropriation is provided solely for the land mobile radio system  
20 replacement, upgrade, and other related activities.

21 (b) Beginning January 1, 2024, the Washington state patrol must  
22 report semiannually to the office of the chief information officer on  
23 the progress related to the projects and activities associated with  
24 the land mobile radio system, including the governance structure,  
25 outcomes achieved in the prior six-month time period, and how the  
26 activities are being managed holistically as recommended by the  
27 office of the chief information officer. At the time of submittal to  
28 the office of the chief information officer, the report must be  
29 transmitted to the office of financial management and the  
30 transportation committees of the legislature.

31 (5) \$2,688,000 of the state patrol highway account—state  
32 appropriation is provided solely for enhancing the state patrol's  
33 diversity, equity, and inclusion program, a community engagement  
34 program to improve relationships with historically underrepresented  
35 communities and to recruit and retain a diverse workforce, and  
36 contracting with an external psychologist to perform exams. The state  
37 patrol will work with the governor's office of equity and meet all  
38 reporting requirements and responsibilities pursuant to RCW  
39 43.06D.060. Funds provided for the community engagement program must  
40 ensure engagement with communities throughout the state.

1 (6) (a) \$10,000 of the state patrol highway account—state  
2 appropriation is provided solely for the Washington state patrol to  
3 administer a pilot program that implements a yellow alert system  
4 notifying the public when a hit-and-run accident resulting in a  
5 fatality or substantial bodily harm has occurred and been reported to  
6 the state patrol or other local law enforcement entity. The  
7 Washington state patrol must post on traffic message boards or share  
8 on public communication systems any identifying information acquired  
9 including, but not limited to, a complete or partial license plate  
10 number or a description of the vehicle. Each alert must be posted or  
11 shared as such for at least 24 hours.

12 (b) The Washington state patrol must report the following to the  
13 transportation committees of the legislature annually until June 30,  
14 2025:

15 (i) The number of yellow alerts received;

16 (ii) The number of arrests made from accidents reported on the  
17 yellow alert system;

18 (iii) The number of hit-and-run accidents resulting in a fatality  
19 or substantial bodily harm statewide;

20 (iv) The number of arrests made from accidents described under  
21 (b) (iii) of this subsection; and

22 (v) The number of hit-and-run accidents reported statewide.

23 (c) The Washington state patrol must also report on the efficacy  
24 of the program and recommend in its final report if the pilot program  
25 should continue or be enacted on a permanent basis and implemented  
26 statewide, based on the results of the report.

27 (7) (a) (~~(\$2,243,000)~~) \$2,918,000 of the state patrol highway  
28 account—state appropriation is provided solely for administrative  
29 costs, advertising, outreach, and bonus payments associated with  
30 developing and implementing a state trooper expedited recruitment  
31 incentive program for the purpose of recruiting and filling vacant  
32 trooper positions in the 2023-2025 fiscal biennium. The legislature  
33 is committed to continuing the state trooper expedited recruitment  
34 incentive program until the vacancy levels are significantly reduced  
35 from current levels. The recruitment, advertising, and outreach  
36 associated with this program must continue efforts to create a more  
37 diverse workforce and must also provide an accelerated pathway for  
38 joining the state patrol for high quality individuals who have  
39 previously been employed as a general authority peace officer.



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

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

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

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

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

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

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

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

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

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

32 (d) For the purposes of this subsection:

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

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

39 (8) (~~(\$3,896,000)~~) \$3,033,000 of the state patrol highway account  
40 —state appropriation is provided solely for implementation of chapter

1 17, Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023  
2 is not enacted by June 30, 2023, the amount provided in this  
3 subsection lapses.

4 (9) \$500,000 of the state patrol highway account—state  
5 appropriation is provided solely for bonuses and other recruitment  
6 and retention-related compensation adjustments for communication  
7 officers and other noncommissioned staff of the Washington state  
8 patrol who are covered by a collective bargaining agreement. Funding  
9 in this subsection must first be used for targeted adjustments for  
10 communication officers. Remaining amounts may be used for  
11 compensation adjustments for other noncommissioned staff. Funding  
12 provided in this subsection is contingent upon the governor or the  
13 governor's designee reaching an appropriate memorandum of  
14 understanding with the exclusive bargaining representative.  
15 Agreements reached for compensation adjustments under this section  
16 may not exceed the amounts provided. If any agreement or combination  
17 of agreements exceed the amount provided in this subsection, all the  
18 agreements are subject to the requirements of RCW 41.80.010(3).

19 (10) (~~(\$3,226,000)~~) \$1,690,000 of the state patrol highway  
20 account—state appropriation is provided solely for two accelerated  
21 training programs for lateral hires. It is the intent of the  
22 legislature that the second accelerated training program for lateral  
23 hires offered in fiscal year 2025 achieves at least 40 qualified  
24 graduates based on the Washington state patrol aggressively  
25 recruiting, advertising bonus policies, and taking other steps to  
26 achieve this outcome.

27 (11) \$98,000 of the state patrol highway account—state  
28 appropriation is provided solely for the implementation of chapter  
29 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is  
30 not enacted by June 30, 2023, the amount provided in this subsection  
31 lapses.

32 (12) \$76,000 of the state patrol highway account—state  
33 appropriation is provided solely for the implementation of chapter  
34 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023  
35 is not enacted by June 30, 2023, the amount provided in this  
36 subsection lapses.

37 (13) \$107,000 of the state patrol highway account—state  
38 appropriation is provided solely for the implementation of chapter  
39 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023

1 is not enacted by June 30, 2023, the amount provided in this  
2 subsection lapses.

3 (14) By December 1, 2024, the Washington state patrol must  
4 provide a report to the governor and appropriate committees of the  
5 legislature on the status of *McClain v. Washington State Patrol* and  
6 an update on legal expenses associated with the case.

7 (15) \$32,000 of the state patrol highway account—state  
8 appropriation is provided solely for the implementation of chapter  
9 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is  
10 not enacted by June 30, 2023, the amount provided in this subsection  
11 lapses.

12 (16) \$5,905,000 of the state patrol highway account—state  
13 appropriation is provided solely for a third arming and third trooper  
14 basic training class. The cadet class is expected to graduate in June  
15 2025.

16 (17) (~~(\$2,381,000)~~) \$1,758,000 of the state patrol highway  
17 account—state appropriation is provided solely for the Washington  
18 state patrol to implement the provisions of the settlement agreement  
19 under *Washington State Patrol Troopers Association v. Washington*  
20 *State Patrol*, Public Employment Relations Commission Case No. 134557-  
21 U-21.

22 (18) \$2,307,000 of the state patrol highway account—state  
23 appropriation is provided solely for the migration of the agency's  
24 active directory into the state enterprise active directory.

25 (19) \$250,000 of the state patrol highway account—state  
26 appropriation is provided solely to expand the activities of the  
27 license investigation unit to King county on a pilot basis beyond the  
28 unit's current activities in southwestern Washington. By February 15,  
29 2025, the Washington state patrol must provide a status report on the  
30 pilot implementation.

31 (20) (~~(\$2,222,000)~~) \$2,640,000 of the state patrol highway  
32 account—state appropriation is provided solely for the first planned  
33 replacement of an aging Cessna aircraft and \$100,000 of the state  
34 patrol highway account—state appropriation is provided solely for the  
35 downpayment and related costs of the second planned replacement of  
36 another aging Cessna aircraft. It is the intent of the legislature to  
37 fund the second planned Cessna replacement without financing the  
38 acquisition as soon as the aircraft can be received in the 2025-2027  
39 fiscal biennium, and therefore, the Washington state patrol may take

the necessary steps to ensure delivery of the aircraft as soon as possible in the 2025-2027 fiscal biennium.

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

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

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

(24) \$691,000 of the state patrol highway account—state appropriation is provided solely for the implementation of chapter 237, Laws of 2024 (state patrol longevity bonus). If chapter 237, Laws of 2024 is not enacted by June 30, 2024, the amount provided in 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. 906.** 2024 c 310 s 208 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF LICENSING**

Driver Licensing Technology Support Account—State

Appropriation. . . . .	(( <del>\$1,743,000</del> ))
	<u>\$1,740,000</u>

Marine Fuel Tax Refund Account—State Appropriation. . . . .	\$34,000
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Motorcycle Safety Education Account—State

Appropriation. . . . .	(( <del>\$5,319,000</del> ))
	<u>\$5,292,000</u>

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

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

35       (1) \$1,100,000 of the highway safety account—state appropriation  
36 and \$1,100,000 of the move ahead WA flexible account—state  
37 appropriation are provided solely for the department to provide an  
38 interagency transfer to the department of children, youth, and  
39 families for the purpose of providing driver's license support. In

1 addition to support services required under RCW 74.13.338(2), support  
2 services may include reimbursement of:

3 (a) The cost for a youth in foster care of any eligible age to  
4 complete a driver training education course, as outlined in chapter  
5 46.82 or 28A.220 RCW;

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

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

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

13 (2) \$150,000 of the highway safety account—state appropriation is  
14 provided solely for the department to conduct a study on the  
15 feasibility of implementing a mobile application for driver  
16 licensing. The department must submit a report of the study findings  
17 and any recommendations to the governor and the transportation  
18 committees of the legislature by December 1, 2024. The study must:

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

21 (b) Examine existing technical infrastructure and potential  
22 changes needed to maximize interoperability, utility, and privacy  
23 protection;

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

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

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

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

33 (3) (a) \$350,000 of the highway safety account—state appropriation  
34 is provided solely for the department, in consultation with the  
35 Washington traffic safety commission, the department of health, the  
36 elder law section of the Washington state bar association,  
37 organizations representing older drivers, and driver rehabilitation  
38 specialists, to develop a comprehensive plan aimed at improving older  
39 driver safety. The department must submit a report on the  
40 comprehensive plan to the governor and the transportation committees

1 of the legislature by December 1, 2024. The plan must include, but is  
2 not limited to:

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

5 (A) The medical assessment review process; and

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

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

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

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

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

22 (4) \$5,499,000 of the motor vehicle account—state appropriation  
23 is provided solely for the department to upgrade and improve its  
24 prorate and fuel tax system, and is subject to the conditions,  
25 limitations, and review requirements of section 701, chapter 472,  
26 Laws of 2023. In each phase of the project, the department must  
27 ensure and document the increase in business capabilities and  
28 customer service outcomes, the improvements in fuel tax collection  
29 related information designed to resolve historical discrepancies in  
30 reporting information, and how the implementation plan mitigates  
31 risks associated with the proposed timeline and results in the  
32 sustainability of systems and platforms for the future. Before  
33 initiating the implementation phase of the project, the department  
34 must report to the office of the chief information officer on how the  
35 project meets its FAST act modernization roadmap, and vendor  
36 management and resource plans.

37 (5) \$16,000 of the motorcycle safety education account—state  
38 appropriation, \$2,000 of the limited fish and wildlife account—state  
39 appropriation, \$947,000 of the highway safety account—state

1 appropriation, \$308,000 of the motor vehicle account—state  
2 appropriation, \$14,000 of the ignition interlock device revolving  
3 account—state appropriation, and \$14,000 of the department of  
4 licensing services account—state appropriation are provided solely  
5 for the department to redesign and improve its online services and  
6 website, and are subject to the conditions, limitations, and review  
7 requirements in section 701, chapter 472, Laws of 2023.

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

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

27 (8) \$742,000 of the motor vehicle account—state appropriation is  
28 provided solely for the increased costs associated with improvements  
29 desired to resolve delays in the production of license plates,  
30 including converting all subagents to the standard ordering process  
31 as recommended in the December 2022 plate inventory report, and to  
32 provide updated annual reports detailing changes in license plate  
33 production, inventory, and other practices taken to guard against  
34 plate production delays. The reports must be submitted to the  
35 governor and the transportation committees of the legislature by  
36 December 1, 2023, and December 1, 2024.

37 (9) \$243,000 of the highway safety account—state appropriation is  
38 provided solely for the department to continue to provide written  
39 materials on, place signage in licensing service offices regarding,



1 and include into new driver training curricula, the requirements of  
2 RCW 46.61.212, the slow down and move over law.

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

13 (11) \$1,077,000 of the highway safety account—federal  
14 appropriation is provided solely for implementation of chapter 35,  
15 Laws of 2023 (CDL drug and alcohol clearinghouse). If chapter 35,  
16 Laws of 2023 is not enacted by June 30, 2023, the amount provided in  
17 this subsection lapses.

18 (12) \$116,000 of the highway safety account—state appropriation  
19 is provided solely for implementation of chapter 57, Laws of 2023  
20 (streamlining CDL issuance). If chapter 57, Laws of 2023 is not  
21 enacted by June 30, 2023, the amount provided in this subsection  
22 lapses.

23 (13) \$845,000 of the highway safety account—state appropriation  
24 is provided solely for the implementation of chapter 445, Laws of  
25 2023 (improving young driver safety). If chapter 445, Laws of 2023 is  
26 not enacted by June 30, 2023, the amount provided in this subsection  
27 lapses.

28 (14) \$180,000 of the motor vehicle account—state appropriation is  
29 provided solely for the implementation of chapter 440, Laws of 2023  
30 (open motor vehicle safety recalls). If chapter 440, Laws of 2023 is  
31 not enacted by June 30, 2023, the amount provided in this subsection  
32 lapses.

33 (15) \$497,000 of the highway safety account—state appropriation  
34 is provided solely for the implementation of chapter 466, Laws of  
35 2023 (updating processes related to voter registration). If chapter  
36 466, Laws of 2023 is not enacted by June 30, 2023, the amount  
37 provided in this subsection lapses.

38 (16) \$29,000 of the highway safety account—state appropriation is  
39 provided solely for the implementation of chapter 118, Laws of 2023

(driver's abstract changes). If chapter 118, Laws of 2023 is not enacted by June 30, 2023, the amount provided in this subsection lapses.

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

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

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

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

(b) As part of this pilot program, the owner of a for hire nonemergency medical transportation vehicle may apply to the department, county auditor or other agent, or subagent appointed by the director, for a high occupancy vehicle exempt decal for a for hire nonemergency medical transportation vehicle. The high occupancy vehicle exempt decal allows the for hire nonemergency medical transportation vehicle to use a high occupancy vehicle lane as specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal biennium.

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

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

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

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

4 (d) The owner of a for hire nonemergency medical transportation  
5 vehicle or the owner's representative must apply for a high occupancy  
6 vehicle exempt decal on a form provided or approved by the  
7 department. The application must include:

8 (i) The name and address of the person who is the owner of the  
9 vehicle;

10 (ii) A full description of the vehicle, including its make,  
11 model, year, and the vehicle identification number;

12 (iii) The purpose for which the vehicle is principally used;

13 (iv) An attestation signed by the vehicle's owner or the owner's  
14 representative that the vehicle's owner has a minimum of one contract  
15 or service agreement to provide for hire transportation services for  
16 medical purposes with one or more of the following entities: A health  
17 insurance company; a hospital, clinic, dialysis center, or other  
18 medical institution; a day care center, retirement home, or group  
19 home; a federal, state, or local agency or jurisdiction; or a broker  
20 who negotiates these services on behalf of one or more of these  
21 entities; and

22 (v) Other information as required by the department upon  
23 application.

24 (e) The department, county auditor or other agent, or subagent  
25 appointed by the director shall collect the fee required under (f) of  
26 this subsection when issuing or renewing a high occupancy vehicle  
27 exempt decal.

28 (f) The department, county auditor or other agent, or subagent  
29 must collect a \$5 fee when issuing or renewing a decal under this  
30 subsection, in addition to any other fees and taxes required by law.

31 (g) A high occupancy vehicle exempt decal expires June 30, 2025,  
32 and must be marked to indicate its expiration date. The decal may be  
33 renewed if the pilot program is continued past the date of a decal's  
34 expiration. The status as an exempt vehicle continues until the high  
35 occupancy vehicle exempt decal is suspended or revoked for misuse,  
36 the vehicle is no longer used as a for hire nonemergency medical  
37 transportation vehicle, or the pilot program established in section  
38 217(2), chapter 472, Laws of 2023 is terminated.

39 (h) The department may adopt rules to implement this subsection.

(21)(a) \$265,000 of the highway safety account—state appropriation is provided solely for the department to provide an interagency transfer to the Washington center for deaf and hard of hearing youth, in consultation with the department and the office of the superintendent of public instruction, to fund the cost of interpreters for driver training education for deaf and hard of hearing youth to enable them to access driver training education at the same cost as their peers, and to pilot a sustainable driver training education program to determine how best to meet the driver training education needs of deaf and hard of hearing youth in the state in the future. The pilot must include:

(i) Determination of an appropriate number of instructors and an appropriate method of certification for instructors who are fluent in American Sign Language (ASL);

(ii) Determination of how best to provide driver training education statewide to deaf and hard of hearing novice drivers;

(iii) Development of a program to offer the required curriculum under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

(iv) Capped course instruction costs for deaf and hard of hearing students at the average rate of their hearing peers.

(b) The department shall submit a report to the transportation committees of the legislature developed by the Washington center for deaf and hard of hearing youth by March 1, 2024, that provides recommendations for a permanent program to make driver education equitably accessible for deaf and hard of hearing students.

(22) \$350,000 of the highway safety account—state appropriation is provided solely for the department to improve the process for commercial driver's license (CDL) holders to submit medical certification documents and update self-certification status to the department. The department shall:

(a) Update license express to improve the process and make it more user friendly;

(b) Add options for the driver to renew or replace the driver's CDL credentials as part of the medical or self-certification process;

(c) Add a customer verification step confirming the requested changes and clearly stating how this change will impact the driver's CDL; and

(d) Add improved messaging throughout the process.

In addition, the department shall make available on the driving record abstract a complete medical certificate downgrade history, and

1 provide a one-time mailing to all current CDL holders explaining the  
2 process to update their medical certificate documents and self-  
3 certification.

4 (23) \$1,962,000 of the highway safety account—state appropriation  
5 is provided solely for the establishment of a pilot mobile licensing  
6 unit to provide licensing and identicard services. By December 1,  
7 2024, the department must submit a report to the governor and the  
8 transportation committees of the legislature detailing the locations  
9 served, the number and type of documents issued, and other outcome  
10 measures associated with the mobile licensing unit. The report must  
11 include consideration of the facility needs of licensing service  
12 offices in the context of flexible mobile licensing services.

13 (24) \$2,750,000 of the highway safety account—state appropriation  
14 is provided solely for organizations providing driver's license  
15 assistance and support services. Of this amount:

16 (a) \$2,000,000 of the highway safety account—state appropriation  
17 is provided solely for driver's license assistance and support  
18 services in King county with an existing provider that is already  
19 providing these services to low-income immigrant and refugee women;  
20 and

21 (b) \$750,000 of the highway safety account—state appropriation is  
22 provided solely (~~for additional contracts in fiscal year 2025~~) to  
23 contract with organizations providing driver's license assistance and  
24 other related support services in other parts of the state.

25 (c) By December 1st of each year, the department must submit  
26 information on the contracted providers, including: The annual budget  
27 of the contracted providers in the preceding year; information  
28 regarding private and other governmental support for the activities  
29 of the providers; and a description of the number of people served,  
30 services delivered, and outcome measures. In developing its 2025-2027  
31 biennial budget submittal, the department, after consulting with the  
32 existing organization in King county and organizations receiving  
33 funds with the fiscal year 2025 expansion, must develop a statewide  
34 delivery plan that maximizes the number of people served, promotes  
35 efficiency in service delivery, and recognizes different models based  
36 on needs in particular areas of the state.

37 (25) \$8,000 of the motorcycle safety education account—state  
38 appropriation is provided solely for the implementation of chapter  
39 137, Laws of 2023 (motorcycle safety board). If chapter 137, Laws of

1 2023 is not enacted by June 30, 2023, the amount provided in this  
2 subsection lapses.

3 (26) \$29,000 of the motor vehicle account—state appropriation is  
4 provided solely for the implementation of chapter 431, Laws of 2023  
5 (transportation resources). If chapter 431, Laws of 2023 is not  
6 enacted by June 30, 2023, the amount provided in this subsection  
7 lapses.

8 (27) \$282,000 of the highway safety account—state appropriation  
9 is provided solely for the implementation of chapter 471, Laws of  
10 2023 (negligent driving). If chapter 471, Laws of 2023 is not enacted  
11 by June 30, 2023, the amount provided in this subsection lapses.

12 (28) \$4,464,000 of the highway safety account—state appropriation  
13 is provided solely for costs associated with relocating licensing  
14 service offices during the 2023-2025 fiscal biennium. This includes  
15 \$2,790,000 provided for relocations in the 2023-2025 omnibus  
16 transportation appropriations act. By June 30th of each year, the  
17 department must submit a status report on licensing service offices  
18 planned for relocation during the 2023-2025 fiscal biennium.

19 (29) \$1,395,000 of the motor vehicle account—state appropriation  
20 is provided solely for implementation of chapter 1, Laws of 2024  
21 (enhancing prorated and fuel tax collections). If chapter 1, Laws of  
22 2024 is not enacted by June 30, 2024, the amount provided in this  
23 subsection lapses.

24 (30) \$100,000 of the highway safety account—state appropriation  
25 is provided solely for implementation of chapter 162, Laws of 2024  
26 (improving access to department of licensing issued documents). If  
27 chapter 162, Laws of 2024 is not enacted by June 30, 2024, the amount  
28 provided in this subsection lapses.

29 (31) \$150,000 of the motor vehicle account—state appropriation is  
30 provided solely for the department to conduct a study on the  
31 feasibility of implementing a process for the electronic submittal of  
32 title and registration documents for motor vehicles, within the  
33 current vehicle licensing model. The department must submit a report  
34 of the study findings and any recommendations to the governor and the  
35 transportation committees of the legislature by September 1, 2025.  
36 The study must: (a) Review the current processes in Washington and  
37 other states, including how such processes addressed fraud prevention  
38 and document security; (b) examine existing technical infrastructure  
39 and potential changes needed to allow for completion and submittal of

1 lien and titling documents by financial institutions and vehicle  
2 dealers to subagents, county auditors, and the department of  
3 licensing, while maximizing interoperability, utility, data security,  
4 and customer privacy; (c) identify the technical investments and  
5 other costs associated with the submission of electronic documents by  
6 financial institutions and vehicle dealers to subagents, county  
7 auditors, and the department of licensing; (d) recommend any  
8 statutory changes required to allow for the submission of electronic  
9 documentation to subagents, county auditors, and the department of  
10 licensing; and (e) examine the impact of these technology changes on  
11 external stakeholders including, but not limited to, subagents,  
12 county auditors, financial institutions, vehicle dealers, and  
13 insurance companies.

14 (32) \$6,000 of the motorcycle safety education account—state  
15 appropriation, \$1,000 of the limited fish and wildlife account—state  
16 appropriation, \$406,000 of the highway safety account—state  
17 appropriation, \$137,000 of the motor vehicle account—state  
18 appropriation, \$5,000 of the ignition interlock device revolving  
19 account—state appropriation, and \$6,000 of the department of  
20 licensing services account—state appropriation are provided solely  
21 for the department of licensing for additional finance and budget  
22 staff. By December 1, 2024, the department shall submit a report to  
23 the governor and appropriate committees of the legislature on the  
24 specific steps the department has taken to address the findings of  
25 the State Auditor's Office FY2022 Accountability Audit Report No.  
26 1032793.

