
SUBSTITUTE HOUSE BILL 1227

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)

1 **GENERAL GOVERNMENT AGENCIES—OPERATING**

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

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

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

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

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

10 TOTAL APPROPRIATION. \$654,000

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

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

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

15 TOTAL APPROPRIATION. \$348,000

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

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

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

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

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

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

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

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

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

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

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

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

20 Carbon Emissions Reduction Account—State

21 Appropriation. \$4,920,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10 Model Toxics Control Capital Account—State

11 Appropriation. \$11,715,000

12 Carbon Emissions Reduction Account—State

13 Appropriation. \$35,300,000

14 TOTAL APPROPRIATION. \$47,015,000

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(End of part)

1 **TRANSPORTATION AGENCIES—OPERATING**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10	Motor Vehicle Account—State Appropriation.	\$2,843,000
11	Interstate 405 and State Route Number 167 Express	
12	Toll Lanes Account—State Appropriation.	\$150,000
13	State Route Number 520 Corridor Account—State	
14	Appropriation.	\$488,000
15	Tacoma Narrows Toll Bridge Account—State	
16	Appropriation.	\$178,000
17	Alaskan Way Viaduct Replacement Project Account—	
18	State Appropriation.	\$368,000
19	TOTAL APPROPRIATION.	\$4,027,000

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

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

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

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

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

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

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

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

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

36 Freight Mobility Investment Account—State
37 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

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

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

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

10 (g) A high occupancy vehicle exempt decal expires June 30, 2027,
11 and must be marked to indicate its expiration date. The decal may be
12 renewed if the pilot program is continued past the date of a decal's
13 expiration. The status as an exempt vehicle continues until the high
14 occupancy vehicle exempt decal is suspended or revoked for misuse,
15 the vehicle is no longer used as a for hire nonemergency medical
16 transportation vehicle, or the pilot program established in section
17 217(2) of this act is terminated.

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

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

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

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

36 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
37 appropriation and \$12,820,000 of the state route number 520 corridor
38 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.

1 (2) A discussion of department practices that would create a
2 sustained revenue source for capital repair and replacement of fuel
3 sites; and

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

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

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

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

14 (1) \$2,100,000 of the aeronautics account—state appropriation is
15 provided solely for the move ahead WA aviation grants. The department
16 shall prioritize projects eligible for federal funding.

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

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

29 (3) \$750,000 of the aeronautics account—state appropriation is
30 provided solely for the city of Yakima for an overflow parking lot at
31 the Yakima Air Terminal. The department may not require a match for
32 this project.

33 (4) \$300,000 of the aeronautics account—state appropriation is
34 provided solely for the Port of Bremerton to conduct the second phase
35 of a feasibility study on the possibility of offering commercial
36 service at the Bremerton National Airport. The department may not
37 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.

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

1 chapter . . ., Laws of 2025 (Substitute House Bill No