27 (33) \$225,000 of the highway safety account—state appropriation  
28 is provided solely for the department, for incorporation into its  
29 comprehensive implementation plan required under chapter 445, Laws of  
30 2023 (improving young driver safety), to expand driver training  
31 education requirements for driver's license purposes to persons age  
32 18 through 24 to include: (a) An assessment of opportunities to close  
33 availability and accessibility gaps in rural and underserved areas,  
34 as specified in section 612 (~~(of this act)~~), chapter 310, Laws of  
35 2024; and (b) an analysis of the potential inclusion of a mandatory  
36 driver's education refresher course requirement consisting of in-  
37 person or virtual classroom-based instruction on risk management and  
38 hazard protections one year after licensure, as specified in section  
39 612 (~~(of this act)~~), chapter 310, Laws of 2024.

1 (34) \$38,000 of the motor vehicle account—state appropriation is  
2 provided solely for implementation of chapter 308, Laws of 2024  
3 (speed safety cameras). If chapter 308, Laws of 2024 is not enacted  
4 by June 30, 2024, the amount provided in this subsection lapses.

5 (35) \$34,000 of the motor vehicle account—state appropriation is  
6 provided solely for the implementation of chapter 146, Laws of 2024  
7 (definition of veteran). If chapter 146, Laws of 2024 is not enacted  
8 by June 30, 2024, the amount provided in this subsection lapses.

9 (36) \$159,000 of the highway safety account—state appropriation  
10 is provided solely for the implementation of chapter 306, Laws of  
11 2024 (impaired driving). If chapter 306, Laws of 2024 is not enacted  
12 by June 30, 2024, the amount provided in this subsection lapses.

13 (37) \$300,000 of the highway safety account—state appropriation  
14 is provided solely for the implementation of chapter 315, Laws of  
15 2024 (state custody/ID cards). If chapter 315, Laws of 2024 is not  
16 enacted by June 30, 2024, the amount provided in this subsection  
17 lapses.

18 (38) \$50,000 of the motor vehicle account—state appropriation is  
19 provided solely for the department to conduct a study on the  
20 feasibility of implementing and administering a per mile fee program.  
21 The study must identify the staffing and resources needed to  
22 implement and administer the program, including possible technical  
23 investments, leveraging existing technology platforms. A preliminary  
24 report of the study findings relating to internal costs to administer  
25 the program is due to the governor and transportation committees of  
26 the legislature by December 31, 2024. The legislature intends to  
27 require a final report that includes potential third-party costs and  
28 options to the governor and the transportation committees of the  
29 legislature by December 31, 2025.

30 (39) \$2,100,000 of the highway safety account—state appropriation  
31 is provided solely for the department to increase public awareness of  
32 REAL ID. Of the amounts appropriated in this subsection, \$1,000,000  
33 is for the department to directly contract with a communications  
34 group with experience spreading awareness about REAL ID to community-  
35 based organizations and ethnic media outlets.

36 **Sec. 907.** 2024 c 310 s 209 (uncodified) is amended to read as  
37 follows:



1 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**  
2 **—PROGRAM B**

3 State Route Number 520 Corridor Account—State

4 Appropriation. . . . . ((~~\$67,199,000~~))  
5 \$55,639,000

6 State Route Number 520 Civil Penalties Account—State

7 Appropriation. . . . . ((~~\$4,178,000~~))  
8 \$2,378,000

9 Tacoma Narrows Toll Bridge Account—State

10 Appropriation. . . . . ((~~\$34,398,000~~))  
11 \$36,510,000

12 Alaskan Way Viaduct Replacement Project Account—

13 State Appropriation. . . . . ((~~\$22,541,000~~))  
14 \$24,614,000

15 Interstate 405 and State Route Number 167 Express

16 Toll Lanes Account—State Appropriation. . . . . ((~~\$25,523,000~~))  
17 \$25,764,000

18 TOTAL APPROPRIATION. . . . . ((~~\$153,839,000~~))  
19 \$144,905,000

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

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

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

38 (a) Information on the travel times and travel time reliability  
39 (at a minimum, average and 90th percentile travel times) maintained

1 during peak and nonpeak periods in the express toll lanes and general  
2 purpose lanes for both the entire corridor and commonly made trips in  
3 the corridor including, but not limited to, northbound from Bellevue  
4 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at  
5 state route number 522, Bellevue to Bothell (both NE 8th to state  
6 route number 522 and NE 8th to state route number 527), and a trip  
7 internal to the corridor (such as NE 85th to NE 160th) and similar  
8 southbound trips; and

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

12 (3) \$535,000 of the Interstate 405 and state route number 167  
13 express toll lanes account—state appropriation, \$1,245,000 of the  
14 state route number 520 corridor account—state appropriation, \$535,000  
15 of the Tacoma Narrows toll bridge account—state appropriation, and  
16 \$702,000 of the Alaskan Way viaduct replacement project account—state  
17 appropriation are provided solely for the reappropriation of unspent  
18 funds on the new tolling back office system from the 2021-2023 fiscal  
19 biennium.

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

24 (5) As part of the department's 2025-2027 biennial budget  
25 request, the department shall update the cost allocation  
26 recommendations that assign appropriate costs to each of the toll  
27 funds for services provided by relevant Washington state department  
28 of transportation programs, the Washington state patrol, and the  
29 transportation commission. The recommendations shall be based on  
30 updated traffic and toll transaction patterns and other relevant  
31 factors.

32 (6) Up to \$16,648,000 of the amounts provided for operations and  
33 maintenance expenses on the state route number 520 facility from the  
34 state route number 520 corridor account during the 2023-2025 fiscal  
35 biennium in this act are derived from the receipt of federal American  
36 rescue plan act of 2021 funds and not toll revenues.

37 (7) \$500,000 of the state route number 520 corridor account—state  
38 appropriation is provided solely for the department to begin a  
39 traffic and revenue study of tolling on the state route number 520

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. 908.** 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)~~)  
\$122,717,000

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)~~)  
\$128,994,000

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. 909.** 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. . . . .	(( <del>\$40,362,000</del> ))
	<u>\$40,310,000</u>
Move Ahead WA Account—State Appropriation. . . . .	\$2,532,000
State Route Number 520 Corridor Account—State	
Appropriation. . . . .	\$34,000
TOTAL APPROPRIATION. . . . .	(( <del>\$42,928,000</del> ))
	<u>\$42,876,000</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. 910.** 2024 c 310 s 213 (uncodified) is amended to read as follows:

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

Aeronautics Account—State Appropriation. . . . .	(( <del>\$17,448,000</del> ))
	<u>\$17,134,000</u>
Aeronautics Account—Federal Appropriation. . . . .	(( <del>\$5,579,000</del> ))
	<u>\$5,129,000</u>
Aeronautics Account—Private/Local Appropriation. . . . .	\$60,000
TOTAL APPROPRIATION. . . . .	(( <del>\$23,087,000</del> ))
	<u>\$22,323,000</u>

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

1 program. The department shall submit a report to the transportation  
2 committees of the legislature by October 1, 2024, identifying a  
3 selection of sustainable aviation projects for funding by the  
4 legislature. In considering projects to recommend to fund, the  
5 department shall only consider projects that advance the state of  
6 sustainable aviation technology and lead to future innovation.  
7 Innovative sustainable aviation projects may include, but are not  
8 limited to, pilot projects demonstrating the use of:

9 (a) Mobile battery charging technology;

10 (b) Hydrogen electrolyzers and storage;

11 (c) Electric ground equipment; and

12 (d) Hanger charging technology.

13 (3) \$300,000 of the aeronautics account—state appropriation is  
14 provided solely for the department to develop a statewide advanced  
15 air mobility aircraft plan to develop and integrate advanced air  
16 mobility aircraft into current modal systems. The department shall  
17 submit a report by June 1, 2025, to the office of financial  
18 management and the transportation committees of the legislature  
19 including, but not limited to:

20 (a) Near, medium, and long-term recommendations for land use  
21 planning for advanced and urban air mobility vertiports and  
22 vertistops;

23 (b) An inventory of infrastructure needs to support a statewide  
24 vertiport network and a recommended program to deploy funds to local  
25 governments to share costs;

26 (c) Proposed state governance structures and regulatory  
27 mechanisms to adequately complement federal aviation administration  
28 oversight;

29 (d) Recommended policies to foster vertiport and vertistop  
30 infrastructure development that ensure open public access, efficiency  
31 in land use siting, and equitable distribution across the state; and

32 (e) In consultation with local jurisdictions, planning  
33 organizations, and other modal managers, recommendations on advanced  
34 air mobility aircraft integration into statewide transportation  
35 plans.

36 (4) \$1,931,000 of the aeronautics account—state appropriation is  
37 provided solely for the implementation of chapter 463, Laws of 2023  
38 (commercial aviation services). Funding is provided for the  
39 activities of the work group and for support of the work group by the  
40 department. The activities of the work group include the issuance of

the initial progress report, required in section 4, chapter 463, Laws of 2023, which requires the listing of areas that will not have further review as the areas are in conflict with the operations of a military installation. The report must also identify unsuitable geographies due to either environmental impacts or impacts to overburdened communities. Additionally, within the funding provided, the work group must:

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

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

(5) \$300,000 of the aeronautics account—state appropriation is provided solely for the Port of Bremerton to conduct a study on the feasibility of offering commercial service at the Port of Bremerton airport. Pursuant to RCW 47.68.090(2)(c), the department may not require a match for this project.

(6) \$2,575,000 of the aeronautics account—state appropriation is provided solely for the Pullman-Moscow regional airport. Pursuant to RCW 47.68.090(2)(c), the department may not require a match for this project.

**Sec. 911.** 2024 c 310 s 214 (uncodified) is amended to read as follows:

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

Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$65,161,000</del> ))
	<u>\$65,139,000</u>
Motor Vehicle Account—Federal Appropriation. . . . .	\$500,000
Multimodal Transportation Account—State	
Appropriation. . . . .	(( <del>\$1,351,000</del> ))
	<u>\$1,001,000</u>
Move Ahead WA Flexible Account—State Appropriation. . . . .	\$572,000
TOTAL APPROPRIATION. . . . .	(( <del>\$67,584,000</del> ))
	<u>\$67,212,000</u>

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

1 (1) During the 2023-2025 fiscal biennium, if the department takes  
2 possession of the property situated in the city of Edmonds for which  
3 a purchase agreement was executed between Unocal and the department  
4 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department  
5 confirms that the property is still no longer needed for  
6 transportation purposes, the department shall provide the city of  
7 Edmonds with the first right of purchase at fair market value in  
8 accordance with RCW 47.12.063(3) for the city's intended use of the  
9 property to rehabilitate near-shore habitat for salmon and related  
10 species.

11 (2) \$469,000 of the motor vehicle account—state appropriation is  
12 reappropriated and provided solely for the implementation of chapter  
13 217, Laws of 2021 (noxious weeds).

14 (3) The department shall determine the fair market value of the  
15 northern parcel of site 14 on the Puget Sound Gateway Program SR 509  
16 Completion Project Surplus Property list, located immediately south  
17 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in  
18 Des Moines, to be submitted to the transportation committees of the  
19 legislature by December 15, 2023, for an evaluation of possible next  
20 steps for use of the property that is in the public interest.

21 (4)(a) \$572,000 of the move ahead WA flexible account—state  
22 appropriation is provided solely to track and maximize clean fuels  
23 credits and revenue generated by state agencies pursuant to chapter  
24 70A.535 RCW.

25 (b) The LEAP Transportation Document ((2024-2)) 2025-2 ALL  
26 PROJECTS as developed March ((6, 2024)) 23, 2025, anticipates  
27 fulfillment of the requirements under chapter 70A.535 RCW of  
28 generating credits and revenue for transportation investments funded  
29 in an omnibus transportation appropriations act, including the move  
30 ahead WA transportation package. The omnibus transportation  
31 appropriations act anticipates credits for ferry electrification for  
32 new hybrid electric vessels, active transportation, transit programs  
33 and projects, alternative fuel infrastructure, connecting  
34 communities, and multimodal investments.

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



(5) \$93,000 of the multimodal transportation account—state appropriation is provided solely for the implementation of chapter 169, Laws of 2023 (climate resilience strategy).

~~((47))~~ (6)(a) ~~(\$500,000)~~ \$150,000 of the multimodal transportation account—state appropriation is provided solely for the department to explore alternative uses of the state's highway rights-of-way to address pressing public needs relating to climate change, equitable communications, renewable energy generation, electrical transmission and distribution projects, broadband projects, vegetation management, inductive charging in travel lanes, alternative fueling facilities, and other appropriate uses. In exploring alternative uses of the state's highway rights-of-way, the department shall:

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

(ii) Review and update the department's integrated roadside vegetation management plans to maximize carbon sequestration and develop habitat and forage for native pollinators, Monarch butterflies, and honeybees through plantings of native noninvasive flowering plants and grasses on the state highways rights-of-way and 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. . . . .	<del>(( \$25,000,000 ))</del> <u>\$26,770,000</u>
Carbon Emissions Reduction Account—State Appropriation. . . . .	<del>(( \$195,025,000 ))</del> <u>\$43,223,000</u>
TOTAL APPROPRIATION. . . . .	<del>(( \$229,874,000 ))</del> <u>\$79,842,000</u>

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

(1) \$3,746,000 of the electric vehicle account—state appropriation~~((,))~~ and \$30,000,000 of the carbon emissions reduction account—state appropriation~~((, and beginning January 1, 2025, \$15,000,000 of the carbon emissions reduction account—state appropriation))~~ are provided solely for the clean alternative fuel vehicle charging and refueling infrastructure program in chapter 287, Laws of 2019 (advancing green transportation adoption).

(2) \$1,000,000 of the electric vehicle account—state appropriation and \$500,000 of the multimodal transportation account—state appropriation are provided solely for a colocated DC fast charging and hydrogen fueling station near the Wenatchee or East Wenatchee area near a state route or near or on a publicly owned

1 facility to service passenger, light-duty and heavy-duty vehicles.  
2 The hydrogen fueling station must include a DC fast charging station  
3 colocated at the hydrogen fueling station site. Funds may be used for  
4 one or more fuel cell electric vehicles that would utilize the  
5 fueling stations. The department must contract with a public utility  
6 district that produces hydrogen in the area to own and/or manage and  
7 provide technical assistance for the design, planning, permitting,  
8 construction, maintenance and operation of the hydrogen fueling  
9 station. The department and public utility district are encouraged to  
10 collaborate with and seek contributions from additional public and  
11 private partners for the fueling station.

12 (3) The public-private partnerships program must continue to  
13 explore retail partnerships at state-owned park and ride facilities,  
14 as authorized in RCW 47.04.295.

15 (4) \$1,200,000 of the multimodal transportation account—state  
16 appropriation(~~(,)~~) and \$2,000,000 of the carbon emissions reduction  
17 account—state appropriation(~~(, and beginning January 1, 2025,~~  
18 ~~\$3,400,000 of the carbon emissions reduction account—state~~  
19 ~~appropriation,~~) are provided solely for the pilot program  
20 established under chapter 287, Laws of 2019 (advancing green  
21 transportation adoption) to provide clean alternative fuel vehicle  
22 use opportunities to underserved communities and low to moderate  
23 income members of the workforce not readily served by transit or  
24 located in transportation corridors with emissions that exceed  
25 federal or state emissions standards. Consistent with the  
26 geographical diversity element described in RCW 47.04.355(4), the  
27 legislature strongly encourages the department to consider  
28 implementing the pilot in both urban and rural communities if  
29 possible, to obtain valuable information on the needs of underserved  
30 communities located in different geographical locations in  
31 Washington.

32 (5) (~~(\$120,000,000)~~) \$7,849,000 of the carbon emissions reduction  
33 account—state appropriation(~~(, and beginning January 1, 2025,~~  
34 ~~\$10,000,000 of the carbon emissions reduction account—state~~  
35 ~~appropriation,~~ are)) is provided solely for implementation of zero-  
36 emission medium and heavy-duty vehicle and equipment infrastructure  
37 and incentive programs and for the replacement of school buses  
38 powered by fossil fuels with zero-emission school buses, including

1 the purchase and installation of zero-emission school bus refueling  
2 infrastructure.

3 (a) Of this amount, (~~(\$20,000,000)~~) \$3,700,000 is for the  
4 department to administer an early action grant program to provide  
5 expedited funding for the replacement of school buses powered by  
6 fossil fuels with zero-emission school buses, including the purchase  
7 and installation of zero-emission school bus refueling  
8 infrastructure. The department must contract with the department of  
9 ecology to implement the early action grant program.

10 (b) (i) The remaining (~~(\$110,000,000)~~) \$4,149,000, inclusive of  
11 costs for program administration and staffing, is for a point-of-sale  
12 voucher incentive program to encourage the faster adoption of zero-  
13 emission medium and heavy-duty vehicles to further state climate  
14 goals under RCW 70A.45.020 and state equity goals under chapter  
15 70A.02 RCW. The voucher incentive program must be administered by a  
16 third-party administrator that has experience administering voucher  
17 incentive programs, with oversight conducted by the department.

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

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

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

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

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

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

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

1 (iii) The following battery electric and hydrogen fuel cell  
2 electric vehicle categories and associated charging, as well as  
3 refueling infrastructure for these categories, are eligible for the  
4 voucher program, subject to additional qualification criteria to be  
5 determined by the department and the voucher program third-party  
6 administrator:

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

9 (B) Cargo handling and off-road equipment.

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

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

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

31 (6) \$2,100,000 of the carbon emissions reduction account—state  
32 appropriation is provided solely to fund electric vehicle charging  
33 infrastructure for the electric charging megasite project at Mount  
34 Vernon library commons.

35 (7) \$2,500,000 of the multimodal transportation account—state  
36 appropriation is provided solely for the department to coordinate  
37 with cities, counties, ports, and private entities to develop  
38 actionable recommendations for state assistance in the development of  
39 specific candidate truck parking sites to be developed with  
40 amenities, identified by location. The department shall identify

private land parcels for potential development of sites, which may include, but should not be limited to, a feasibility analysis of sites adjacent to Interstate 90 near North Bend for a 400 to 600 space truck parking site. The public benefit of each potential truck parking site must be included in this assessment. The department shall consider opportunities for the state to provide assistance in the development of truck parking sites, including possible opportunities to provide assistance in land acquisition and evaluating land use requirements. The department must update the transportation committees of the legislature on agency activities and their status by December 1, 2023, and to provide a final report to the transportation committees of the legislature by December 1, 2024.

~~(8) ((Beginning January 1, 2025, \$10,000,000 of the carbon emissions reduction account state appropriation is provided solely for grants, and to serve as a state match for secured federal funds, to finance hydrogen refueling infrastructure for medium and heavy-duty vehicles with a focus on locations in disadvantaged and overburdened communities, where possible. The department, in consultation with the interagency electric vehicle coordinating council, should pursue any federal funding available through the charging and fueling infrastructure discretionary grant program and any other sources under the federal infrastructure investment and jobs act (P.L. 29 117-58)).~~

~~(9))~~ Beginning January 1, 2025, ~~(((\$800,000))~~ \$400,000 of the carbon emissions reduction account—state appropriation is provided solely for the cities of Bellevue and Redmond to each purchase an electric fire engine.

~~(((\$10))~~ (9) Beginning January 1, 2025, ~~(((\$1,725,000))~~ \$874,000 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))~~  
\$556,639,000

Motor Vehicle Account—Federal Appropriation. . . . . \$7,000,000

1	Move Ahead WA Account—State Appropriation. . . . .	\$50,000,000
2	RV Account—State Appropriation. . . . .	\$1,100,000
3	State Route Number 520 Corridor Account—State	
4	Appropriation. . . . .	\$4,841,000
5	Tacoma Narrows Toll Bridge Account—State	
6	Appropriation. . . . .	\$1,585,000
7	Alaskan Way Viaduct Replacement Project Account—	
8	State Appropriation. . . . .	\$8,752,000
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation. . . . .	\$2,624,000
11	TOTAL APPROPRIATION. . . . .	(( <del>\$621,402,000</del> ))
12		<u>\$632,541,000</u>

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

15       (1) \$5,000,000 of the motor vehicle account—state appropriation  
16 is provided solely for a contingency pool for snow and ice removal.  
17 The department must notify the office of financial management and the  
18 transportation committees of the legislature when they have spent the  
19 base budget for snow and ice removal and will begin using the  
20 contingency pool funding.

21       (2) (a) \$115,000 of the state route number 520 corridor account—  
22 state appropriation is provided solely for the department to enter  
23 into a dispute resolution process with local jurisdictions to produce  
24 interagency agreements to address the ongoing facility and landscape  
25 maintenance of the three state route number 520 eastside lids and  
26 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and  
27 92nd Avenue NE.

28       (b) The agreements pursuant to (a) of this subsection must be  
29 executed by June 30, 2024.

30       (3) (a) \$9,000,000 of the motor vehicle account—state  
31 appropriation is provided solely for the department to address the  
32 risks to safety and public health associated with homeless  
33 encampments on department owned rights-of-way. The department must  
34 coordinate and work with local government officials and social  
35 service organizations who provide services and direct people to  
36 housing alternatives that are not in highway rights-of-way to help  
37 prevent future encampments from forming on highway rights-of-way and  
38 may reimburse the organizations doing this outreach assistance who  
39 transition people into treatment or housing or for debris clean up on

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

12 (b) Beginning November 1, 2023, and semiannually thereafter, the  
13 Washington state patrol and the department of transportation must  
14 jointly submit a report to the governor and the transportation  
15 committees of the legislature on the status of these efforts,  
16 including:

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

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

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

26 (4) \$1,000,000 of the motor vehicle account—state appropriation  
27 is provided solely for a partnership program between the department  
28 and the city of Spokane, to be administered in conjunction with  
29 subsection (3) of this section. The program must address the safety  
30 and public health problems created by homeless encampments on the  
31 department's property along state highways within the city limits.  
32 \$555,000 of the motor vehicle account—state appropriation is for  
33 dedicated department maintenance staff and associated clean-up costs.  
34 The department and the city of Spokane shall enter into a  
35 reimbursable agreement to cover up to \$445,000 of the city's expenses  
36 for clean-up crews and landfill costs.

37 (5) \$1,025,000 of the motor vehicle account—state appropriation  
38 is provided solely for the department to implement safety  
39 improvements and debris clean up on department-owned rights-of-way in



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

12 (6) \$1,015,000 of the motor vehicle account—state appropriation  
13 is provided solely for a partnership program between the department  
14 and the city of Tacoma, to be administered in conjunction with  
15 subsection (3) of this section. The program must address the safety  
16 and public health problems created by homeless encampments on the  
17 department's property along state highways within the city limits.  
18 \$570,000 of the motor vehicle account—state appropriation is for  
19 dedicated department maintenance staff and associated clean-up costs.  
20 The department and the city of Tacoma shall enter into a reimbursable  
21 agreement to cover up to \$445,000 of the city's expenses for clean-up  
22 crews and landfill costs.

23 (7) (~~(\$1,500,000)~~) \$1,300,000 of the motor vehicle account—state  
24 appropriation is provided solely for the department to contract with  
25 the city of Fife to address the risks to safety and public health  
26 associated with homeless encampments on department-owned rights-of-  
27 way along the SR 167/SR 509 Puget Sound Gateway project corridor in  
28 and adjacent to the city limits pursuant to section 216(10), chapter  
29 186, Laws of 2022. However, the amount provided in this subsection  
30 must be placed in unallotted status and may not be spent prior to  
31 November 1, 2023. If, after November 1, 2023, the department, in  
32 consultation with the office of financial management, determines that  
33 the department fully spent the \$2,000,000 appropriated in section  
34 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal  
35 biennium for this purpose, the amount provided in this subsection  
36 must remain in unallotted status and unspent. If the department did  
37 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,  
38 the department may only spend from the appropriation in this  
39 subsection an amount not in excess of the amount unspent from the

\$2,000,000 within the 2021-2023 fiscal biennium, with any remaining amount to remain in unallotted status and unspent. In no event may the department spend more than \$2,000,000 within the 2021-2023 and 2023-2025 fiscal biennia for this purpose.

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

**Sec. 914.** 2024 c 310 s 217 (uncodified) is amended to read as follows:

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

Highway Safety Fund—State Appropriation. . . . .	\$5,529,000
Motor Vehicle Account—State Appropriation. . . . .	<del>(( \$88,566,000 ))</del>
	<u>\$86,659,000</u>
Motor Vehicle Account—Federal Appropriation. . . . .	\$2,050,000
Motor Vehicle Account—Private/Local Appropriation. . . . .	\$294,000
Move Ahead WA Account—State Appropriation. . . . .	\$3,090,000
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. . . . .	\$37,000
TOTAL APPROPRIATION. . . . .	<del>(( \$105,979,000 ))</del>
	<u>\$104,072,000</u>

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

(1) \$6,000,000 of the motor vehicle account—state appropriation is provided solely for low-cost enhancements. The department shall give priority to low-cost enhancement projects that improve safety or provide congestion relief. By December 15th of each odd-numbered

1 year, the department shall provide a report to the legislature  
2 listing all low-cost enhancement projects completed in the prior  
3 fiscal biennium.

4 (2)(a) During the 2023-2025 fiscal biennium, the department shall  
5 continue a pilot program that expands private transportation  
6 providers' access to high occupancy vehicle lanes. Under the pilot  
7 program, when the department reserves a portion of a highway based on  
8 the number of passengers in a vehicle, the following vehicles must be  
9 authorized to use the reserved portion of the highway if the vehicle  
10 has the capacity to carry eight or more passengers, regardless of the  
11 number of passengers in the vehicle: (i) Auto transportation company  
12 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter  
13 carrier vehicles regulated under chapter 81.70 RCW, except marked or  
14 unmarked stretch limousines and stretch sport utility vehicles as  
15 defined under department of licensing rules; (iii) private nonprofit  
16 transportation provider vehicles regulated under chapter 81.66 RCW;  
17 and (iv) private employer transportation service vehicles. For  
18 purposes of this subsection, "private employer transportation  
19 service" means regularly scheduled, fixed-route transportation  
20 service that is offered by an employer for the benefit of its  
21 employees. Nothing in this subsection is intended to authorize the  
22 conversion of public infrastructure to private, for-profit purposes  
23 or to otherwise create an entitlement or other claim by private users  
24 to public infrastructure.

25 (b) The department shall expand the high occupancy vehicle lane  
26 access pilot program to vehicles that deliver or collect blood,  
27 tissue, or blood components for a blood-collecting or distributing  
28 establishment regulated under chapter 70.335 RCW. Under the pilot  
29 program, when the department reserves a portion of a highway based on  
30 the number of passengers in a vehicle, blood-collecting or  
31 distributing establishment vehicles that are clearly and identifiably  
32 marked as such on all sides of the vehicle are considered emergency  
33 vehicles and must be authorized to use the reserved portion of the  
34 highway.

35 (c) The department shall expand the high occupancy vehicle lane  
36 access pilot program to for hire nonemergency medical transportation  
37 vehicles, when in use for medical purposes, as described in section  
38 208(20), chapter 472, Laws of 2023. Under the pilot program, when the  
39 department reserves a portion of a highway based on the number of  
40 passengers in a vehicle, nonemergency medical transportation vehicles

1 that meet the requirements identified in section 208(20), chapter  
2 472, Laws of 2023 must be authorized to use the reserved portion of  
3 the highway.

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

7 (3) The appropriations in this section assume implementation of  
8 additional cost recovery mechanisms to recoup at least \$100,000 in  
9 credit card and other financial transaction costs related to the  
10 collection of fees imposed under RCW 46.17.400, 46.44.090, and  
11 46.44.0941 for driver and vehicle fee transactions beginning January  
12 1, 2023. The department may recover transaction fees incurred through  
13 credit card transactions.

14 (4) The department shall promote safety messages encouraging  
15 drivers to slow down and move over and pay attention when emergency  
16 lights are flashing on the side of the road and other suitable safety  
17 messages on electronic message boards the department operates across  
18 the state. The messages must be promoted through June 30, 2025. The  
19 department may coordinate such messaging with any statewide public  
20 awareness campaigns being developed by the department of licensing or  
21 the Washington state traffic safety commission, or both.

22 (5) \$5,000,000 of the multimodal transportation account—state  
23 appropriation is provided solely for the department to address  
24 emergent issues related to safety for pedestrians and bicyclists.  
25 Funds may only be spent after approval from the office of financial  
26 management. By December 15th of each odd-numbered year, the  
27 department shall provide a report to the legislature listing all  
28 emergent issues addressed in the prior fiscal biennium.

29 (6) \$3,529,000 of the highway safety account—state appropriation  
30 is provided solely for implementation of chapter 17, Laws of 2023  
31 (speed safety cameras).

32 (7) \$1,279,000 of the move ahead WA account—state appropriation  
33 is provided solely for maintenance and operations of the virtual  
34 coordination center. The department is encouraged to apply for  
35 federal grant funds for the virtual coordination center and may use  
36 state funds as a match. By December 1, 2023, the department shall  
37 report to the transportation committees of the legislature: (a)  
38 Recommendations to expand the center's operations, including specific  
39 additional jurisdictions and corridors across the state; and (b)

1 amounts received and dates of receipt of any new cash and in-kind  
2 matches from virtual coordination center partners including, but not  
3 limited to, the city of Seattle, King county, other state and local  
4 jurisdictions, and private sector partners.

5 (8) \$100,000 of the motor vehicle account—state appropriation is  
6 provided solely for the department to prepare and submit a report to  
7 the transportation committees of the legislature by December 1, 2024,  
8 with a prioritized list of recommendations for improving safety and  
9 mobility on Interstate 90 between North Bend and Cle Elum during  
10 winter weather events, including estimated costs. The recommendations  
11 must include, but are not limited to, options to improve compliance  
12 with traction tire and chain requirements and reduce snow-related  
13 closures.

14 (9) (a) (~~(\$5,000,000)~~) \$3,100,000 of the motor vehicle account—  
15 state appropriation is provided solely for the department, in  
16 coordination with the independent review team of the joint  
17 transportation committee, to conduct an analysis of highway, road,  
18 and freight rail transportation needs, options, and impacts from  
19 shifting the movement of freight and goods that currently move by  
20 barge through the lower Snake river dams to highways, other roads,  
21 and rail. The study should generate volume estimates and evaluate  
22 scenarios for changes in infrastructure and operations that would be  
23 necessary to address those additional volumes. The assessment must  
24 include quantitative analysis based on available data in terms of  
25 both financial and carbon emission costs; and qualitative input  
26 gathered from tribal governments, local governments, freight  
27 interests, and other key stakeholders, including impacts on  
28 disadvantaged/underserved communities. The analysis must include a  
29 robust public engagement process to solicit feedback from interested  
30 stakeholders including but not limited to: Residents and officials in  
31 affected cities and counties; stakeholders involved in railroad,  
32 agriculture, fishing, trucking, shipping and other related  
33 industries; appropriate Native American tribes; representatives of  
34 advocacy and community organizations; and transportation, public  
35 works, and economic development organizations in the affected areas,  
36 federal highway administration and army corps of engineers. The  
37 analysis must be informed by the work of the joint transportation  
38 committee's independent review team, and must include the following:

39 (i) Existing volumes and traffic patterns;

1 (ii) Potential changes in volumes and traffic patterns  
2 immediately following the loss of freight movement by barge and over  
3 the following 20 years, including the carbon emissions impact of this  
4 mode shift;

5 (iii) Identification of whether regional geography, land  
6 availability, and state and federal regulatory processes would allow  
7 for rail and road expansions and increased capacity;

8 (iv) Identification of potential infrastructure and operational  
9 improvements to existing highways, other roads, and rail, including  
10 additional access to facilities, needed to accommodate the higher  
11 freight volumes and impacts and potential opportunities to mitigate  
12 impacts on shipping rates;

13 (v) Identification of rail line development options, including  
14 impacts and potential opportunities to mitigate impacts on grain  
15 storage and handling facilities at regional unit train yards and port  
16 export facilities;

17 (vi) An assessment of costs associated with mitigating potential  
18 slope failure and stabilization necessitated by the drawdown of the  
19 river. An assessment of impacts and potential opportunities to  
20 mitigate impacts on adjacent roads, bridges, railroads, and utility  
21 corridors shall be included;

22 (vii) Both financial and carbon cost estimates for development  
23 and implementation of identified needs and options, including  
24 planning, design, and construction;

25 (viii) Analysis of the impacts and potential opportunities to  
26 mitigate impacts of these infrastructure changes on environmental  
27 justice and disadvantaged/underserved communities during  
28 construction, as well as from future operations;

29 (ix) Analysis of safety impacts and potential opportunities to  
30 mitigate impacts for a shift from barge transportation to rail or  
31 truck, including increases in rural community traffic and consistency  
32 with the Washington State Strategic Highway Safety Plan: Target Zero;

33 (x) Impacts and potential opportunities to mitigate impacts on  
34 highly affected commodities, including agriculture, petroleum,  
35 project cargo, and wind energy components;

36 (xi) Analysis of the impacts and potential opportunities to  
37 mitigate impacts that reduced competition resulting from removing  
38 barging of agricultural products on the Snake river would have on  
39 Washington's agricultural industry along with impacts modal shifts

1 would have on the entire supply chain, including export facilities  
2 and ports on the Lower Columbia River; and

3 (xii) Determination of the feasibility that additional east-west  
4 freight rail capacity can be achieved, particularly through Columbia  
5 River Gorge, and the alternative routes that exist in the event that  
6 adding more infrastructure on these routes is not feasible.

7 (b) The department shall provide status updates on a quarterly  
8 basis in coordination with the joint transportation committee. The  
9 legislature intends to require a final report to the governor and the  
10 transportation committees of the legislature by December 31, 2026.

11 (10) \$2,000,000 of the highway safety account—state appropriation  
12 is provided solely for the department, in consultation with the  
13 Washington traffic safety commission, to evaluate and identify  
14 geographical locations in both urban and rural highway settings to  
15 install and implement wrong-way driving prevention strategies. Such  
16 prevention strategies may include improved signage and pavement  
17 markings as recommended by the traffic safety commission's report on  
18 wrong-way driving, "Strategies and Technologies to Prevent and  
19 Respond to Wrong-Way Driving Crashes." The department must report to  
20 the legislature any crash data or wrong-way violations that occur at  
21 the selected locations by June 30, 2025.

22 (11) \$1,000,000 of the motor vehicle account—state appropriation  
23 is provided solely for the department to develop an automated highway  
24 speed safety camera pilot program to test two to three automated  
25 traffic safety cameras on state highways. The goals of the automated  
26 highway speed safety camera pilot program are to test speed camera  
27 technology, determine the impact on speeding behavior in areas of  
28 testing, and compile public response to the use of traffic safety  
29 cameras on highways.

30 (a) The department must work with the Washington state patrol and  
31 the traffic safety commission to develop the pilot program to  
32 include, but not be limited to, the following program elements:

33 (i) Selection of technology;

34 (ii) Placement of cameras in high speed, collision, or fatality  
35 locations;

36 (iii) Establishment of public notification and warning signs  
37 prior to entering into an area with a speed safety camera;

38 (iv) Outreach and public engagement about the program and site  
39 selection process; and

(v) Development and implementation of a process to collect and report relevant pilot program data, including rates of speed prior to, during, and after the use of pilot program cameras, and public response to pilot program cameras.

(b) Automated traffic safety cameras may only take pictures of the vehicle and the vehicle license plates.

(c) Ticketing of violators using vehicle speed information captured by automated traffic safety cameras authorized under the pilot program is prohibited during the pilot program.

(d) As part of the pilot program, the department may inform registered vehicle owners of a vehicle's rate of speed exceeding the posted speed limit and the amount of the fine the law would have allowed to be imposed by providing notification by mail.

(e) The department is required to provide a program progress report to the governor and transportation committees of the legislature by (~~September 30, 2024~~) June 30, 2025, to include a summary of public input on the use of safety cameras, including objections, evaluation of technologies used, and changes in speeding behavior.

(f) Photographs, microphotographs, electronic images, and other personally identifying data captured and collected for the purposes of the pilot program are for the exclusive use of the Washington state patrol and department of transportation in carrying out the pilot program, are not open to the public, and may not be used in 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. . . . .	( <del>(\$63,497,000)</del> )
	<u>\$63,501,000</u>
Motor Vehicle Account—Federal Appropriation. . . . .	\$780,000
Motor Vehicle Account—Private/Local Appropriation. . . . .	\$500,000



1	Move Ahead WA Flexible Account—State Appropriation. . . .	\$5,400,000
2	Puget Sound Ferry Operations Account—State	
3	Appropriation. . . . .	\$509,000
4	Multimodal Transportation Account—State	
5	Appropriation. . . . .	(( <del>\$22,723,000</del> ))
6		<u>\$15,932,000</u>
7	State Route Number 520 Corridor Account—State	
8	Appropriation. . . . .	\$220,000
9	Tacoma Narrows Toll Bridge Account—State	
10	Appropriation. . . . .	\$136,000
11	Alaskan Way Viaduct Replacement Project Account—	
12	State Appropriation. . . . .	\$127,000
13	Interstate 405 and State Route Number 167 Express	
14	Toll Lanes Account—State Appropriation. . . . .	\$114,000
15	TOTAL APPROPRIATION. . . . .	(( <del>\$94,006,000</del> ))
16		<u>\$87,219,000</u>

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

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

23 (i) The preapprenticeship support services (PASS) and career  
24 opportunity maritime preapprenticeship support services (COMPASS)  
25 programs, which aim to increase diversity in the highway construction  
26 and maritime workforces and prepare individuals interested in  
27 entering the highway construction and maritime workforces. In  
28 addition to the services allowed under RCW 47.01.435, the PASS and  
29 COMPASS programs may provide housing assistance for youth aging out  
30 of the foster care and juvenile rehabilitation systems to support  
31 their participation in a transportation-related preapprenticeship  
32 program and support services to obtain necessary maritime documents  
33 and coast guard certification; and

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

36 (b) The department shall report annually to the transportation  
37 committees of the legislature on efforts to increase diversity in the  
38 transportation construction workforce.

(2) \$1,512,000 of the motor vehicle account—state appropriation and \$488,000 of the Puget Sound ferry operations account—state appropriation are provided solely for the department to develop, track, and monitor the progress of community workforce agreements, and to assist with the development and implementation of internal diversity, equity, and inclusion efforts and serve as subject matter experts on federal and state civil rights provisions. The department shall engage with relevant stakeholders, and provide a progress report on the implementation of efforts under this subsection to the transportation committees of the legislature and the governor by December 1, 2024.

(3) For Washington state department of transportation small works roster projects under RCW 39.04.155, the department may only allow firms certified as small business enterprises, under 49 C.F.R. 26.39, to bid on the 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, 2024.

(4) \$21,195,000 of the motor vehicle account—state appropriation and (~~(\$21,194,000)~~) \$14,403,000 of the multimodal transportation account—state appropriation are provided solely for the department to upgrade the transportation reporting and accounting information 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

Motor Vehicle Account—State Appropriation. . . . . (~~(\$32,044,000)~~)

\$30,471,000

Motor Vehicle Account—Federal Appropriation. . . . . \$31,527,000

Motor Vehicle Account—Private/Local Appropriation. . . . . \$400,000

1	Move Ahead WA Flexible Account—State Appropriation. . . .	\$11,922,000
2	Multimodal Transportation Account—State	
3	Appropriation. . . . .	(( <del>\$2,714,000</del> ))
4		<u>\$2,574,000</u>
5	Multimodal Transportation Account—Federal	
6	Appropriation. . . . .	\$2,809,000
7	Multimodal Transportation Account—Private/Local	
8	Appropriation. . . . .	\$100,000
9	TOTAL APPROPRIATION. . . . .	(( <del>\$85,516,000</del> ))
10		<u>\$83,803,000</u>

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

13       (1) \$750,000 of the multimodal transportation account—state  
14 appropriation is provided solely for the department to partner with  
15 the department of commerce and regional transportation planning  
16 organizations in implementing vehicle miles traveled targets and  
17 supporting actions. As part of target setting, important factors that  
18 must be considered include land use patterns, safety, and vulnerable  
19 populations. The department shall provide an interim report by June  
20 30, 2024, and a final report by June 30, 2025.

21       (2) \$150,000 of the motor vehicle account—state appropriation is  
22 provided solely for the department to continue implementation of a  
23 performance-based project evaluation model. The department must issue  
24 a report by September 1, 2024.

25       (3)(a) \$180,000 of the multimodal transportation account—state  
26 appropriation is provided solely for Thurston regional planning  
27 council (TRPC) to conduct a study examining options for multimodal  
28 high capacity transportation (HCT) to serve travelers on the  
29 Interstate 5 corridor between central Thurston county (Olympia area)  
30 and Pierce county.

31       (b) The study will include an assessment of travelsheds and  
32 ridership potential and identify and provide an evaluation of options  
33 to enhance connectivity and accessibility for the greater south Puget  
34 Sound region with an emphasis on linking to planned or existing  
35 commuter or regional light rail. The study must account for previous  
36 and ongoing efforts by transit agencies and the department. The study  
37 will emphasize collaboration with a diverse community of interests,  
38 including but not limited to transit, business, public agencies,

1 tribes, and providers and users of transportation who because of age,  
2 income, or ability may face barriers and challenges.

3 (c) The study is due to the governor and transportation  
4 committees of the legislature by September 1, 2024.

5 (4) (~~(\$700,000)~~) \$560,000 of the multimodal transportation  
6 account—state appropriation is provided solely for the city of  
7 Seattle's office of planning and community development to support an  
8 equitable development initiative to reconnect the South Park  
9 neighborhood, currently divided by state route number 99.

10 (a) The support work must include:

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

13 (ii) A feasibility study of decommissioning state route number 99  
14 in the South Park neighborhood to include, but not be limited to,  
15 traffic studies, environmental impact analysis, and development of  
16 alternatives, including the transfer of the land to a neighborhood-  
17 led community land trust.

18 (b) The support work must be conducted in coordination and  
19 partnership with neighborhood residents, neighborhood industrial and  
20 commercial representatives, the state department of transportation,  
21 and other entities and neighborhoods potentially impacted by changes  
22 to the operation of state route number 99.

23 (c) The city must provide (~~(a report on the plan that includes~~  
24 ~~recommendations))~~) an interim report on progress to date to the  
25 Seattle city council, state department of transportation, and the  
26 transportation committees of the legislature by June 30, 2025.

27 (5) (~~(\$2,557,000)~~) \$1,000,000 of the motor vehicle account—state  
28 appropriation is provided solely for the department to upgrade the  
29 department's linear referencing system (LRS) and highway performance  
30 monitoring system (HPMS) (~~(, and is subject to the conditions,~~  
31 ~~limitations, and review requirements in section 701, chapter 472,~~  
32 ~~Laws of 2023))~~).

33 (6) \$306,000 of the multimodal transportation account—state  
34 appropriation is provided solely for the department to appoint or  
35 designate a liaison to serve as a point of contact and resource for  
36 the department, local governments, and project proponents regarding  
37 land use decisions and processing development permit applications.  
38 The liaison must, as a priority, facilitate and expedite any  
39 department decisions required for project approval.

(7) \$742,000 of the motor vehicle account—federal appropriation is provided solely for remaining work on the "Forward Drive" road usage charge research project overseen by the transportation commission using the remaining amounts of the federal grant award. The remaining work of this project includes:

(a) Analysis of road usage charge simulation and participant surveys;

(b) Follow up on road usage charge experiences related to payment installments, mileage exemptions, and vehicle-based mileage reporting;

(c) Completion of technology research; and

(d) Development of the final "Forward Drive" research program report.

(8)(a) \$11,922,000 of the move ahead WA flexible account—state appropriation is provided solely for an Interstate 5 planning and environmental linkage study and a statewide Interstate 5 master plan, building upon existing work under way in the corridor. It is the intent of the legislature to provide a total of \$40,000,000 for this work by 2029.

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

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

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

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

(iv) A report to the transportation committees of the legislature by December 1, 2024, with recommendations for future phases and a detailed funding request for work planned through 2029.

(c) Of the amounts provided in this subsection, \$300,000 is provided solely for the department to conduct a Seattle Interstate 5 ramp reconfiguration study. The study must be conducted in coordination and partnership with the city of Seattle's department of transportation, informed by the input of Interstate 5 lid

1 stakeholders, and coordinated with work under (a) and (b) of this  
2 subsection. The department must provide a study report, including  
3 recommendations, to the city of Seattle's department of  
4 transportation and the transportation committees of the legislature  
5 by December 1, 2024. The study must include an analysis of:

6 (i) Options and opportunities to reconfigure, relocate, or remove  
7 Interstate 5 ramps within and between Chinatown-International  
8 District and the University District for the purpose of improving  
9 through-traffic operations, enhancing multimodal transportation  
10 safety, and enabling more efficient air rights development;

11 (ii) Potential mitigation needs and cost estimates of ramp  
12 changes and demolitions;

13 (iii) Benefits of ramp changes and demolitions to pedestrian and  
14 bicycle travel, transit operations, and future lid design;

15 (iv) Ramps for the mainline, collector-distributor lanes and  
16 express lanes including, at a minimum, ramps connecting to and from  
17 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca  
18 Street, Spring Street, University Street, Union Street, Olive Way,  
19 Yale Avenue, NE 45th Street, and NE 50th Street;

20 (v) Removal of the existing ramps at Seneca Street, Spring  
21 Street, and University Street; and

22 (vi) Removal and consolidation options of the existing NE 45th  
23 Street and NE 50th Street ramps.

24 (d) The department shall work with the emergency management  
25 division of the military department to identify strategic  
26 transportation corridors, opportunities to improve resilience and  
27 reinforce the corridors against natural disasters, and opportunities  
28 to secure federal funding for investments in the resilience of the  
29 transportation network. The department shall provide a report to the  
30 transportation committees of the legislature by December 1, 2023, on:

31 (i) Strategic transportation corridors and opportunities to  
32 improve their resilience;

33 (ii) Federal funding opportunities the state should pursue; and

34 (iii) Recommendations for actions to maximize federal funding for  
35 the state of Washington.

36 (9) The department shall continue to coordinate planning work  
37 focused on the transportation system in western Washington across  
38 modes with the goal of maximizing system performance toward the  
39 policy goals in RCW 47.04.280 in the most cost-effective manner. This  
40 coordination must include, but is not limited to: The Interstate 5

1 highway corridor, existing rail infrastructure and future high-speed  
2 rail alignment, and commercial aviation capacity. The department must  
3 report to the joint transportation committee through existing  
4 reporting mechanisms on the status of these planning efforts  
5 including, but not limited to, a long-term strategy for addressing  
6 resilience of the transportation system in western Washington through  
7 consideration of changing demand, modal integration, and preservation  
8 needs. The coordinated work must include an analysis of different  
9 alternatives to promote system resilience, including performance and  
10 cost of each scenario.

11 (10) \$3,000,000 of the carbon emissions reduction account—state  
12 appropriation is provided solely for the department, in coordination  
13 with the department's HEAL act team and environmental services  
14 office, to develop and implement a community outreach, education, and  
15 technical assistance program for overburdened communities and their  
16 community partners in order to develop community-centered carbon  
17 reduction strategies to make meaningful impacts in a community, and  
18 to provide assistance in gaining access to available funding to  
19 implement these strategies, where applicable. The department may  
20 provide appropriate compensation to members of overburdened  
21 communities who provide solicited community participation and input  
22 needed by the department to implement and administer the program  
23 established in this subsection. By June 1, 2024, and by June 1, 2025,  
24 the department must submit a report to the transportation committees  
25 of the legislature and to the governor that provides an update on the  
26 department's community outreach, education, and technical assistance  
27 program development and implementation efforts.

28 (11) \$200,000 of the motor vehicle account—state appropriation is  
29 provided solely for planning and intersection improvements along  
30 state route number 904 and improvements to the local network that  
31 would feed intersections with state route number 904. This work must  
32 include, but is not limited to, the Medical Lake/Four Lakes Road/West  
33 3rd Ave intersection and feeding local network. The department must  
34 collaborate with Spokane county and the city of Cheney on this work  
35 and other improvement ideas along the corridor.

36 (12) Beginning January 1, 2025, \$1,000,000 of the carbon  
37 emissions reduction account—state appropriation is provided solely  
38 for the department to contract with a world cup organizing committee  
39 based in Seattle to undertake low carbon transportation planning

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. . . . .	<del>(( \$112,419,000 ))</del>
	<u>\$122,169,000</u>
Puget Sound Ferry Operations Account—State Appropriation. . . . .	\$244,000
State Route Number 520 Corridor Account—State Appropriation. . . . .	\$69,000
Connecting Washington Account—State Appropriation. . . . .	\$452,000
Multimodal Transportation Account—State Appropriation. . . . .	\$6,335,000
Tacoma Narrows Toll Bridge Account—State Appropriation. . . . .	\$43,000
Alaskan Way Viaduct Replacement Project Account— State Appropriation. . . . .	\$38,000
Interstate 405 and State Route Number 167 Express Toll Lanes Account—State Appropriation. . . . .	\$43,000
TOTAL APPROPRIATION. . . . .	<del>(( \$119,700,000 ))</del>
	<u>\$129,450,000</u>

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

(1) Consistent with existing protocol and practices, for any negotiated settlement of a claim against the state for the department



1 that exceeds \$5,000,000, the department, in conjunction with the  
2 attorney general and the department of enterprise services, shall  
3 notify the director of the office of financial management and the  
4 transportation committees of the legislature.

5 (2) On August 1, 2023, and semiannually thereafter, the  
6 department, in conjunction with the attorney general and the  
7 department of enterprise services, shall provide a report with  
8 judgments and settlements dealing with the Washington state ferry  
9 system to the director of the office of financial management and the  
10 transportation committees of the legislature. The report must include  
11 information on: (a) The number of claims and settlements by type; (b)  
12 the average claim and settlement by type; (c) defense costs  
13 associated with those claims and settlements; and (d) information on  
14 the impacts of moving legal costs associated with the Washington  
15 state ferry system into the statewide self-insurance pool.

16 (3) On August 1, 2023, and semiannually thereafter, the  
17 department, in conjunction with the attorney general and the  
18 department of enterprise services, shall provide a report with  
19 judgments and settlements dealing with the nonferry operations of the  
20 department to the director of the office of financial management and  
21 the transportation committees of the legislature. The report must  
22 include information on: (a) The number of claims and settlements by  
23 type; (b) the average claim and settlement by type; and (c) defense  
24 costs associated with those claims and settlements.

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

30 **Sec. 918.** 2024 c 310 s 221 (uncodified) is amended to read as  
31 follows:

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

33 Carbon Emissions Reduction Account—State

34 Appropriation. . . . . ((~~\$30,400,000~~))  
35 \$2,557,000

36 Climate Transit Programs Account—State Appropriation ((~~\$410,645,000~~))  
37 \$378,895,000

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



1 reported in the "2021 Summary of Public Transportation" published by  
2 the department of transportation. No transit agency may receive more  
3 than 30 percent of these distributions. Fuel type may not be a factor  
4 in the grant selection process.

5 (c) \$2,208,000 of the multimodal transportation account—state  
6 appropriation and \$225,000 of the climate transit programs account—  
7 state appropriation are provided solely for the reappropriation of  
8 amounts provided for this purpose in the 2021-2023 fiscal biennium.

9 (2) \$33,077,000 of the rural mobility grant program account—state  
10 appropriation is provided solely for grants to aid small cities in  
11 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a  
12 factor in the grant selection process.

13 (3) (~~(\$11,598,000)~~) \$9,925,000 of the multimodal transportation  
14 account—state appropriation is provided solely for a public transit  
15 rideshare grant program for: (a) Public transit agencies to add or  
16 replace rideshare vehicles; and (b) incentives and outreach to  
17 increase rideshare use. The grant program for public transit agencies  
18 may cover capital costs only, and costs for operating vanpools at  
19 public transit agencies are not eligible for funding under this grant  
20 program. Awards from the grant program must not be used to supplant  
21 transit funds currently funding ride share programs, or to hire  
22 additional employees. Fuel type may not be a factor in the grant  
23 selection process. Of the amounts provided in this subsection,  
24 \$1,308,000 is for the reappropriation of amounts provided for this  
25 purpose in the 2021-2023 fiscal biennium.

26 (4) \$48,597,000 of the regional mobility grant program account—  
27 state appropriation is reappropriated and provided solely for the  
28 regional mobility grant projects identified in LEAP Transportation  
29 Document (~~((2024-2 ALL PROJECTS as developed March 6, 2024, Program -~~  
30 ~~Public Transportation Program (V))~~) 2025-2 ALL PROJECTS as developed  
31 March 23, 2025, Program - Public Transportation Program (V).

32 (5) (a) (~~(\$71,581,000)~~) \$13,133,000 of the regional mobility grant  
33 program account—state appropriation is provided solely for the  
34 regional mobility grant projects identified in LEAP Transportation  
35 Document (~~((2024-2 ALL PROJECTS as developed March 6, 2024, Program -~~  
36 ~~Public Transportation Program (V))~~) 2025-2 ALL PROJECTS as developed  
37 March 23, 2025, Program - Public Transportation Program (V). The  
38 department shall review all projects receiving grant awards under  
39 this program at least semiannually to determine whether the projects

1 are making satisfactory progress. Any project that has been awarded  
2 funds, but does not report activity on the project within one year of  
3 the grant award, must be reviewed by the department to determine  
4 whether the grant should be terminated. The department shall promptly  
5 close out grants when projects have been completed, and any remaining  
6 funds must be used only to fund projects identified in the LEAP  
7 transportation document referenced in this subsection. The department  
8 shall provide annual status reports on December 15, 2023, and  
9 December 15, 2024, to the office of financial management and the  
10 transportation committees of the legislature regarding the projects  
11 receiving the grants. It is the intent of the legislature to  
12 appropriate funds through the regional mobility grant program only  
13 for projects that will be completed on schedule. A grantee may not  
14 receive more than 25 percent of the amount appropriated in this  
15 subsection unless all other funding is awarded. Additionally, when  
16 allocating funding for the 2023-2025 fiscal biennium, no more than 30  
17 percent of the total grant program may directly benefit or support  
18 one grantee unless all other funding is awarded. Fuel type may not be  
19 a factor in the grant selection process.

20 (b) In order to be eligible to receive a grant under (a) of this  
21 subsection during the 2023-2025 fiscal biennium, a transit agency  
22 must establish a process for private transportation providers to  
23 apply for the use of park and ride facilities. For purposes of this  
24 subsection, (i) "private transportation provider" means: An auto  
25 transportation company regulated under chapter 81.68 RCW; a passenger  
26 charter carrier regulated under chapter 81.70 RCW, except marked or  
27 unmarked stretch limousines and stretch sport utility vehicles as  
28 defined under department of licensing rules; a private nonprofit  
29 transportation provider regulated under chapter 81.66 RCW; or a  
30 private employer transportation service provider; and (ii) "private  
31 employer transportation service" means regularly scheduled, fixed-  
32 route transportation service that is offered by an employer for the  
33 benefit of its employees.

34 (c) \$1,500,000 of the amount appropriated in this subsection is  
35 provided solely for a contingency fund to assist current regional  
36 mobility grantees with cost escalations and overages. The department  
37 shall create a system for grantees to request funds, and set a cap of  
38 contingency funds per grantee to ensure an equitable distribution  
39 among requesters.

1 (d) During the 2023-2025 fiscal biennium, the department shall  
2 consider applications submitted by regional transportation planning  
3 organizations and metropolitan planning organizations for the  
4 regional mobility grant program funding in the 2025-2027 fiscal  
5 biennium.

6 (6) \$6,195,000 of the multimodal transportation account—state  
7 appropriation, \$3,300,000 of the climate transit programs account—  
8 state appropriation, and \$784,000 of the state vehicle parking  
9 account—state appropriation are provided solely for CTR grants and  
10 activities. Fuel type may not be a factor in the grant selection  
11 process. Of this amount, \$495,000 of the multimodal transportation  
12 account—state appropriation is reappropriated and provided solely for  
13 continuation of previously approved projects under the first mile/  
14 last mile connections grant program.

15 (7) (~~(\$16,319,000)~~) \$12,911,000 of the multimodal transportation  
16 account—state appropriation is provided solely for connecting  
17 Washington transit projects identified in LEAP Transportation  
18 Document (~~(2024-2 ALL PROJECTS as developed March 6, 2024)~~) 2025-2  
19 ALL PROJECTS as developed March 23, 2025, Program - Public  
20 Transportation Program (V). It is the intent of the legislature that  
21 entities identified to receive funding in the LEAP transportation  
22 document referenced in this subsection receive the amounts specified  
23 in the time frame specified in that LEAP document. If an entity has  
24 already completed a project in the LEAP transportation document  
25 referenced in this subsection before the time frame identified, the  
26 entity may substitute another transit project or projects that cost a  
27 similar or lesser amount.

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

30 (9) (~~(\$12,000,000)~~) \$9,942,000 of the multimodal transportation  
31 account—state appropriation and (~~(\$39,400,000)~~) \$28,306,000 of the  
32 climate transit programs account—state appropriation are provided  
33 solely for the green transportation capital projects identified in  
34 LEAP Transportation Document (~~(2024-2 ALL PROJECTS as developed March~~  
35 ~~6, 2024, Program - Public Transportation Program (V))~~) 2025-2 ALL  
36 PROJECTS as developed March 23, 2025, Program - Public Transportation  
37 Program (V). Of the amount of climate transit program account funds  
38 appropriated in this subsection, up to one percent may be used for  
39 program administration and staffing.

1 (10) \$5,950,000 of the multimodal transportation account—state  
2 appropriation and \$1,249,000 of the climate transit programs account—  
3 state appropriation are reappropriated and provided solely for the  
4 green transportation capital grant projects identified in LEAP  
5 Transportation Document (~~((2024-2 ALL PROJECTS as developed March 6,~~  
6 ~~2024, Program - Public Transportation Program (V))~~) 2025-2 ALL  
7 PROJECTS as developed March 23, 2025, Program - Public Transportation  
8 Program (V).

9 (11) (~~((Beginning January 1, 2025, \$7,442,000 of the carbon~~  
10 ~~emissions reduction account—state appropriation is provided solely~~  
11 ~~for additional green transportation capital projects identified in~~  
12 ~~LEAP Transportation Document 2024-2 ALL PROJECTS as developed March~~  
13 ~~6, 2024. Of the amounts provided in this subsection, \$1,000,000 is~~  
14 ~~for the Jefferson Transit - Electric Bus Replacement project~~  
15 ~~(GT23250A), \$1,023,000 is for the Pacific Transit - Electrification~~  
16 ~~of the Paratransit Fleet project (GT23250C), \$3,795,000 is for the C-~~  
17 ~~TRAN - Hydrogen Fueling Station Infrastructure project (GT23250D),~~  
18 ~~and \$1,623,000 is for the Island Transit - Fleet Expansion project~~  
19 ~~(GT23250E).~~

20 ~~(12) \$10,267,000))~~ \$8,632,000 of the climate transit programs  
21 account—state appropriation is provided solely for tribal transit  
22 grants. Up to one percent of the amount provided in this subsection  
23 may be used for program administration and staffing.

24 (a) The department must establish a tribal transit competitive  
25 grant program. Grants to federally recognized tribes may be for any  
26 transit purpose, including planning, operating costs, maintenance,  
27 and capital costs. The department shall report to the transportation  
28 committees of the legislature and the office of financial management  
29 with a list of projects recommended for funding by September 1, 2024,  
30 along with recommendations on how to remove barriers for tribes to  
31 access grant funds, including removal of grant match requirements,  
32 and recommendations for how the department can provide technical  
33 assistance.

34 (b) Within the amount provided in this subsection,  
35 (~~(\$10,167,000))~~ \$8,532,000 is provided solely for move ahead  
36 Washington tribal transit grant projects as listed in LEAP  
37 Transportation Document (~~((2024-2 ALL PROJECTS as developed March 6,~~  
38 ~~2024))~~) 2025-2 ALL PROJECTS as developed March 23, 2025, Program -

1 Public Transportation Program (V). Of this amount, \$529,000 is for  
2 the Sauk-Suiattle Commuter project (L1000318).

3 ~~((13))~~ (12) \$188,930,000 of the climate transit programs  
4 account—state appropriation is provided solely for transit support  
5 grants for public transit agencies that have adopted a zero-fare  
6 policy for youth 18 years of age and under by October 1, 2022. The  
7 department must confirm zero-fare policies are in effect at transit  
8 agencies to be eligible for biennial distributions.

9 ~~((14) \$38,000,000))~~ (13) \$35,914,000 of the climate transit  
10 programs account—state appropriation is provided solely for the bus  
11 and bus facility grant program for replacement, rehabilitation, and  
12 purchase of transit rolling stock, or construction, modification, or  
13 rehabilitation of transit facilities.

14 ~~((15))~~ (14) Beginning January 1, 2025, ~~(( \$7,758,000))~~  
15 \$1,467,000 of the carbon emissions reduction account—state  
16 appropriation is provided solely for ~~((additional bus and bus~~  
17 ~~facility projects. Of the amounts provided in this subsection,~~  
18 ~~\$1,467,000 is for))~~ Kitsap Transit for inductive charging units for  
19 transit centers ~~((, \$1,891,000 is for Twin Transit for zero-emission~~  
20 ~~vehicle acquisition, \$4,400,000 is for C-TRAN for highway 99 BRT~~  
21 ~~hydrogen fuel cell buses))~~.

22 ~~((16))~~ (15) \$2,000,000 of the climate transit programs account—  
23 state appropriation is provided solely for newly selected transit  
24 coordination grants. The department shall prioritize grant proposals  
25 that promote the formation of joint partnerships between transit  
26 agencies or merge service delivery across entities.

27 ~~((17) \$46,587,000))~~ (16) \$31,735,000 of the climate transit  
28 programs account—state appropriation is provided solely for move  
29 ahead Washington transit projects as listed in LEAP Transportation  
30 Document ~~((2024-2 ALL PROJECTS as developed March 6, 2024, Move Ahead~~  
31 ~~WA — Transit Projects))~~ 2025-2 ALL PROJECTS as developed March 23,  
32 2025, Program - Public Transportation Program (V).

33 (a) For projects funded as part of this subsection, if the  
34 department expects to have substantial reappropriations for the  
35 2023-2025 fiscal biennium, the department may, on a pilot basis,  
36 apply funding from a project with an appropriation that is unable to  
37 be used within the 2023-2025 fiscal biennium to advance one or more  
38 of the projects listed, prioritizing projects first by tier then by  
39 project readiness.

1 (b) In instances when projects listed in the LEAP transportation  
2 document referenced in this subsection (15) are no longer viable or  
3 have been completed, the department may recommend in its next budget  
4 submittal alternative project proposals from the local jurisdictions  
5 if the project is similar in type and scope and consistent with  
6 limitations on certain funds provided. In the event that the listed  
7 project has been completed, the local jurisdictions may, rather than  
8 submitting an alternative project, be reimbursed in the year in which  
9 it was scheduled for documented costs incurred implementing the  
10 listed project, not in excess of the amount awarded from the funding  
11 program.

12 (c) At least 10 business days before advancing or swapping a  
13 project pursuant to this subsection, the department must notify the  
14 office of financial management and the transportation committees of  
15 the legislature. The advancement of a project may not hinder the  
16 delivery of the projects for which the reappropriations are necessary  
17 for the 2023-2025 fiscal biennium.

18 ((~~(18)~~)) (17) \$702,000 of the multimodal transportation account—  
19 state appropriation is provided solely for the department to provide  
20 a statewide vanpool benefit for all state employees. For department  
21 employees working in remote job sites, such as mountain passes, the  
22 department must ensure employees are able to access job sites via a  
23 subsidized vanpool or provide a modal alternative for the "last mile"  
24 to ensure employees can access the job site without additional  
25 charge.

26 ((~~(19)~~)) (18) \$200,000 of the multimodal transportation account—  
27 state appropriation is provided solely for the department to update  
28 the 2019 feasibility study to add a fifth travel Washington intercity  
29 bus line in the Yakima Valley. The department must provide a summary  
30 report of the updated feasibility and cost estimates to the  
31 transportation committees of the legislature by December 1, 2024.

32 ((~~(20)~~)) (19) \$555,000 of the multimodal transportation account—  
33 state appropriation and \$500,000 of the carbon emissions reduction  
34 account—state appropriation are provided solely for an interagency  
35 transfer to the Washington State University extension energy program  
36 to administer a technical assistance and education program for public  
37 agencies on the use of alternative fuel vehicles. The Washington  
38 State University extension energy program shall prepare a report  
39 regarding the utilization of the program and submit this report to



the transportation committees of the legislature by November 15, 2023.

~~((+21+))~~ (20) (a) \$500,000 of the multimodal transportation account—state appropriation is provided solely for King county metro to develop a pilot program to place teams, including human services personnel, along routes that are enduring significant public safety issues and various disruptive behavior in south King county. The team would be available to deescalate disruptions, provide immediate access to transit resources, and refer customers to community resources to break cycles of inappropriate behavior. The teams must consist of individuals trained in deescalation and outreach. Team functions and duties should be cocreated with community stakeholders.

(b) King county metro must provide a report to the transportation committees of the legislature by June 30, 2024, regarding the effectiveness of the program, any suggestions for improving its efficacy, and any modifications that might be necessary for other transit providers to institute similar programs.

(c) King county metro must provide at least a 50 percent match to develop the pilot program funded under this subsection.

~~((+22+))~~ (21) \$500,000 of the multimodal transportation account—state appropriation is provided solely for planning to move Grays Harbor transit operation and administration facilities from the current location.

~~((+23+))~~ (22) As part of the department's 2025-2027 biennial budget request, the department must submit budget materials for the public transportation division separated into operating and capital budgeted programs.

~~((+24+))~~ (23) Beginning January 1, 2025, ~~(((\$2,000,000))~~ \$290,000 of the carbon emissions reduction account—state appropriation is provided solely for new transit coordination grants, prioritizing 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+))~~ (24) Beginning January 1, 2025, ~~(((\$900,000))~~ \$300,000 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 status 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))~~ (25) \$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**

1	Puget Sound Ferry Operations Account—State	
2	Appropriation. . . . .	(( <del>\$571,594,000</del> ))
3		<u>\$527,612,000</u>
4	Puget Sound Ferry Operations Account—Federal	
5	Appropriation. . . . .	(( <del>\$198,650,000</del> ))
6		<u>\$197,187,000</u>
7	Puget Sound Ferry Operations Account—Private/Local	
8	Appropriation. . . . .	\$121,000
9	TOTAL APPROPRIATION. . . . .	(( <del>\$770,365,000</del> ))
10		<u>\$724,920,000</u>

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

13 (1) The office of financial management budget instructions  
14 require agencies to recast enacted budgets into activities. The  
15 Washington state ferries shall include a greater level of detail in  
16 its 2023-2025 supplemental and 2025-2027 omnibus transportation  
17 appropriations act requests, as determined jointly by the office of  
18 financial management, the Washington state ferries, and the  
19 transportation committees of the legislature. This level of detail  
20 must include the administrative functions in the operating as well as  
21 capital programs. The data in the tables in the report must be  
22 supplied in a digital file format.

23 (2) ((~~\$97,060,000~~)) \$95,597,000 of the Puget Sound ferry  
24 operations account—federal appropriation and ((~~\$51,450,000~~))  
25 \$15,884,000 of the Puget Sound ferry operations account—state  
26 appropriation are provided solely for auto ferry vessel operating  
27 fuel in the 2023-2025 fiscal biennium, which reflect cost savings  
28 from a reduced biodiesel fuel requirement and, therefore, is  
29 contingent upon the enactment of section 703, chapter 472, Laws of  
30 2023. The amount provided in this subsection represents the fuel  
31 budget for the purposes of calculating any ferry fare fuel surcharge.  
32 The department shall review future use of alternative fuels and dual  
33 fuel configurations, including hydrogen.

34 (3) \$500,000 of the Puget Sound ferry operations account—state  
35 appropriation is provided solely for operating costs related to  
36 moving vessels for emergency capital repairs. Funds may only be spent  
37 after approval by the office of financial management.

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

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

4 (5) \$175,000 of the Puget Sound ferry operations account—state  
5 appropriation is provided solely for the department to continue a  
6 study of passenger demographics. The study may be included as part of  
7 a larger origin and destination study. The department shall report  
8 study results to the transportation committees of the legislature by  
9 December 1, 2023. Following completion of the study, the department  
10 must compare study results to the composition of groups outlined in  
11 RCW 47.60.310, both by overall representation of ferry riders and by  
12 route. A summary is due to the office of the governor and  
13 transportation committees of the legislature by December 1, 2024.

14 (6) The department shall continue to oversee a consultant study  
15 to identify and recommend cost-effective strategies to maximize walk-  
16 on passenger ridership of the Anacortes - San Juan ferry routes. The  
17 study is due to the transportation committees of the legislature by  
18 December 1, 2023. By December 1, 2024, any feasible near to medium  
19 term solutions identified from the study must be reported to the  
20 office of the governor and transportation committees of the  
21 legislature and include cost estimates for implementation.

22 (7) ((~~\$16,973,000~~)) \$8,873,000 of the Puget Sound ferry  
23 operations account—state appropriation is provided solely for  
24 Washington state ferries to:

25 (a) Provide scholarships, coursework fees, and stipends for  
26 candidates to become licensed deck officers (mates);

27 (b) Improve the process for unlicensed candidates who have  
28 achieved able-bodied sailor (AB) status to earn their mate's license;

29 (c) Annually hire, orient, train, and develop entry level engine  
30 room staff at the wiper classification with the intention of  
31 successfully promoting to oiler classification;

32 (d) Create an operations project management office;

33 (e) Increase human resources capacity to expand recruitment  
34 efforts including to communities currently underrepresented within  
35 the Washington state ferries, and add a workforce ombuds; and

36 (f) Hire additional dispatch staff, or any other staff mandatory  
37 for system operations.

1 (8) \$169,000 of the Puget Sound ferry operations account—state  
2 appropriation is provided solely for hiring an additional service  
3 planner.

4 (9) (a) During negotiations of the 2025-2027 collective bargaining  
5 agreements, the department must conduct a review and analysis of the  
6 collective bargaining agreements governing state ferry employees, to  
7 identify provisions that create barriers for, or contribute to  
8 creating a disparate impact on, newly hired ferry employees,  
9 including those who are women, people of color, veterans, and other  
10 employees belonging to communities that have historically been  
11 underrepresented in the workforce. The review and analysis must  
12 incorporate, to the extent practicable, the findings and  
13 recommendations from the December 2022 joint transportation committee  
14 study on Washington state ferries' workforce, and must also include,  
15 but not be limited to, provisions regarding seniority, work  
16 assignments, and work shifts. The review and analysis must also  
17 include consultation with the governor's office of labor relations,  
18 the governor's office of equity, and the attorney general's office.

19 (b) For future negotiations or modifications of the collective  
20 bargaining agreements, it is the intent of the legislature that the  
21 collective bargaining representatives for the state and ferry  
22 employee organizations may consider the findings of the review and  
23 analysis required in (a) of this subsection and negotiate in a manner  
24 to remove identified barriers and address identified impacts so as  
25 not to perpetuate negative impacts.

26 (10) \$1,504,000 of the Puget Sound ferry operations account—state  
27 appropriation is provided solely for the implementation of chapter  
28 188, Laws of 2023 (state ferry workforce development issues). If  
29 chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount  
30 provided in this subsection lapses.

31 (11) \$5,000,000 of the Puget Sound ferry operations account—state  
32 appropriation is provided solely for support of the Kitsap transit  
33 passenger ferry to supplement service on the Seattle-Bremerton route.

34 (12) \$100,000 of the Puget Sound ferry operations account—state  
35 appropriation is provided solely to assess temporary service  
36 restoration options for the Sidney, British Columbia route until  
37 Washington state ferries can resume its service. Washington state  
38 ferries must provide service options and recommendations to the

1 office of financial management and the transportation committees of  
2 the legislature by December 15, 2023.

3 (13) \$2,549,000 of the Puget Sound ferry operations account—state  
4 appropriation is provided solely for security services at Colman  
5 Dock.

6 (14) \$13,856,000 of the Puget Sound ferry operations account—  
7 state appropriation is provided solely for overtime and  
8 familiarization expenses incurred by engine, deck, and terminal  
9 staff. The department must provide updated staffing cost estimates  
10 for fiscal years 2024 and 2025 with its annual budget submittal and  
11 updated estimates by January 1, 2024.

12 (15) \$1,064,000 of the Puget Sound ferry operations account—state  
13 appropriation is provided solely for traffic control at ferry  
14 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and  
15 Bainbridge Island, during peak ferry travel times, with a particular  
16 focus on Sundays and holiday weekends.

17 (16) \$93,000 of the Puget Sound ferry operations account—state  
18 appropriation is provided solely for the Washington state ferries to  
19 secure housing for workforce training sessions and to pay in advance  
20 for the costs of transportation worker identification credentials,  
21 merchant mariner credentials, and medical examinations for incoming  
22 ferry system employees and trainees.

23 (17) \$10,417,000 of the Puget Sound ferry operations account—  
24 state appropriation is provided solely for vessel maintenance  
25 initiatives to:

26 (a) Add a second shift at the Eagle Harbor maintenance facility;

27 (b) Establish maintenance management project controls to maximize  
28 vessel maintenance work at the Eagle Harbor facility;

29 (c) Expand the existing Washington state ferries Eagle Harbor  
30 apprenticeship program from two to eight apprentices; and

31 (d) Maintain assets in a state of good repair by investing in  
32 enterprise asset management operating capacity.

33 (18)(a) \$855,000 of the Puget Sound ferry operations account—  
34 state appropriation is provided solely for Washington state ferries  
35 to provide to Seattle Central Community College for a pilot with the  
36 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding  
37 may not be expended until Washington state ferries certifies to the  
38 office of financial management that a memorandum of agreement with  
39 Seattle Central Community College has been executed, and the office

1 of financial management determines that funds provided in this  
2 subsection are utilized for programs that are a benefit to the  
3 Washington state ferries or the prospective workforce pipeline of the  
4 Washington state ferries. The memorandum of agreement with Seattle  
5 Central Community College must address:

6 (i) Prioritized use of training and other facilities and  
7 implementation of joint training opportunities for Washington state  
8 ferries' employees and trainees;

9 (ii) Development of a joint recruitment plan with Seattle Central  
10 Community College aimed at increasing enrollment of women and people  
11 of color, with specific strategies to recruit existing community and  
12 technical college students, maritime skills center students, high  
13 school students from maritime programs, including maritime skills  
14 center students, foster care graduates, and former juvenile  
15 rehabilitation and adult incarcerated individuals; and

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

19 (b) The joint training and recruitment plan must be submitted to  
20 the appropriate policy and fiscal committees of the legislature by  
21 December 1, 2023. The Washington state ferries must submit findings  
22 of program effectiveness and recommendations for continuation of the  
23 pilot, to the appropriate committees of the legislature by December  
24 1, 2024.

25 (19) \$420,000 of the Puget Sound ferry operations account  
26 appropriation—state is provided solely for a contract with an  
27 organization with experience evaluating and developing  
28 recommendations for the Washington state ferries' workforce to  
29 provide expertise on short-term strategies including, but not limited  
30 to, addressing recruitment, retention, diversity, training needs,  
31 leadership development, and succession planning. The consultant shall  
32 provide additional assistance as deemed necessary by the Washington  
33 state ferries to implement recommendations from the joint  
34 transportation committee 2022 workforce study. Periodic updates must  
35 be given to the joint transportation committee and the governor.

36 (20) By December 31st of each year, as part of the annual ferries  
37 division performance report, the department must report on the status  
38 of efforts to increase the staff available for maintaining the  
39 customary level of ferry service, including staff for deck, engine,  
40 and terminals. The report must include data for a 12-month period up

1 to the most recent data available, by staff group, showing the number  
2 of employees at the beginning of the 12-month period, the number of  
3 new employees hired, the number of employees separating from service,  
4 and the number of employees at the end of the 12-month period. The  
5 department report on additional performance measures must include:

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

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

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

12 (21) (~~(\$10,000,000)~~) \$5,000,000 of the Puget Sound ferry  
13 operations account—state appropriation is provided solely for the  
14 department to increase deck and engine positions across the system,  
15 prioritizing positions that will mitigate crew related cancellations  
16 and reduce overtime expenditures. The department must include an  
17 update on the number of positions hired by job class as part of the  
18 annual performance report. The legislature intends to provide  
19 \$16,000,000 on an ongoing basis to support additional crew efforts.

20 (22) \$500,000 of the Puget Sound ferry operations account—state  
21 appropriation is provided solely for the department to evaluate  
22 options for the state to return to providing state passenger-only  
23 ferry service to support existing ferry service routes.

24 (a) The study must focus on the routes recommended for further  
25 study by the 2020 study of passenger-only ferry service by the Puget  
26 Sound regional council as well as San Juan county interisland  
27 passenger-only ferry service. The department must contract with a  
28 third-party entity with experience in passenger-only ferry service.

29 (b) The evaluation must study options for the state to return to  
30 providing state passenger-only ferry service to support existing  
31 ferry service routes. The study must include estimated ridership,  
32 operating costs including labor, vessel procurement options with  
33 prioritization given to clean fueled ferries such as electric  
34 ferries, funding options including state subsidies of passenger-only  
35 ferry districts, and schedule and timing to implement passenger-only  
36 ferry options in evaluated routes.

37 (c) A progress report is due to the governor and transportation  
38 committees of the legislature by October 30, 2024. A final report is  
39 due to the governor and transportation committees of the legislature  
40 by June 1, 2025.



(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 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

Multimodal Transportation Account—State

Appropriation. . . . . \$2,000,000

TOTAL APPROPRIATION. . . . . (~~(\$20,354,000)~~)

\$20,338,000

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 46.68.120(3), to contract with the Washington state association of counties to:

1 (a) Contract with the department of fish and wildlife to  
2 identify, inventory, and prioritize county-owned fish passage  
3 barriers;

4 (b) Continue streamlining and updating the county road  
5 administration board's data dashboard, to provide a more detailed,  
6 more transparent, and user-friendly platform for data management,  
7 reporting, and research by the public and other interested parties;

8 (c) Commission a study to develop guidance for county public  
9 works departments conducting environmental justice assessments in  
10 their communities and recommend best practices for community  
11 engagement plans to address environmental health disparities for  
12 identified overburdened communities;

13 (d) Contract for a study to identify best practices within public  
14 works for the recruitment and retention of employees, including:  
15 Recommendations for improving outreach and recruitment to  
16 underrepresented populations, methods to partner with local community  
17 colleges and universities, methods to expand apprenticeship and  
18 internship programs, strategies to increase training and development  
19 opportunities, and recommendations for career advancement programs  
20 and better work-life balance outcomes;

21 (e) Update the 2020 county transportation revenue study; and

22 (f) By December 15, 2024, report to the office of financial  
23 management and the appropriate committees of the legislature the  
24 deliverables from and the amounts expended on the purposes enumerated  
25 in this subsection.

26 ((~~(4)~~)) (3) (a) \$200,000 of the multimodal transportation account—  
27 state appropriation is provided solely for the department to develop  
28 the preliminary phase of an action plan for the establishment of  
29 cycle highways in locations that connect population centers and  
30 support mode shift.

31 (b) The action plan may complement and incorporate existing  
32 resources, including the state trails database maintained by the  
33 recreation and conservation office, local and regional plans, and the  
34 state active transportation plan.

35 (c) The action plan may also include, but is not limited to:

36 (i) Recommended design; geometric and operational criteria and  
37 typologies appropriate to urban, suburban, and rural settings;  
38 settings that include shared use; and incremental approaches to  
39 achieve desired facility types;

1 (ii) A model or methodology to project potential demand and  
2 carrying capacity based on facility quality, level of traffic stress,  
3 location, directness, land use, and other key attributes;

4 (iii) Examination of the feasibility of developing high-capacity  
5 infrastructure for bicycle and micromobility device use within a  
6 variety of contexts and recommendations for pilot projects;

7 (iv) Identification of key gaps in regional networks, including  
8 planned and aspirational routes and locations within three miles of  
9 high-capacity transit or existing shared-use paths and trails  
10 suitable for transportation;

11 (v) Identification of legal, regulatory, financial,  
12 collaboration, and practical barriers to development and community  
13 acceptance and support of such facilities; and

14 (vi) Recommended strategies to consider and address issues to  
15 avoid unintended consequences such as displacement, and to ensure  
16 equity in long-term development of such facilities.

17 (d) The department must provide a report with its initial  
18 findings, and recommendations for next steps, to the transportation  
19 committees of the legislature by June 30, 2025.

20 ~~((+5))~~ (4) \$750,000 of the multimodal transportation account—  
21 state appropriation is provided solely for a grant program to support  
22 local initiatives that expand or establish civilian intervention  
23 programs for nonmoving violations, focusing on nonpunitive  
24 interventions such as helmet voucher programs, fee offset programs,  
25 fix-it tickets, and repair vouchers that provide solutions for  
26 vehicle equipment failures for low-income road users.

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

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

36 ~~((+6))~~ (5) \$146,000 of the motor vehicle account—state  
37 appropriation is provided solely for the implementation of chapter  
38 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is  
39 not enacted by June 30, 2023, the amount provided in this subsection  
40 lapses.

1        ~~((+7))~~ (6)(a) \$50,000 of the multimodal transportation account—  
2 state appropriation is provided solely for the department to examine  
3 the feasibility of creating a new budget program for the active  
4 transportation division, including, but not limited to, examining:

5        (i) Estimated cost, new staffing needs, and time frame to  
6 establish the program;

7        (ii) A proposed budget structure, and whether both operating and  
8 capital components should be established; and

9        (iii) Identification of staff, capital projects, and other  
10 resources that would need to be transferred from other existing  
11 programs.

12        (b) By December 1, 2024, the department shall report examination  
13 findings and recommendations to the office of financial management  
14 and the transportation committees of the legislature.

15        ~~((+8))~~ (7) \$275,000 of the carbon emissions reduction account—  
16 state appropriation is provided solely to support Pierce, Skagit,  
17 Whatcom, and Wahkiakum county ferries with youth zero-fare policies.

18        ~~((+9))~~ (8) \$500,000 of the multimodal transportation account—  
19 state appropriation is provided solely for the city of Seattle  
20 department of transportation to create a digital conflict area  
21 awareness management program to provide machine-readable information  
22 for transportation operators, such as autonomous vehicle fleet  
23 operators, to be aware of conflict areas, such as emergency response  
24 zones, work zones, schools, pick up and drop off locations, and other  
25 areas where vulnerable road users may be present.

26        (a) Program work must include:

27        (i) The city of Seattle engaging with first responders and  
28 transportation management officials and other relevant stakeholders,  
29 to determine program implementation needs and processes; and

30        (ii) A feasibility study of implementing the program's mobility  
31 and curb data specifications to include, but not be limited to,  
32 necessary partners, data platforms, ability to integrate real-time  
33 911 dispatch, emergency vehicles, work zones, and other areas to  
34 reduce conflicts for transportation operators of autonomous vehicle  
35 fleets on public roads and in the right-of-way.

36        (b) Program work must also be conducted in coordination and  
37 partnership with city of Seattle departments, the nonprofit steward  
38 of the program's mobility and curb data specifications, the

1 Washington state department of transportation, and other entities  
2 potentially impacted by the implementation of the program.

3 (c) As feasible, the city of Seattle shall prepare an  
4 implementation pilot of the program to make a standardized data feed  
5 available publicly for transportation operator use.

6 (d) The city of Seattle must provide a report on any findings and  
7 recommendations of the program and any implementation needs and  
8 process mapping for use by other jurisdictions to the Washington  
9 state department of transportation and the transportation committees  
10 of the legislature by June 30, 2025.

11 ~~((10))~~ (9) \$150,000 of the motor vehicle account—state  
12 appropriation is provided solely for the department to fund one full-  
13 time equivalent liaison position within the local program multiagency  
14 permit program. Within the amounts provided in this subsection, the  
15 department shall work to enhance its multiagency permit program  
16 capabilities, with an emphasis on multiagency agreements that  
17 streamline, prioritize, and expedite project-level and programmatic  
18 permits and approvals. The department shall review current  
19 multiagency permit program practices and provide a report with  
20 recommendations on the enhancement of the program to the  
21 transportation committees of the legislature by December 1, 2024.

(End of part)

FOR THE WASHINGTON STATE PATROL

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

(a) (~~(\$250,000)~~) \$1,420,000 is for emergency repairs;

(b) (~~(\$2,000,000)~~) \$1,133,000 is for roof replacements;

(c) (~~(\$350,000)~~) \$251,000 is for fuel tank decommissioning;

(d) (~~(\$500,000 is for generator and electrical replacement;~~

~~(e) \$500,000))~~ \$200,000 is for the exterior envelope of the Yakima office;

(~~(g) \$1,000,000~~) (f) \$819,000 is for pavement surface improvements;

((~~(h)~~-\$300,000)) (g) \$90,000 is for fire alarm panel replacement;  
((~~(i)~~-\$188,000)) (h) \$202,000 is for repairs at the Bellevue district office;

((j) ~~\$200,000~~) (i) \$150,000 is for an academy master plan. As part of the academy master plan, the Washington state patrol must review and provide an analysis on the potential to colocate some training programs with other state agencies, including the department of corrections, the department fish and wildlife, the liquor and cannabis board, and the criminal justice training commission. The Washington state patrol must consult with the other state agencies to determine where cost efficiencies and mutually beneficial shared arrangements for training delivery could occur. The funding for this academy master plan is not a commitment to fund any components related to the expansion of the academy in the future;

((~~(k) \$500,000~~)) (j) \$477,000 reappropriation is for the Tacoma district office generator replacement project; and

((~~(l) \$100,000~~)) (k) \$85,000 reappropriation is for the energy improvement project at the SeaTac northbound facility.

(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 20 days before any transfer.

(4) By December 1, 2023, the Washington state patrol shall provide a report to the transportation committees of the legislature detailing utility incentives that will reduce the cost of heating, ventilating, and air conditioning systems funded in this section.

(5) By December 1, 2023, the Washington state patrol shall provide its capital improvement and preservation plan for agency facilities to the appropriate committees of the legislature.

**Sec. 1002.** 2023 c 472 s 303 (uncodified) is amended to read as follows:

**FOR THE TRANSPORTATION IMPROVEMENT BOARD**

Small City Pavement and Sidewalk Account—State

Appropriation. . . . . \$3,975,000

Transportation Improvement Account—State

Appropriation. . . . . (~~(\$240,000,000)~~)

\$220,000,000

Complete Streets Grant Program Account—State

Appropriation. . . . . (~~(\$14,670,000)~~)

\$4,670,000

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

Climate Active Transportation Account—State

Appropriation. . . . . (~~(\$19,067,000)~~)

\$16,567,000

TOTAL APPROPRIATION. . . . . (~~(\$287,045,000)~~)

\$254,545,000

**Sec. 1003.** 2024 c 310 s 303 (uncodified) is amended to read as follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—**

2 **(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL**

3 (~~Connecting Washington Account—State~~

4 ~~Appropriation. . . . . \$3,000))~~

5 Motor Vehicle Account—State Appropriation. . . . . (~~(\$29,810,000))~~

6 \$15,352,000

7 Move Ahead WA Account—State Appropriation. . . . . \$12,011,000

8 Multimodal Transportation Account—State

9 Appropriation. . . . . \$1,200,000

10 TOTAL APPROPRIATION. . . . . (~~(\$43,024,000))~~

11 \$28,563,000

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

14 (1) \$4,025,000 of the motor vehicle account—state appropriation  
15 is provided solely for payments of a financing contract issued  
16 pursuant to chapter 39.94 RCW for the department facility located at  
17 15700 Dayton Ave N in Shoreline. All payments from the department of  
18 ecology pursuant to the agreement with the department to pay a share  
19 of the financing contract for this facility must be deposited into  
20 the motor vehicle account.

21 (2) (a) \$10,011,000 of the move ahead WA account—state  
22 appropriation is provided solely for the department to improve its  
23 ability to keep facility assets in a state of good repair. In using  
24 the funds appropriated in this subsection, the department, with  
25 periodic reporting to the joint transportation committee, must  
26 develop and implement a prioritization of facility capital  
27 preservation needs and repair projects. The legislature intends these  
28 to be reasonable, forward-thinking investments that consider  
29 potential future space efficiency measures and consolidations,  
30 including those assessed as having high commercial value and  
31 potential returns to state transportation funds associated with the  
32 sale of the property. Prioritization must be based on, but not  
33 limited to, the following criteria: (i) Employee safety and facility  
34 security; (ii) state and federal regulatory and statutory  
35 requirements and compliance issues, including clean buildings  
36 requirements; (iii) quality of work issues; (iv) facility condition  
37 assessment evaluations and scoring; (v) asset preservation; and (vi)  
38 amount of operational support provided by the facility to the  
39 achievement of the department's performance measures and outcomes,



1 including facility utilization based on field operations work  
2 supported at the location. "Field operations" include maintenance,  
3 transportation operations, materials testing, and construction.

4 (b) By October 15, 2024, covering the first 15 months of the  
5 2023-2025 fiscal biennium, the department must provide a report based  
6 on the prioritization of facility preservation needs and repair  
7 projects developed pursuant to (a) of this subsection to the office  
8 of financial management and the transportation committees of the  
9 legislature. The report must include: (i) A by facility ranking based  
10 on the criteria implemented; (ii) detailed information on the actions  
11 taken in the previous period to address the identified issues and  
12 deficiencies; and (iii) the plan, by facility, to address issues and  
13 deficiencies for the remainder of the 2023-2025 fiscal biennium and  
14 the 2025-2027 fiscal biennium.

15 (c) The by facility ranking developed under (b) of this  
16 subsection must be the basis of an agency budget submittal for the  
17 2025-2027 fiscal biennium.

18 (3) (a) \$1,200,000 of the multimodal transportation account—state  
19 appropriation is provided solely for the department to evaluate  
20 safety rest areas along Interstate 5 and Interstate 90 for potential  
21 truck parking expansion opportunities. The department shall also  
22 evaluate commercial vehicle inspection locations, in coordination  
23 with the Washington state patrol, for potential truck parking  
24 expansion opportunities.

25 (b) These evaluations must include assessments of opportunities  
26 to provide additional truck parking through rest stop and inspection  
27 location reconfiguration, expansion, and conversion, as well as  
28 evaluation of potential improvements to restroom facilities at weigh  
29 stations with truck parking. The department shall consider  
30 opportunities to expand rest stop footprints onto additional  
31 department-owned property, as well as opportunities to acquire  
32 property for rest stop expansion. Opportunities to convert a rest  
33 stop to a commercial vehicle-only rest stop must be considered if  
34 property is available to develop a new light-duty vehicle rest stop  
35 within a reasonable distance. The department shall include an  
36 evaluation of a potential truck parking site at John Hill Rest Area  
37 along the Interstate 90 corridor identified in the joint  
38 transportation committee's "Truck Parking Action Plan." Evaluations  
39 must include cost estimates for reconfiguration, expansion, and

conversion, as well as other recommendations for the development of these sites.

(c) The department should consult with the federal highway administration, the Washington state patrol, the Washington trucking association, the freight mobility strategic investment board, and local communities.

(d) The department must update the transportation committees of the legislature on agency activities and their status by December 1, 2023, and to provide a final report to the transportation committees of the legislature by December 1, 2024.

(4) (~~(\$15,457,000)~~) \$1,000,000 of the motor vehicle account—state appropriation is provided solely for making improvements to the department facility located at 11018 NE 51st Cir in Vancouver to meet the Washington state clean buildings performance standard.

(5) (a) \$4,100,000 of the (~~(move-ahead WA account)~~) motor vehicle account—state appropriation is provided solely for preliminary engineering and design associated with the demolition and replacement of the department's vehicle repair and parts building at 6431 Corson Avenue South in Seattle. The department must include any requested construction costs of the facility as a separate project as part of its agency budget submittal for the 2025-2027 fiscal biennium utilizing form C-100 for capital projects. The design information must also include detailed information on square footage, components of the facility, and cost comparisons with similar maintenance facilities.

(b) By September 1, 2024, the office of financial management, in consultation with the department, must develop criteria for preservation and improvement minor works lists for the department's facilities program. The criteria must incorporate, adjusted where appropriate, provisions already in use in the omnibus capital budget act for minor works, including: (i) The dollar limitation for each project to be included in the list; (ii) the types of projects appropriate to be included in the list; (iii) the project length limitation appropriate to be included in the list; and (iv) a recommended initial allotment, revision request approval, and revision notification process associated with the list. The criteria must be the basis of the preservation and improvement minor works list included in the agency budget submittal beginning with the 2025-2027 fiscal biennium.

(c) By September 1, 2024, the office of financial management, in consultation with the department, must also develop criteria 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.

**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. . . . .	(( <del>\$23,794,000</del> ))
	<u>\$16,388,000</u>

Carbon Emissions Reduction Account—State

Appropriation. . . . .	<u>\$250,000</u>
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Climate Active Transportation Account—State

Appropriation. . . . .	(( <del>\$2,000,000</del> ))
	<u>\$1,100,000</u>

Move Ahead WA Account—Private/Local Appropriation. . . . \$137,500,000

State Route Number 520 Civil Penalties Account—State

Appropriation. . . . .	\$10,000,000
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Transportation 2003 Account (Nickel Account)—State

Appropriation. . . . .	(( <del>\$634,000</del> ))
	<u>\$629,000</u>

Transportation Partnership Account—State

Appropriation. . . . .	(( <del>\$46,899,000</del> ))
	<u>\$93,540,000</u>

Motor Vehicle Account—State Appropriation. . . . . ((~~\$100,366,000~~))

\$90,241,000

Motor Vehicle Account—Federal Appropriation. . . . . ((~~\$480,282,000~~))

\$342,560,000

Coronavirus State Fiscal Recovery Fund—Federal

Appropriation. . . . .	(( <del>\$337,144,000</del> ))
	<u>\$282,810,000</u>

Motor Vehicle Account—Private/Local Appropriation. . . . ((~~\$74,115,000~~))

\$74,996,000

Connecting Washington Account—State Appropriation. ((~~\$1,960,374,000~~))

\$2,100,759,000

1	Special Category C Account—State Appropriation. . .	(( <del>\$143,917,000</del> ))
2		<u>\$119,192,000</u>
3	Multimodal Transportation Account—State	
4	Appropriation. . . . .	(( <del>\$14,311,000</del> ))
5		<u>\$8,719,000</u>
6	Multimodal Transportation Account—Federal	
7	Appropriation. . . . .	(( <del>\$12,287,000</del> ))
8		<u>\$480,000</u>
9	<del>((State Route Number 520 Corridor Account—</del>	
10	<del>State Appropriation. . . . .</del>	<del>\$500,000))</del>
11	Interstate 405 and State Route Number 167 Express	
12	Toll Lanes Account—State Appropriation. . . . .	(( <del>\$319,464,000</del> ))
13		<u>\$295,220,000</u>
14	Move Ahead WA Account—State Appropriation. . . . .	(( <del>\$737,961,000</del> ))
15		<u>\$735,394,000</u>
16	Move Ahead WA Account—Federal Appropriation. . . . .	(( <del>\$373,155,000</del> ))
17		<u>\$272,554,000</u>
18	JUDY Transportation Future Funding Program Account—	
19	State Appropriation. . . . .	\$52,000,000
20	Model Toxics Control Stormwater Account—State. . . . .	\$15,000,000
21	TOTAL APPROPRIATION. . . . .	(( <del>\$4,841,703,000</del> ))
22		<u>\$4,649,332,000</u>

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

25 (1) Except as provided otherwise in this section, the entire  
26 connecting Washington account—state appropriation, the entire move  
27 ahead WA account—federal appropriation, the entire move ahead WA  
28 account—state appropriation, and the entire transportation  
29 partnership account—state appropriation are provided solely for the  
30 projects and activities as listed by fund, project, and amount in  
31 LEAP Transportation Document ((2024-1)) 2025-1 as developed March  
32 ((6, 2024)) 23, 2025, Program - Highway Improvements Program (I).  
33 However, limited transfers of specific line-item project  
34 appropriations may occur between projects for those amounts listed  
35 subject to the conditions and limitations in section 601, chapter  
36 472, Laws of 2023.

37 (2) Except as provided otherwise in this section, the entire  
38 motor vehicle account—state appropriation and motor vehicle account—  
39 federal appropriation are provided solely for the projects and

activities listed in LEAP Transportation Document ((2024-2)) 2025-2  
ALL PROJECTS as developed March ((6, 2024)) 23, 2025, Program -  
Highway Improvements Program (I). Any federal funds gained through  
efficiencies, adjustments to the federal funds forecast, or the  
federal funds redistribution process must then be applied to highway  
and bridge preservation activities.

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

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

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

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

(4) The connecting Washington account—state appropriation  
includes up to \$1,332,926,000 in proceeds from the sale of bonds  
authorized in RCW 47.10.889.

(5) The special category C account—state appropriation includes  
up to \$111,106,000 in proceeds from the sale of bonds authorized in  
RCW 47.10.812.

(6) The transportation partnership account—state appropriation  
includes up to ((~~\$46,899,000~~)) \$27,418,000 in proceeds from the sale  
of bonds authorized in RCW 47.10.873.

(7) The appropriations in this section include savings due to  
anticipated project underruns; however, it is unknown which projects  
will provide savings. The legislature intends to provide sufficient  
flexibility for the department to manage to this savings target. To  
provide this flexibility, the office of financial management may  
authorize, through an appropriation modification, reductions in the  
amounts that are provided solely for a particular purpose within this  
section subject to the following conditions and limitations:

1 (a) The department must confirm that any modification requested  
2 under this subsection of amounts provided solely for a specific  
3 purpose are not expected to be used for that purpose in this fiscal  
4 biennium;

5 (b) Appropriation modifications authorized under this subsection  
6 may not result in increased funding for any project beyond the amount  
7 provided for that project in the 2023-2025 fiscal biennium in LEAP  
8 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed  
9 March ((6, 2024)) 23, 2025;

10 (c) Appropriation modifications authorized under this subsection  
11 apply only to amounts appropriated in this section from the following  
12 accounts: Connecting Washington account—state, and move ahead WA  
13 account—state; and

14 (d) The office of financial management must provide notice of  
15 appropriation modifications authorized under this subsection within  
16 10 working days to the transportation committees of the legislature.  
17 By December 1, 2023, and December 1, 2024, the department must submit  
18 a report to the transportation committees of the legislature  
19 regarding the actions taken to date under this subsection.

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

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

36 (10) By June 30, 2025, to the extent practicable, the department  
37 shall decommission the facilities for the Lacey project engineering  
38 office and the Tumwater project engineering office at the end of  
39 their lease terms and consolidate the Lacey project engineering

1 office and the Tumwater project engineering office into the  
2 department's Olympic regional headquarters.

3 (11) The legislature intends that any savings realized on the  
4 following projects will not be attributable to the application of  
5 practical design, retired risk, or unused contingency funding for the  
6 purposes of RCW 47.01.480:

7 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

8 (b) I-82/EB WB On and Off Ramps (L2000123).

9 (12) (a) (~~(\$337,114,000)~~) \$282,810,000 of the coronavirus state  
10 fiscal recovery fund—federal appropriation, (~~(\$110,439,000)~~)  
11 \$31,405,000 of the motor vehicle account—federal appropriation,  
12 (~~(\$576,827,000)~~) \$191,807,000 of the connecting Washington account—  
13 state appropriation, \$525,187,000 of the move ahead WA account—state  
14 appropriation, \$5,832,000 of the motor vehicle account—private/local  
15 appropriation, and (~~(\$8,329,000)~~) \$266,000 of the motor vehicle  
16 account—state appropriation are provided solely for the Fish Passage  
17 Barrier Removal project (OBI4001) with the intent of fully complying  
18 with the federal *U.S. v. Washington* court injunction by 2030.

19 (b) The fish passage barrier removal program, in consultation  
20 with the office of innovative partnerships, shall explore  
21 opportunities to employ innovative delivery methods to ensure  
22 compliance with the court injunction including, but not limited to,  
23 public-private partnerships and batched contracts. It is the intent  
24 of the legislature that appropriations for this purpose may be used  
25 to jointly leverage state and local funds for match requirements in  
26 applying for competitive federal aid grants provided in the  
27 infrastructure investment and jobs act for removals of fish passage  
28 barriers under the national culvert removal, replacement, and  
29 restoration program. State funds used for the purpose described in  
30 this subsection must not compromise full compliance with the court  
31 injunction by 2030.

32 (c) The department shall coordinate with the Brian Abbott fish  
33 passage barrier removal board to use a watershed approach by  
34 replacing both state and local culverts guided by the principle of  
35 providing the greatest fish habitat gain at the earliest time. The  
36 department shall deliver high habitat value fish passage barrier  
37 corrections that it has identified, guided by the following factors:  
38 Opportunity to bundle projects, tribal priorities, ability to  
39 leverage investments by others, presence of other barriers, project

1 readiness, culvert conditions, other transportation projects in the  
2 area, and transportation impacts. The department and Brian Abbott  
3 fish barrier removal board must provide updates on the implementation  
4 of the statewide culvert remediation plan to the legislature by  
5 November 1, 2023, and June 1, 2024.

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

9 (e) During the 2023-2025 fiscal biennium, the department shall  
10 provide reports of the amounts of federal funding received for this  
11 project to the governor and transportation committees of the  
12 legislature by November 1, 2023, and semiannually thereafter.

13 (13)(a) \$15,000,000 of the model toxics control stormwater  
14 account—state appropriation is provided solely for the Stormwater  
15 Retrofits and Improvements project (L4000040). It is the intent of  
16 the legislature, over the 16-year move ahead WA investment program,  
17 to provide \$500,000,000 for this program.

18 (b) Of the amounts provided in this subsection, \$6,000,000 is  
19 provided solely for the Urban Stormwater Partnership - I-5 Ship-Canal  
20 Bridge Pilot (Seattle) project.

21 (c) The funding provided for stormwater retrofits and  
22 improvements must enhance stormwater runoff treatment from existing  
23 roads and infrastructure with an emphasis on green infrastructure  
24 retrofits. Projects must be prioritized based on benefits to salmon  
25 recovery and ecosystem health, reducing toxic pollution, addressing  
26 health disparities, and cost-effectiveness. The department of  
27 transportation must submit progress reports on its efforts to reduce  
28 the toxicity of stormwater runoff from existing infrastructure,  
29 recommendations for addressing barriers to innovative solutions, and  
30 anticipated demand for funding each fiscal biennium.

31 (14)(a) (~~(\$25,067,000)~~) \$12,011,000 of the connecting Washington  
32 account—state appropriation is provided solely for the SR 3 Freight  
33 Corridor (T30400R) project. The legislature intends to provide a  
34 total of \$78,910,000 for this project, including an increase of  
35 \$12,000,000 in future biennia to safeguard against inflation and  
36 supply/labor interruptions and ensure that:

37 (i) The northern terminus remains at Lake Flora Road and the  
38 southern terminus at the intersection of SR 3/SR 302; and



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

4 (b) With respect to right-of-way acquisition and the construction  
5 of the SR 3 Freight Corridor project (T30400R), tribal consultation  
6 with the Suquamish tribe shall begin at the earliest stage of  
7 planning, including without limitation on all funding decisions and  
8 funding programs, to provide a government-to-government mechanism for  
9 the tribe to evaluate, identify, and expressly notify governmental  
10 entities of any potential impacts to tribal cultural resources,  
11 archaeological sites, sacred sites, fisheries, or other rights and  
12 interests in tribal lands and lands within which the tribe possesses  
13 rights reserved or protected by federal treaty, statute, or executive  
14 order. The consultation is independent of, and in addition to, any  
15 public participation process required under state law, or by a state  
16 agency, including the requirements of Executive Order 21-02 related  
17 to archaeological and cultural resources, and regardless of whether  
18 the agency receives a request for consultation from the Suquamish  
19 tribe. Regularly scheduled tribal consultation meetings with the  
20 Suquamish tribe shall continue throughout the duration of any funding  
21 or program decisions and proposed project approval.

22 (15) (~~(\$6,000,000)~~) \$384,000 of the move ahead WA account—state  
23 appropriation and (~~(\$10,000,000)~~) \$3,342,000 of the move ahead WA  
24 account—federal appropriation are provided solely for the SR 3/Gorst  
25 Area - Widening project (L4000017), for the archeological study of  
26 Suquamish artifacts in Gorst to be completed by December 2027. Tribal  
27 consultation with the Suquamish tribe must begin at the earliest  
28 stage of planning, including, without limitation, all funding  
29 decisions and funding programs, to provide a government-to-government  
30 mechanism for the tribe to evaluate, identify, and expressly notify  
31 governmental entities of any potential impacts to tribal cultural  
32 resources, archaeological sites, sacred sites, fisheries, or other  
33 rights and interests in tribal lands and lands within which the tribe  
34 possesses rights reserved or protected by federal treaty, statute, or  
35 executive order. The consultation is independent of, and in addition  
36 to, any public participation process required under state law, or by  
37 a state agency, including the requirements of Executive Order 21-02  
38 related to archaeological and cultural resources, and regardless of  
39 whether the agency receives a request for consultation from the  
40 Suquamish tribe. Regularly scheduled tribal consultation meetings

1 with the Suquamish tribe must continue throughout the duration of any  
2 funding program and proposed project approval.

3 (16)(a) \$94,500,000 of the move ahead WA account—federal  
4 appropriation, \$137,500,000 of the move ahead WA account—private/  
5 local appropriation, and \$43,000,000 of the move ahead WA account—  
6 state appropriation are provided solely for the I-5 Columbia river  
7 bridge project (L4000054). The legislature finds that the replacement  
8 of the I-5 Columbia river bridge is a project of national  
9 significance and is critical for the movement of freight. One span is  
10 now 105 years old, at risk for collapse in the event of a major  
11 earthquake, and no longer satisfies the needs of commerce and travel.  
12 Replacing the aging interstate bridge with a modern, seismically  
13 resilient, multimodal structure that provides improved mobility for  
14 people, goods, and services is a high priority. Therefore, the  
15 legislature intends to support the replacement of the I-5 Columbia  
16 river bridge with an investment of \$1,000,000,000 (~~over the 16-year~~  
17 ~~move ahead WA investment program~~)).

18 (b) The legislature recognizes the importance of the I-5/Mill  
19 Plain Boulevard project (L2000099) and intends to provide funding for  
20 reconstruction of the existing interchange in coordination with  
21 construction of the Interstate 5 bridge over the Columbia river.

22 (c) The department shall provide regular updates on the status of  
23 ongoing coordination with the state of Oregon on any bistate  
24 agreements regarding sharing of revenues, use of revenues, and fiscal  
25 responsibilities of each state. Prior to finalizing any such  
26 agreement, the department shall provide a draft of the agreement to  
27 the transportation committees of the legislature for review and  
28 input. Additionally, the department shall advise on the status of any  
29 bistate agreements to the joint transportation committee beginning in  
30 September 2023 and quarterly thereafter until any agreements are  
31 finalized.

32 (17) The legislature recognizes the importance of the US-12/Walla  
33 Corridor Improvements project (T20900R) and intends to advance  
34 funding to provide matching funds if competitive federal funding is  
35 awarded for the final remaining four-lane section between Wallula and  
36 Nine Mile Hill. The department, in consultation with local  
37 governments in the vicinity, must pursue any federal funding  
38 available.

1       (18) (~~(\$2,642,000)~~) \$94,000 of the move ahead WA account—state  
2 appropriation is provided solely for the US 101/Simdars Bypass  
3 project (L4000013).

4       (19) (~~(\$338,512,000)~~) \$343,674,000 of the connecting Washington  
5 account—state appropriation, (~~(\$3,109,000)~~) \$1,582,000 of the  
6 multimodal transportation account—state appropriation,  
7 (~~(\$27,201,000)~~) \$26,735,000 of the motor vehicle account—private/  
8 local appropriation, (~~(\$178,543,000)~~) \$174,712,000 of the move ahead  
9 WA account—federal appropriation, (~~(\$36,370,000)~~) \$10,001,000 of the  
10 move ahead WA account—state appropriation, and (~~(\$211,131,000)~~)  
11 \$161,680,000 of the motor vehicle account—federal appropriation are  
12 provided solely for the SR 167/SR 509 Puget Sound Gateway project  
13 (M00600R).

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

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

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

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

32       (ii) Segment 2 of the state route number 167 completion project  
33 shared-use path to provide connections to the interchange of state  
34 route number 167 at 54th to the intersection of state route number  
35 509 and Taylor Way in Tacoma.

36       (20) \$2,213,000 of the motor vehicle account—state appropriation  
37 and \$14,012,000 of the connecting Washington account—state  
38 appropriation are provided solely for the SR 224/Red Mountain  
39 Vicinity Improvement project (L1000291). The department shall provide

1 funding to the city of West Richland to complete the project within  
2 the project scope identified by the legislature and within the total  
3 amount provided by the legislature. The department shall not amend  
4 the project's scope of work to add pavement preservation on state  
5 route number 224 from the West Richland city limits to Antinori Road.

6 (21) (~~(\$409,667,000)~~) \$363,020,000 of the connecting Washington  
7 account—state appropriation, (~~(\$500,000 of the state route number 520~~  
8 ~~corridor account—state appropriation,)~~) \$10,000,000 of the state  
9 route number 520 civil penalties account—state appropriation,  
10 \$52,000,000 of the JUDY transportation future funding program account  
11 —state appropriation, and \$5,592,000 of the motor vehicle account—  
12 private/local appropriation are provided solely for the SR 520  
13 Seattle Corridor Improvements - West End project (M00400R) and are  
14 subject to the following conditions and limitations:

15 (a) The department shall immediately proceed with awarding the  
16 bid for the Portage Bay Bridge and Roanoke Lid project to the team  
17 that submitted the proposal with the apparent best value in September  
18 2023. Consistent with negotiated timelines, the legislature expects  
19 the award to be made by March 15, 2024, and assumes that the  
20 department shall expedite executing the contract with the awarded  
21 team. Once the contract is executed for this project, the department  
22 shall seek consequential cost reduction opportunities through value  
23 engineering and prioritizing functionality and usability of the  
24 Portage Bay Bridge and Roanoke Lid. The department shall report on  
25 the status of the project and cost reduction efforts to the  
26 transportation committees of the legislature by December 15, 2024.

27 (b) Upon completion of the Montlake Phase of the West End  
28 project, the department shall sell or transfer that portion of the  
29 property not necessary for transportation purposes, and shall  
30 initiate a process to convey or transfer such portion of the surplus  
31 property to a subsequent owner.

32 (c) (~~(Of the amounts provided in this subsection, \$500,000 of the~~  
33 ~~state route number 520 corridor account—state appropriation is~~  
34 ~~provided solely for noise mitigation activities.)~~) It is the intent  
35 of the legislature to provide (~~(an additional \$600,000)~~) \$1,100,000  
36 for noise mitigation activities.

37 (d) Pursuant to chapter 281, Laws of 2024, the department shall  
38 apply for a sales tax deferral for construction work on the SR 520  
39 Seattle Corridor Improvements - West End project (M00400R).

1       (22) (~~(\$450,000)~~) \$391,000 of the motor vehicle account—state  
2       appropriation (~~(is)~~) and \$5,562,000 of the motor vehicle account—  
3       federal appropriation are provided solely for the SR 900 Safety  
4       Improvements project (L2021118). The department must: (a) Work in  
5       collaboration with King county and the Skyway coalition to align  
6       community assets, transportation infrastructure needs, and initial  
7       design for safety improvements along state route number 900; and (b)  
8       work with the Skyway coalition to lead community planning engagement  
9       and active transportation activities.

10       (23) \$7,500,000 of the motor vehicle account—federal  
11       appropriation is provided solely for a federal fund exchange pilot  
12       program. The pilot program must allow exchanges of federal surface  
13       transportation block grant population funding and state funds at an  
14       exchange rate of 95 cents in state funds per \$1.00 in federal funds.  
15       The projects receiving the exchanged federal funds must adhere to all  
16       federal requirements, including the applicable disadvantaged business  
17       enterprise goals. The entirety of the appropriation in this  
18       subsection must be held in unallotted status until surface  
19       transportation block grant population funding has been offered to the  
20       state, and the department determines that a federalized project or  
21       projects funded in this section is eligible to spend the surface  
22       transportation block grant population funding. \$7,125,000 from  
23       existing state appropriations identified elsewhere within this  
24       section are available to be used as part of the exchange. Upon  
25       determination that a project or projects funded in this section is  
26       eligible to spend the offered surface transportation block grant  
27       population funding, state funds appropriated in this section for the  
28       eligible state project or projects in an amount equal to 100 percent  
29       of the offered surface transportation block grant population funding  
30       must be placed in unallotted status. The legislature intends to  
31       evaluate the utility and efficacy of the pilot program in the 2025  
32       legislative session while reappropriating any remaining funds into  
33       the 2025-2027 fiscal biennium. Therefore, the department may issue  
34       additional calls for projects with any remaining funds provided in  
35       this subsection.

36       (24) (~~(\$9,593,000)~~) \$9,195,000 of the motor vehicle account—state  
37       appropriation, (~~(\$552,000 of the connecting Washington account—state~~  
38       ~~appropriation,)~~) and (~~(\$209,000)~~) \$584,000 of the move ahead WA  
39       account—state appropriation are provided solely for the SR 522/

1 Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)  
2 project (NPARADI), specifically for design of, preliminary  
3 engineering, and right-of-way acquisition for the interchange and  
4 widening as a single project. The department must consider reserving  
5 portions of state route number 522, including designated lanes or  
6 ramps, for the exclusive or preferential use of public transportation  
7 vehicles, privately owned buses, motorcycles, private motor vehicles  
8 carrying not less than a specified number of passengers, or private  
9 transportation provider vehicles pursuant to RCW 47.52.025.

10 (25) Prior to initiating new advertisements or requests for  
11 qualifications for the following projects: SR 9/Marsh Road to 2nd  
12 Street Vicinity (N00900R), SR 526 Corridor Improvements (N52600R), US  
13 395 North Spokane Corridor (M00800R), and SR 18 - Widening -  
14 Issaquah/Hobart Rd to Raging River - Phase 1 (L1000199), the capital  
15 projects advisory review board shall review the planned procurement  
16 methods for these projects. The board shall provide recommendations  
17 on procurement methods to the office of financial management, the  
18 department, and the transportation committees of the legislature for  
19 project L1000199 by July 1, 2024, and projects N52600R, N00900R, and  
20 M00800R by December 1, 2024. After the board provides  
21 recommendations, the department may initiate new advertisements and  
22 requests for qualifications, incorporating the recommendations as  
23 appropriate.

24 The department shall structure the advertisements, requests for  
25 qualifications, and requests for proposals, for projects referenced  
26 in this subsection, in a manner that provides a high degree of  
27 certainty that bids come in as expected according to engineer  
28 estimates made through the cost estimate valuation process. The  
29 department may request bid offers with alternatives for components of  
30 a larger project so that the department may present to the  
31 legislature modified options for projects to minimize project delays  
32 and stay within appropriated funding resources. If alternatives  
33 provided are at or below the engineer estimates, the department may  
34 proceed with the project award.

35 If bid proposals exceed engineer estimates by more than five  
36 percent or \$10,000,000, the department shall report this information  
37 to the transportation committees of the legislature within two weeks  
38 of receiving the bid proposals, and pause award and contract  
39 execution.

1 (26) \$750,000 of the motor vehicle account—state appropriation is  
2 provided solely for the Grady Way Overpass at Rainier Avenue South  
3 I-405 BRT Access study (L1000333).

4 (27) (~~(\$1,804,000)~~) \$270,000 of the connecting Washington account  
5 —state appropriation is provided solely for the SR 164 East Auburn  
6 Access project (L1000120). The department must work with the  
7 Muckleshoot tribe to deliver the project.

8 (28) \$250,000 of the motor vehicle account—state appropriation is  
9 provided solely for preliminary engineering of the SR 14/Camas Slough  
10 Bridge project (L1000352). Funds may be used for predesign  
11 environmental assessment work, community engagement, design, and  
12 project cost estimation.

13 (29) \$1,000,000 of the multimodal transportation account—state  
14 appropriation is provided solely for matching funds for the  
15 department to apply to the federal highway administration's wildlife  
16 crossings pilot program, in the 2024 grant application cycle, for  
17 wildlife crossing underpasses on U.S. 97 between Tonasket and  
18 Riverside.

19 (30) (~~(\$1,800,000)~~) \$1,720,000 of the multimodal transportation  
20 account—state appropriation and (~~(\$12,287,000)~~) \$480,000 of the  
21 multimodal transportation account—federal appropriation are provided  
22 solely for the department to develop and implement a technology-based  
23 truck parking availability system along the Interstate 5 corridor in  
24 partnership with Oregon state and California state to maximize  
25 utilization of existing truck parking capacity and deliver real-time  
26 parking availability information to truck drivers (L1000375). The  
27 department may use a portion of the appropriation in this subsection  
28 for grant proposal development and as state match funding for  
29 technology-based truck parking availability system federal grant  
30 applications. The department must update the transportation  
31 committees of the legislature on agency activities and their status  
32 by December 1, 2023, and provide a final report to the transportation  
33 committees of the legislature by December 1, 2024.

34 (31) \$1,000,000 of the multimodal transportation account—state  
35 appropriation is provided solely for the design on the I-5 Fort Lewis  
36 weigh station and SR 906 Phase 3 truck parking improvements  
37 (L1000377).

38 (~~((32) The legislature intends to provide \$4,950,000 in the~~  
39 ~~2025-2027 fiscal biennium for additional truck parking improvements~~

~~(L1000376). As part of the department's 2025-2027 budget submittal, the department and the freight mobility strategic investment board, after consulting with appropriate entities, must provide a list of specific truck parking solutions within the amounts provided in this subsection (32). The list may also include additional funding recommendations beyond this amount for more immediate expansion of truck parking capacity, as well as for long-term expansion of truck parking capacity.))~~

**Sec. 1005.** 2024 c 310 s 305 (uncodified) is amended to read as follows:

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

Move Ahead WA Account—State Appropriation. . . . .	(( <del>\$105,219,000</del> ))
	<u>\$101,593,000</u>
Recreational Vehicle Account—State Appropriation. . . . .	\$769,000
Transportation 2003 Account (Nickel Account)—State	
Appropriation. . . . .	\$70,411,000
Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$154,960,000</del> ))
	<u>\$142,439,000</u>
Motor Vehicle Account—Federal Appropriation. . . . .	\$560,102,000
Motor Vehicle Account—Private/Local Appropriation. . . . .	(( <del>\$17,010,000</del> ))
	<u>\$13,121,000</u>
Connecting Washington Account—State Appropriation. . . . .	(( <del>\$48,726,000</del> ))
	<u>\$47,462,000</u>
State Route Number 520 Corridor Account—State	
Appropriation. . . . .	(( <del>\$7,434,000</del> ))
	<u>\$6,205,000</u>
Tacoma Narrows Toll Bridge Account—State	
Appropriation. . . . .	(( <del>\$12,202,000</del> ))
	<u>\$9,611,000</u>
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation. . . . .	(( <del>\$1,662,000</del> ))
	<u>\$1,213,000</u>
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation. . . . .	(( <del>\$15,183,000</del> ))
	<u>\$8,702,000</u>
Transportation Partnership Account—State	
Appropriation. . . . .	\$12,036,000
TOTAL APPROPRIATION. . . . .	(( <del>\$1,005,714,000</del> ))



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

(1) Except as provided otherwise in this section, the entire connecting Washington account—state appropriation, the entire move ahead WA account—federal appropriation, the entire move ahead WA account—state appropriation, and the entire transportation partnership account—state appropriation are provided solely for the projects and activities as listed by fund, project, and amount in LEAP Transportation Document ((2024-1)) 2025-1 as developed March ((6, 2024)) 23, 2025, Program - Highway Preservation Program (P). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 601, chapter 472, Laws of 2023.

(2) Except as provided otherwise in this section, the entire motor vehicle account—state appropriation and motor vehicle account—federal appropriation are provided solely for the projects and activities listed in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6, 2024)) 23, 2025, Program - Highway Preservation Program (P). Any federal funds gained through efficiencies, adjustments to the federal funds forecast, or the federal funds redistribution process must then be applied to highway and bridge preservation activities.

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

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

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

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

1 (4) The transportation partnership account—state appropriation  
2 includes up to (~~(\$3,280,000)~~) \$12,036,000 in proceeds from the sale  
3 of bonds authorized in RCW 47.10.873.

4 (5) (~~(\$22,000,000)~~) \$9,500,000 of the motor vehicle account—state  
5 appropriation is provided solely for extraordinary costs incurred  
6 from litigation awards, settlements, or dispute mitigation activities  
7 not eligible for funding from the self-insurance fund (L2000290). The  
8 amount provided in this subsection must be held in unallotted status  
9 until the department submits a request to the office of financial  
10 management that includes documentation detailing litigation-related  
11 expenses. The office of financial management may release the funds  
12 only when it determines that all other funds designated for  
13 litigation awards, settlements, and dispute mitigation activities  
14 have been exhausted.

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

22 (7) By June 30, 2025, to the extent practicable, the department  
23 shall decommission the facilities for the Lacey project engineering  
24 office and the Tumwater project engineering office at the end of  
25 their lease terms and consolidate the Lacey project engineering  
26 office and the Tumwater project engineering office into the  
27 department's Olympic regional headquarters.

28 (8) The appropriations in this section include funding for  
29 starting planning, engineering, and construction of the Elwha River  
30 bridge replacement. To the greatest extent practicable, the  
31 department shall maintain public access on the existing route.

32 (9) \$7,500,000 of the motor vehicle account—federal appropriation  
33 is provided solely for a federal fund exchange pilot program. The  
34 pilot program must allow exchanges of federal surface transportation  
35 block grant population funding and state funds at an exchange rate of  
36 95 cents in state funds per \$1.00 in federal funds. The projects  
37 receiving the exchanged federal funds must adhere to all federal  
38 requirements, including the applicable disadvantaged business  
39 enterprise goals. The entirety of the appropriation in this

subsection must be held in unallotted status until surface transportation block grant population funding has been offered to the state and the department determines that a federalized project or projects funded in this section is eligible to spend the surface transportation block grant population funding. \$7,125,000 from 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)~~) \$693,000 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.

**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. . . . .	( <del>(\$10,606,000)</del> )
	<u>\$10,538,000</u>
Motor Vehicle Account—Federal Appropriation. . . . .	( <del>(\$12,226,000)</del> )
	<u>\$12,768,000</u>
Motor Vehicle Account—Private/Local Appropriation. . . . .	\$500,000
Move Ahead WA Account—State Appropriation. . . . .	\$611,000
TOTAL APPROPRIATION. . . . .	( <del>(\$23,943,000)</del> )
	<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. . . . .	( <del>(\$116,021,000)</del> )
	<u>\$124,229,000</u>

Move Ahead WA Account—State Appropriation. . . . .	( <del>(\$49,828,000)</del> )
	<u>\$69,726,000</u>

Puget Sound Capital Construction Account—State

Appropriation. . . . .	( <del>(\$388,304,000)</del> )
	<u>\$450,163,000</u>

Puget Sound Capital Construction Account—Federal

Appropriation. . . . .	( <del>(\$87,047,000)</del> )
	<u>\$28,822,000</u>

Puget Sound Capital Construction Account—

Private/Local Appropriation. . . . .	( <del>(\$2,150,000)</del> )
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1		<u>\$839,000</u>
2	Transportation 2003 Account (Nickel Account)—State	
3	Appropriation. . . . .	\$472,000
4	Transportation Partnership Account—State	
5	Appropriation. . . . .	(( <del>\$9,705,000</del> ))
6		<u>\$7,446,000</u>
7	Connecting Washington Account—State Appropriation. . . . .	(( <del>\$21,883,000</del> ))
8		<u>\$12,874,000</u>
9	Capital Vessel Replacement Account—State	
10	Appropriation. . . . .	(( <del>\$21,688,000</del> ))
11		<u>\$43,376,000</u>
12	TOTAL APPROPRIATION. . . . .	(( <del>\$697,098,000</del> ))
13		<u>\$737,947,000</u>

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

16       (1) Except as provided otherwise in this section, the entire  
17 appropriations in this section are provided solely for the projects  
18 and activities as listed in LEAP Transportation Document ((~~2024-2 ALL~~  
19 ~~PROJECTS as developed March 6, 2024,~~)) 2025-2 ALL PROJECTS as  
20 developed March 23, 2025, Program - Washington State Ferries Capital  
21 Program (W).

22       (2) ((~~\$24,260,000~~)) \$25,135,000 of the Puget Sound capital  
23 construction account—state appropriation is provided solely for  
24 emergency capital repair costs (999910K). Funds may only be spent  
25 after approval by the office of financial management.

26       (3) \$21,688,000 of the capital vessel replacement account—state  
27 appropriation is provided solely for the acquisition of a 144-car  
28 hybrid-electric vessel ((~~L2000329~~)) (L2021073). The amounts  
29 provided in this subsection are contingent upon the enactment of  
30 chapter 429, Laws of 2023.

31       (4) ((~~Beginning January 1, 2025, \$11,554,000 of the carbon~~  
32 ~~emissions reduction account—state appropriation is provided solely~~  
33 ~~for construction of the first hybrid electric Olympic class vessel~~  
34 ~~(L2000329).~~

35       ~~(5) \$1,500,000 of the Puget Sound capital construction account—~~  
36 ~~state appropriation is provided solely for the Future Hybrid Electric~~  
37 ~~Ferry Class Pre-Design study (L2021131) to advance procurement of a~~  
38 ~~new class of vessel that will account for changes in technology,~~  
39 ~~staffing, and system needs. The department shall initiate a vessel~~

1 ~~predesign to replace the aging Issaquah class ferries with a new~~  
2 ~~automobile hybrid electric ferry intended to operate on the Vashon~~  
3 ~~Southworth-Fauntleroy route. The predesign study must include a~~  
4 ~~review of the benefits and costs of constructing all future new~~  
5 ~~vessels based on the same design. The review may also compare and~~  
6 ~~contrast the benefits and costs of utilizing the existing hybrid~~  
7 ~~electric Olympic class vessel design.~~

8 ~~(6) \$8,032,000))~~ \$2,032,000 of the Puget Sound capital  
9 construction account—state appropriation is provided solely for  
10 modernization of the ticketing and reservation system (990052C). ~~((Of~~  
11 ~~this amount, \$3,032,000 must be held in unallotted status until~~  
12 ~~Washington state ferries has consulted with the office of the chief~~  
13 ~~information officer on the project scope and integration capabilities~~  
14 ~~of the reservation system with existing Good to Go! and ORCA next~~  
15 ~~generation products, and reported results to the office of financial~~  
16 ~~management and the transportation committees of the legislature.~~

17 ~~(7) \$125,000))~~ (5) \$302,000 of the Puget Sound capital  
18 construction account—state appropriation and ~~(((\$125,000))~~ \$302,000 of  
19 the Puget sound capital construction account—federal appropriation  
20 are provided solely for development of a terminal wait times  
21 information system (998609A). Washington state ferries must consult  
22 with the office of the chief information officer on a technology  
23 solution for automated vehicle detection, and report the project  
24 scope, along with office of the chief information officer  
25 recommendations, to the office of financial management and the  
26 transportation committees of the legislature by December 1, 2024.

27 ~~((+8))~~ (6) The transportation partnership account—state  
28 appropriation includes up to ~~(((\$7,195,000))~~ \$7,445,000 in proceeds  
29 from the sale of bonds authorized in RCW 47.10.873.

30 ~~((+9))~~ (7) For the purposes of ferry and terminal  
31 electrification, the department must apply to the department of  
32 ecology for additional competitive grant funds available from  
33 Volkswagen settlement funds, and report on the status of the grant  
34 application by December 1, 2023.

35 ~~((+10))~~ (8) For the 2023-2025 fiscal biennium, the marine  
36 division shall provide to the office of financial management and the  
37 transportation committees of the legislature a report for ferry  
38 capital projects in a manner consistent with past practices as  
39 specified in section 308, chapter 186, Laws of 2022.



Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((67, 2024)) 23, 2025, Program - Rail Program (Y).

(2) (a) \$2,680,000 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. The department shall issue FRIB program loans with a repayment period of no more than 15 years, and charge only so much interest as is necessary to recoup the department's costs to administer the loans. The department shall report annually to the transportation committees of the legislature and the office of financial management on all FRIB loans issued.

(b) The department may change the terms of existing loans in the essential rail assistance account for repayment of loans, including the repayment schedule and rate of interest, for a period of up to 15 years for any recipient with a total loan value in the program of over 10 percent as of June 30, 2023.

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

~~(4) (\$7,567,000))~~ \$4,861,000 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.

~~((+5))~~ (4) \$369,000 of the transportation infrastructure account—state appropriation and \$1,100,000 of the multimodal transportation account—state appropriation are provided solely for final reimbursement to Highline Grain, LLC for approved work completed on Palouse River and Coulee City (PCC) railroad track in Spokane county between the BNSF Railway Interchange at Cheney and Geiger Junction and must be administered in a manner consistent with freight rail assistance program projects.

~~((+6))~~ (5) The department shall issue a call for projects for the freight rail assistance program, and shall evaluate the applications in a manner consistent with past practices as specified in section 309, chapter 367, Laws of 2011. By November 15, 2024, the department shall submit a prioritized list of recommended projects to



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

3 ~~((7) —\$25,000,000))~~ (6) \$500,000 of the carbon emissions  
4 reduction account—state appropriation is provided solely for state  
5 match contributions to support the department's application for  
6 federal grant opportunities for a new ultra high-speed ground  
7 transportation corridor. These funds are to remain in unallotted  
8 status and are available only upon award of federal funds. The  
9 department must provide periodic grant application updates to the  
10 transportation committees of the legislature, as well as anticipated  
11 state match estimates for successful grants.

12 ~~((8) —\$33,500,000))~~ (7) \$20,968,000 of the move ahead WA flexible  
13 account—state appropriation ~~((is))~~ and \$6,900,000 of the multimodal  
14 transportation account—federal appropriation are provided solely for  
15 rehabilitation of the Palouse River and Coulee City Railroad  
16 (L4000079). Up to \$433,000 of the amount in this subsection may be  
17 used for management and oversight of operation and maintenance  
18 activities.

19 ~~((9) —\$19,990,000))~~ (8) \$4,155,000 of the multimodal  
20 transportation account—federal appropriation is provided solely for  
21 the rehabilitation of the Salmon Bay drawbridge (752010A) to ensure  
22 the efficient movement of freight and passenger trains.

23 ~~((10) —\$6,300,000))~~ (9) \$1,023,000 of the carbon emissions  
24 reduction account—state appropriation is provided solely to fund a  
25 zero emission drayage truck demonstration project (L1000324) at  
26 Northwest Seaport Alliance facilities.

27 ~~((11) —\$14,000,000))~~ (10) \$500,000 of the carbon emissions  
28 reduction account—state appropriation ~~((, and beginning January 1,~~  
29 ~~2025, \$14,000,000 of the carbon emissions reduction account—state~~  
30 ~~appropriation, are))~~ is provided solely to fund a zero emission shore  
31 power infrastructure demonstration project at Northwest Seaport  
32 Alliance facilities (L1000325). Local funds sufficient to fully fund  
33 this project must be contributed to the project, and any agreements  
34 required for the project must be secured.

35 ~~((12) —\$5,000,000))~~ (11) \$2,400,000 of the carbon emissions  
36 reduction account—state appropriation is provided solely to fund the  
37 replacement of two Tacoma rail diesel-electric switcher locomotives  
38 with zero emission battery-electric switcher locomotives and to  
39 install on-site charging equipment at a Tacoma rail facility

(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))~~ (12) \$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))~~ (13) \$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))~~ (14) \$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))~~ (15) \$500,000 of the carbon emissions reduction account—state appropriation, and beginning January 1, 2025, ~~((1,500,000))~~ \$281,000 of the carbon emissions reduction account—state appropriation, are 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))~~ (16) \$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))~~ (17) Beginning January 1, 2025, ~~((20,000,000))~~ \$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) )
	<u>\$11,782,000</u>

Climate Active Transportation Account—State

Appropriation. . . . .	(( <del>\$169,442,000</del> ))
	<u>\$107,431,000</u>

## Freight Mobility Investment Account—State

Appropriation. . . . .	(( \$21,847,000) )
	<u>\$16,460,000</u>

Freight Mobility Multimodal Account—State

Appropriation. . . . .	(( \$27,216,000 ) )
	<u>\$17,704,000</u>

(~~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)
	<u>\$21,225,000</u>

Move Ahead WA Flexible Account—State Appropriation. . . ~~(\$34,500,000)~~  
\$11,500,000

Motor Vehicle Account—State Appropriation. . . . .	(( <del>\$31,785,000</del> ))
	<u>\$14,547,000</u>

Motor Vehicle Account—Federal Appropriation. . . . .	(\$129,698,000)
	\$98,263,000

Motor Vehicle Account—Private/Local Appropriation. . . .	\$35,000,000
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Connecting Washington Account—State Appropriation. . .	(\$117,410,000)
	\$27,212,000

Multimodal Transportation Account—State

Appropriation. . . . .	((\$142,372,000))
	\$71,630,000

TOTAL APPROPRIATION. . . . .	( (\$882,807,000) )
	\$432,754,000

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 ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6, 2024)) 23, 2025, Program - Local Programs Program (Z), except that: An additional \$500,000 of the multimodal transportation account—state appropriation is provided solely for the Maple Valley Pedestrian Bridge over SR 169 project (L2021093) and an additional \$100,000 of the move ahead WA flexible account—state appropriation is provided solely for the Bradley Road Safe Routes Pedestrian Improvements project (L4000143).

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

(a) ((~~\$47,707,000~~)) \$27,707,000 of the multimodal transportation account—state appropriation and ((~~\$43,058,000~~)) \$27,686,000 of the climate active transportation account—state appropriation are provided solely for pedestrian and bicycle safety program projects (L2000188 and L1000335). Of the amount of climate active transportation account funds appropriated in this subsection, up to one percent may be used for program administration and staffing.

(b) ((~~\$31,553,000~~)) \$26,020,000 of the motor vehicle account—federal appropriation, ((~~\$45,399,000~~)) \$24,260,000 of the climate active transportation account—state appropriation, and ((~~\$21,157,000~~)) \$15,586,000 of the multimodal transportation account—state appropriation are provided solely for safe routes to school projects (L2000189 and L1000334). Of the amount of climate active transportation account funds appropriated in this subsection, up to one percent may be used for program administration and staffing.

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

(3) The department shall submit a report to the transportation committees of the legislature by December 1, 2023, and December 1, 2024, on the status of projects funded as part of the pedestrian safety/safe routes to school grant program and the Sandy Williams connecting communities grant program.

1       (4) (~~(\$12,792,000)~~) \$8,436,000 of the multimodal transportation  
2 account—state appropriation is provided solely for connecting  
3 Washington bicycle and pedestrian projects listed in the LEAP  
4 transportation document referenced in subsection (1) of this section.

5       (5) (~~(\$46,580,000)~~) \$35,278,000 of the motor vehicle account—  
6 federal appropriation is provided solely for acceleration of local  
7 preservation projects that ensure the reliable movement of freight on  
8 the national highway freight system (G2000100). The department will  
9 select projects as part of its update of the state freight plan, in  
10 consultation with the freight mobility strategic investment board and  
11 other stakeholders.

12       (6) (~~(\$7,125,000)~~) \$1,750,000 of the motor vehicle account—state  
13 appropriation is provided solely for a federal fund exchange pilot  
14 program. The pilot program will allow exchanges of federal surface  
15 transportation block grant population funding and state funds at an  
16 exchange rate of 95 cents in state funds per \$1.00 in federal funds.  
17 The entirety of the appropriation in this subsection must be held in  
18 unallotted status until: Surface transportation block grant  
19 population funding has been offered to the state, the department  
20 determines that a federalized project or projects funded in section  
21 305 or 306, chapter 472, Laws of 2023 is eligible to spend the  
22 surface transportation block grant population funding, and state  
23 funds appropriated in section 305 or 306, chapter 472, Laws of 2023  
24 for the eligible state project or projects in an amount equal to 100  
25 percent of the offered surface transportation block grant population  
26 funding have been placed in unallotted status. A report on the  
27 effectiveness of the exchange program, the total estimated cost of  
28 program administration, and recommendations for continuing the pilot  
29 program is due to the governor and transportation committees of the  
30 legislature by December 1, 2024. The legislature intends to evaluate  
31 the utility and efficacy of the pilot program in the 2025 legislative  
32 session while reappropriating any remaining funds into the 2025-2027  
33 fiscal biennium. Therefore, the department may issue additional calls  
34 for projects with any remaining funds provided in this subsection.

35       (7) (~~(\$136,893,000)~~) \$41,085,000 of the move ahead WA account—  
36 state appropriation and (~~(\$25,000,000)~~) \$9,600,000 of the move ahead  
37 WA flexible account—state appropriation are provided solely for new  
38 move ahead WA road and highway projects listed in LEAP Transportation

Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6-2024)) 23, 2025, Program - Local Programs Program (Z).

(a) For projects funded in this subsection, 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)) 23, 2025, Program - Local Programs Program (Z), prioritizing projects first by project readiness.

(i) In instances when projects listed in the LEAP transportation documents referenced in (a) of this subsection 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.

(ii) 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.

(b) Of the amounts provided in this subsection, ((\$25,493,000)) \$3,551,000 of the move ahead WA account—state appropriation is provided solely for three roundabouts to be constructed on state route number 507 in partnership with local authorities. The roundabout at Vail is with Thurston county, the roundabout at Bald Hills is with the city of Yelm, and the roundabout at state route number 702 is with Pierce county. The department is to work cooperatively with each local jurisdiction to construct these facilities within department rights-of-way. The department must provide all project predesign and design information developed to date to the local jurisdictions and have a project implementation agreement in place with each local jurisdiction within 180 calendar days of the effective date of this act. The implementation agreement

1 may provide full control for the local authority to construct the  
2 project. Once the roundabouts are completed, the operations and  
3 maintenance of the roundabouts are the responsibility of the  
4 department. Of the amounts provided in this subsection, \$7,000,000 is  
5 for the roundabout at Vail road and state route number 507.

6 (c) \$15,000,000 of the move ahead Washington account—state  
7 appropriation is provided solely for the Columbia River Bridge  
8 Replacement/Hood River to White Salmon project (L4000046). The office  
9 of financial management shall place the amounts in this subsection in  
10 unallotted status. As funds are appropriated by the Oregon  
11 legislature, the office of financial management may release amounts  
12 provided in this subsection to match Oregon appropriations.

13 (8) (~~(\$39,185,000)~~) \$21,885,000 of the climate active  
14 transportation account—state appropriation, (~~(\$11,600,000 of the~~  
15 ~~multimodal transportation)~~) \$1,550,000 of the carbon emissions  
16 reduction account—state appropriation, and (~~(\$3,000,000)~~) \$400,000 of  
17 the move ahead WA flexible account—state appropriation are provided  
18 solely for move ahead WA pedestrian and bike projects listed in LEAP  
19 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed  
20 March (~~(6, 2024)~~) 23, 2025, Program - Local Programs Program (Z). For  
21 projects funded in this subsection, if the department expects to have  
22 substantial reappropriations for the 2023-2025 fiscal biennium, the  
23 department may, on a pilot basis, apply funding from a project with  
24 an appropriation that is unable to be used in the 2023-2025 fiscal  
25 biennium to advance one or more of the projects listed in LEAP  
26 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed  
27 March (~~(6, 2024)~~) 23, 2025, Program - Local Programs Program (Z),  
28 prioritizing projects first by tier then by project readiness.

29 (a) In instances when projects listed in the LEAP transportation  
30 document referenced in this subsection (8) of this section are no  
31 longer viable or have been completed, the department may recommend in  
32 its next budget submittal alternative project proposals from the  
33 local jurisdictions if the project is similar in type and scope and  
34 consistent with limitations of certain funds provided. In the event  
35 that the listed project has been completed the local jurisdictions  
36 may, rather than submitting an alternative project, instead be  
37 reimbursed in the year in which it was scheduled for documented costs  
38 incurred implementing the listed project, not in excess of the amount  
39 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)~~) \$200,000 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 (19),  
4 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.

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)~~) \$75,000 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)~~) \$2,630,000 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)~~) 23, 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)~~) \$7,279,000 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)~~) 23, 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)~~)    (l)    SR    520    &    148th    NE    Bicycle/Pedestrian    Crossing  
6    (L2021047).

(End of part)

1 TRANSFERS AND DISTRIBUTIONS

2 Sec. 1101. 2024 c 310 s 401 (uncodified) is amended to read as  
3 follows:

4 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
5 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND**  
6 **DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND**  
7 **REVENUE**

8 Transportation Partnership Account—State  
9 Appropriation. . . . . ((~~\$221,000~~))  
10 \$34,000  
11 Connecting Washington Account—State Appropriation. . . ((~~\$4,531,000~~))  
12 \$2,169,000  
13 Special Category C Account—State Appropriation. . . . . ((~~\$444,000~~))  
14 \$150,000  
15 Highway Bond Retirement Account—State  
16 Appropriation. . . . . ((~~\$1,475,218,000~~))  
17 \$1,476,980,000  
18 Ferry Bond Retirement Account—State Appropriation. . . . . \$4,616,000  
19 Transportation Improvement Board Bond Retirement  
20 Account—State Appropriation. . . . . \$10,305,000  
21 Nondebt-Limit Reimbursable Bond Retirement Account—  
22 State Appropriation. . . . . \$28,262,000  
23 Toll Facility Bond Retirement Account—State  
24 Appropriation. . . . . \$76,372,000  
25 TOTAL APPROPRIATION. . . . . ((~~\$1,599,969,000~~))  
26 \$1,598,888,000

27 Sec. 1102. 2024 c 310 s 402 (uncodified) is amended to read as  
28 follows:

29 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
30 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**  
31 **FISCAL AGENT CHARGES**

32 Transportation Partnership Account—State  
33 Appropriation. . . . . ((~~\$46,000~~))  
34 \$21,000  
35 Connecting Washington Account—State Appropriation. . . ((~~\$1,017,000~~))  
36 \$600,000  
37 Special Category C Account—State Appropriation. . . . . ((~~\$95,000~~))

1 \$31,000  
2 TOTAL APPROPRIATION. . . . . ((~~\$1,158,000~~))  
3 \$652,000

4 **Sec. 1103.** 2024 c 310 s 403 (uncodified) is amended to read as  
5 follows:

6 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**

7 Motor Vehicle Account—State Appropriation: For motor  
8 vehicle fuel tax statutory distributions to  
9 cities and counties. . . . . ((~~\$461,954,000~~))  
10 \$451,996,000

11 Multimodal Transportation Account—State  
12 Appropriation: For distribution to cities and  
13 counties. . . . . \$26,786,000

14 Motor Vehicle Account—State Appropriation: For  
15 distribution to cities and counties. . . . . \$23,438,000

16 TOTAL APPROPRIATION. . . . . ((~~\$512,178,000~~))  
17 \$502,220,000

18 **Sec. 1104.** 2024 c 310 s 404 (uncodified) is amended to read as  
19 follows:

20 **FOR THE STATE TREASURER—TRANSFERS**

21 Motor Vehicle Account—State Appropriation: For motor  
22 vehicle fuel tax refunds and statutory  
23 transfers. . . . . ((~~\$1,955,782,000~~))  
24 \$1,913,772,000

25 **Sec. 1105.** 2024 c 310 s 405 (uncodified) is amended to read as  
26 follows:

27 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

28 Motor Vehicle Account—State Appropriation: For motor  
29 vehicle fuel tax refunds and transfers. . . . . ((~~\$253,180,000~~))  
30 \$205,018,000

31 **Sec. 1106.** 2024 c 310 s 406 (uncodified) is amended to read as  
32 follows:

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

34 (1) Transportation Partnership Account—State  
35 Appropriation: For transfer to the Motor Vehicle



1 Account—State. . . . . (~~(\$175,000,000)~~)  
 2 \$115,000,000  
 3 (2) Connecting Washington Account—State  
 4 Appropriation: For transfer to the Move Ahead WA  
 5 Account—State. . . . . (~~(\$200,000,000)~~)  
 6 \$120,000,000  
 7 (3) Electric Vehicle Account—State appropriation:  
 8 For transfer to the Move Ahead WA Flexible  
 9 Account—State. . . . . \$29,200,000  
 10 (4) Electric Vehicle Account—State  
 11 Appropriation: For transfer to the Multimodal  
 12 Transportation Account—State. . . . . \$32,730,000  
 13 (5) Washington State Aviation Account—State  
 14 Appropriation: For transfer to the Aeronautics  
 15 Account—State. . . . . \$150,000  
 16 (6) Carbon Emissions Reduction Account—State  
 17 Appropriation: For transfer to the Climate Active  
 18 Transportation Account—State. . . . . \$178,885,000  
 19 (7) Carbon Emissions Reduction Account—State  
 20 Appropriation: For transfer to the Climate Transit  
 21 Programs Account—State. . . . . (~~(\$408,000,000)~~)  
 22 \$375,000,000  
 23 (8) Carbon Emissions Reduction Account—State  
 24 Appropriation: For transfer to the Puget Sound Ferry  
 25 Operations Account—State. . . . . \$4,200,000  
 26 (9) Move Ahead WA Flexible Account—State  
 27 Appropriation: For transfer to the Move Ahead WA  
 28 Account—State. . . . . \$100,000,000  
 29 (10) Alaskan Way Viaduct Replacement Project  
 30 Account—State Appropriation: For transfer to the  
 31 Motor Vehicle Account—State. . . . . \$25,000,000  
 32 (11) Highway Safety Account—State  
 33 Appropriation: For transfer to the State Patrol Highway  
 34 Account—State. . . . . \$84,000,000  
 35 (12)(a) Transportation Partnership  
 36 Account—State Appropriation: For transfer to the  
 37 Tacoma Narrows Toll Bridge Account—State. . . . . \$6,611,000  
 38 (b) It is the intent of the legislature that this transfer is  
 39 temporary, for the purpose of minimizing the impact of toll

increases. An equivalent reimbursing transfer is to occur after the debt service and deferred sales tax on the Tacoma Narrows bridge construction costs are fully repaid in accordance with chapter 195, Laws of 2018.

(13) Motor Vehicle Account—State Appropriation:

For transfer to the State Patrol Highway

Account—State. . . . . \$1,500,000

(14) Motor Vehicle Account—State Appropriation:

For transfer to the County Arterial Preservation

Account—State. . . . . \$4,844,000

(15) Motor Vehicle Account—State Appropriation:

For transfer to the Freight Mobility Investment

Account—State. . . . . \$8,511,000

(16) Motor Vehicle Account—State

Appropriation: For transfer to the Rural Arterial

Trust Account—State. . . . . \$4,844,000

(17) Motor Vehicle Account—State

Appropriation: For transfer to the Transportation

Improvement Account—State. . . . . \$9,688,000

(18)(a) State Route Number 520 Civil Penalties

Account—State Appropriation: For transfer to the Motor

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) State Route Number 520 Civil Penalties

Account—State Appropriation: For transfer to the

State Route Number 520 Corridor Account—State. . . . . \$560,000

(20)(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) Multimodal Transportation Account—State

Appropriation: For transfer to the Complete Streets

Grant Program Account—State. . . . . \$14,670,000

(22) Multimodal Transportation Account—State

Appropriation: For transfer to the Highway Safety

1 Account—State. . . . . (~~(\$3,000,000)~~)  
 2 \$33,000,000  
 3 (23) Multimodal Transportation Account—State  
 4 Appropriation: For transfer to the Motor Vehicle  
 5 Account—State. . . . . \$15,000,000  
 6 (24) Multimodal Transportation Account—State  
 7 Appropriation: For transfer to the Freight Mobility  
 8 Multimodal Account—State. . . . . \$8,511,000  
 9 (25) Multimodal Transportation Account—State  
 10 Appropriation: For transfer to the Move Ahead WA Flexible  
 11 Account—State. . . . . \$11,790,000  
 12 (26) Multimodal Transportation Account—State  
 13 Appropriation: For transfer to the Puget Sound Capital  
 14 Construction Account—State. . . . . (~~(\$175,000,000)~~)  
 15 \$240,000,000  
 16 (27) Multimodal Transportation Account—State  
 17 Appropriation: For transfer to the Puget Sound  
 18 Ferry Operations Account—State. . . . . \$90,500,000  
 19 (28) Multimodal Transportation Account—State  
 20 Appropriation: For transfer to the Regional Mobility  
 21 Grant Program Account—State. . . . . \$27,679,000  
 22 (29) Multimodal Transportation Account—State  
 23 Appropriation: For transfer to the Rural Mobility  
 24 Grant Program Account—State. . . . . \$12,223,000  
 25 (30) Multimodal Transportation Account—State  
 26 Appropriation: For transfer to the State Patrol Highway  
 27 Account—State. . . . . (~~(\$59,000,000)~~)  
 28 \$49,000,000  
 29 (31)(a) Alaskan Way Viaduct Replacement  
 30 Project Account—State Appropriation: For transfer to  
 31 the Transportation Partnership Account—State. . . . . \$47,899,000  
 32 (b) \$22,899,000 of the amount transferred in this subsection  
 33 represents repayment of debt service incurred for the construction of  
 34 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).  
 35 (32) Tacoma Narrows Toll Bridge Account—State  
 36 Appropriation: For transfer to the Motor Vehicle  
 37 Account—State. . . . . \$543,000  
 38 (33)(a) General Fund Account—State  
 39 Appropriation: For transfer to the State Patrol Highway

1 Account—State. . . . . \$625,000  
 2 (b) The state treasurer shall transfer the funds only after  
 3 receiving notification from the Washington state patrol under section  
 4 207, chapter 472, Laws of 2023.  
 5 (34) Puget Sound Ferry Operations Account—State  
 6 Appropriation: For transfer to the Puget Sound Capital  
 7 Construction Account—State. . . . . \$121,828,000  
 8 (35) Move Ahead WA Account—State  
 9 Appropriation: For transfer to the Puget Sound Ferry  
 10 Operations Account—State. . . . . \$120,000,000  
 11 (36) Advance Right-Of-Way Revolving Fund—State  
 12 Appropriation: For transfer to the JUDY Transportation  
 13 Future Funding Program Account—State. . . . . \$40,000,000  
 14 (37) Transportation Infrastructure Account—State  
 15 Appropriation: For transfer to the Essential Rail  
 16 Assistance Account—State. . . . . \$1,000,000  
 17 (38) Regional Mobility Grant Program Account—State  
 18 Appropriation: For transfer to the Multimodal  
 19 Transportation Account—State. . . . . \$6,098,000  
 20 (39) Move Ahead WA Account—State Appropriation:  
 21 For transfer to the Motor Vehicle Account—State. . . . . ((~~\$50,000,000~~))  
 22 \$70,000,000  
 23 (40) Move Ahead WA Account—State Appropriation:  
 24 For transfer to the Transportation 2003  
 25 Account—State. . . . . \$13,000,000  
  
 26 **Sec. 1107.** 2024 c 310 s 407 (uncodified) is amended to read as  
 27 follows:  
 28 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**  
 29 **BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY**  
 30 **STATUTORILY PRESCRIBED REVENUE**  
 31 Toll Facility Bond Retirement Account—Federal  
 32 Appropriation. . . . . \$192,490,000  
 33 Toll Facility Bond Retirement Account—State  
 34 Appropriation. . . . . ((~~\$26,562,000~~))  
 35 \$26,955,000  
 36 TOTAL APPROPRIATION. . . . . ((~~\$219,052,000~~))  
 37 \$219,445,000

1       The appropriations in this section are subject to the following  
2 conditions and limitations: \$35,250,000 of the toll facility bond  
3 retirement account—federal appropriation may be used to prepay  
4 certain outstanding bonds if sufficient debt service savings can be  
5 obtained.

(End of part)

1 **IMPLEMENTING PROVISIONS**

2 **Sec. 1201.** 2024 c 310 s 501 (uncodified) is amended to read as  
3 follows:

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

6 (1) The 2005 transportation partnership projects or improvements,  
7 2015 connecting Washington projects or improvements, and move ahead  
8 WA projects or improvements are listed in the LEAP Transportation  
9 Document ((2024-1)) 2025-1 as developed March ((6, 2024)) 23, 2025,  
10 which consists of a list of specific projects by fund source and  
11 amount over multiple biennia. Current fiscal biennium funding for  
12 each project is a line-item appropriation, while the outer year  
13 funding allocations represent a 16-year plan. The department of  
14 transportation is expected to use the flexibility provided in this  
15 section to assist in the delivery and completion of all  
16 transportation partnership account, connecting Washington account,  
17 and move ahead WA account projects on the LEAP transportation  
18 document referenced in this subsection. For the 2023-2025 project  
19 appropriations, unless otherwise provided in this act, the director  
20 of the office of financial management may provide written  
21 authorization for a transfer of appropriation authority between  
22 projects funded with transportation partnership account  
23 appropriations, connecting Washington account appropriations, or move  
24 ahead WA account appropriations to manage project spending and  
25 efficiently deliver all projects in the respective program under the  
26 following conditions and limitations:

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

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

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

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

37 (e) Transfers to a project may not occur if that project is a  
38 programmatic funding item described in broad general terms on the

1 applicable project list without referencing a specific state route  
2 number;

3 (f) Transfers may not be made while the legislature is in  
4 session;

5 (g) Transfers to a project may not be made with funds designated  
6 as attributable to practical design savings as described in RCW  
7 47.01.480;

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

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

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

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

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

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

37 (4) Before approval, the office of financial management shall  
38 work with legislative staff of the house of representatives and  
39 senate transportation committees to review the requested transfers in

1 a timely manner and address any concerns raised by the chairs and  
2 ranking members of the transportation committees.

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

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

12 **Sec. 1202.** 2024 c 310 s 502 (uncodified) is amended to read as  
13 follows:

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

15 By November 15th of each year, the department of transportation  
16 must report on amounts expended to benefit transit, bicycle, or  
17 pedestrian elements within all connecting Washington projects in  
18 programs I, P, and Z identified in LEAP Transportation Document  
19 ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6, 2024)) 23,  
20 2025, in a manner consistent with past practices as specified in  
21 section 602, chapter 186, Laws of 2022.

22 **Sec. 1203.** 2024 c 310 s 503 (uncodified) is amended to read as  
23 follows:

24 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

25 (1) If a transportation project, where the Washington state  
26 department of transportation is the lead and the project is scheduled  
27 to be delivered or completed in the 2023-2025 fiscal biennium as  
28 shown on the LEAP Transportation Document ((2024-2)) 2025-2 ALL  
29 PROJECTS as developed March ((6, 2024)) 23, 2025, is in jeopardy of  
30 being delayed because the department is unable to deliver or complete  
31 the project within the 2023-2025 fiscal biennium and other local  
32 jurisdictions are able to deliver or complete the work, the  
33 department must coordinate with the appropriate local jurisdictions  
34 to determine if a potential local partner is ready, willing, and able  
35 to execute delivery and completion of the project within the  
36 2023-2025 fiscal biennium.

37 (2) The department must compile a list of projects under this  
38 section, including the timing under which the local partner agency



1 can deliver or complete the projects within the 2023-2025 and  
2 2025-2027 fiscal biennia. The department must submit the compiled  
3 list of projects to the governor and the transportation committees of  
4 the legislature by November 1, 2023.

(End of part)

**MISCELLANEOUS**

NEW SECTION.    **Sec. 1301.**    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 two weeks prior to approving any allotment modifications or transfers under this section.

NEW SECTION.    **Sec. 1302.**    If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

NEW SECTION.    **Sec. 1303.**    This act is necessary for the immediate preservation of the public peace, health, or safety, or support of the state government and its existing public institutions, and takes effect immediately.

(End of Bill)

INDEX	PAGE #
ANNUAL REPORTING REQUIREMENTS FOR CAPITAL PROGRAM. . . . .	92
BOARD OF PILOTAGE COMMISSIONERS. . . . .	4
BOND REIMBURSEMENT. . . . .	107
COLLECTIVE BARGAINING AGREEMENTS. . . . .	101
COLLECTIVE BARGAINING AGREEMENTS NOT IMPAIRED. . . . .	101
COMPENSATION	
INSURANCE BENEFITS. . . . .	101, 102, 103
PENSION CONTRIBUTIONS. . . . .	104
COUNTY ROAD ADMINISTRATION BOARD. . . . .	11, 65, 143
DEPARTMENT OF AGRICULTURE. . . . .	3
DEPARTMENT OF ARCHAEOLOGY AND HISTORIC PRESERVATION. . . . .	3
DEPARTMENT OF COMMERCE. . . . .	4, 133
DEPARTMENT OF ECOLOGY. . . . .	7, 136
DEPARTMENT OF ENTERPRISE SERVICES. . . . .	6, 135
DEPARTMENT OF LICENSING. . . . .	22, 164
TRANSFERS. . . . .	96, 272
DEPARTMENT OF REVENUE. . . . .	8
DEPARTMENT OF TRANSPORTATION	
AVIATION—PROGRAM F. . . . .	32, 181
CHARGES FROM OTHER AGENCIES—PROGRAM U. . . . .	52, 208
CLEAN FUELS CREDIT PROGRAM. . . . .	63
FACILITIES—PROGRAM D—(DEPARTMENT OF TRANSPORTATION—ONLY PROJECTS)	
—CAPITAL. . . . .	66, 231
FACILITY MAINTENANCE, OPERATIONS, AND CONSTRUCTION—PROGRAM D—	
OPERATING. . . . .	31, 180
HIGHWAY MAINTENANCE—PROGRAM M. . . . .	40, 190
IMPROVEMENTS—PROGRAM I. . . . .	67, 235
INFORMATION TECHNOLOGY—PROGRAM C. . . . .	31, 179
LOCAL PROGRAMS—PROGRAM Z—CAPITAL. . . . .	86, 259
LOCAL PROGRAMS—PROGRAM Z—OPERATING. . . . .	62, 225
MARINE—PROGRAM X. . . . .	57, 218
PRESERVATION—PROGRAM P. . . . .	74, 248
PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H. . . . .	35, 183
PUBLIC TRANSPORTATION—PROGRAM V. . . . .	53, 209
PUBLIC TRANSPORTATION—PROGRAM V—CAPITAL. . . . .	77
PUBLIC-PRIVATE PARTNERSHIPS—PROGRAM K. . . . .	37, 186
RAIL—PROGRAM Y—CAPITAL. . . . .	82, 255
RAIL—PROGRAM Y—OPERATING. . . . .	61
TOLL OPERATIONS AND MAINTENANCE—PROGRAM B. . . . .	29, 176

TRANSPORTATION EQUIPMENT FUND—PROGRAM E. . . . .	31
TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S. . . . .	47, 200
TRANSPORTATION OPERATIONS—PROGRAM Q—CAPITAL. . . . .	77, 251
TRANSPORTATION OPERATIONS—PROGRAM Q—OPERATING. . . . .	44, 194
TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T. . . . .	49, 202
WASHINGTON STATE FERRIES CONSTRUCTION—PROGRAM W. . . . .	81, 252
ECONOMIC AND REVENUE FORECAST COUNCIL. . . . .	6
EVERGREEN STATE COLLEGE. . . . .	7, 137
FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION—FUNDS MANAGEMENT. . . . .	94
FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD. . . . .	16
GENERAL WAGE INCREASES AND LUMP SUM PAYMENTS. . . . .	103
JOINT TRANSPORTATION COMMITTEE. . . . .	11, 143
LEGISLATIVE EVALUATION AND ACCOUNTABILITY PROGRAM COMMITTEE. . . . .	3
LOCAL PARTNER COOPERATIVE AGREEMENTS. . . . .	109, 280
MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN SESSION. . . . .	105, 278
NOTIFICATION REQUIREMENTS FOR PAUSES AND CANCELLATIONS. . . . .	93
OFFICE OF FINANCIAL MANAGEMENT. . . . .	3
OFFICE OF MINORITY AND WOMEN'S BUSINESS ENTERPRISES. . . . .	3
OFFICE OF THE GOVERNOR. . . . .	8
PROJECT SCOPE CHANGES. . . . .	108
QUARTERLY REPORTING REQUIREMENTS FOR CAPITAL PROGRAM. . . . .	93
REAPPROPRIATIONS REPORTING. . . . .	107
STATE PARKS AND RECREATION COMMISSION. . . . .	3
STATE TREASURER	
ADMINISTRATIVE TRANSFERS. . . . .	96, 272
BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND FISCAL AGENT CHARGES. . . . .	95, 271
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	95, 271
BOND RETIREMENT AND INTEREST, AND ONGOING BOND REGISTRATION AND TRANSFER CHARGES: FOR DEBT TO BE PAID BY STATUTORILY PRESCRIBED REVENUE. . . . .	99, 276
STATE REVENUES FOR DISTRIBUTION. . . . .	95, 272
TRANSFERS. . . . .	96, 272
TOLL CREDITS. . . . .	109
TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING. . . . .	108, 280

TRANSPORTATION COMMISSION. . . . .	14, 153
TRANSPORTATION IMPROVEMENT BOARD. . . . .	11, 65, 231
UNIVERSITY OF WASHINGTON. . . . .	5, 133
UTILITIES AND TRANSPORTATION COMMISSION. . . . .	3
WASHINGTON STATE PATROL. . . . .	17, 65, 157, 230
WASHINGTON TRAFFIC SAFETY COMMISSION. . . . .	10, 139
WEBSITE REPORTING REQUIREMENTS. . . . .	108

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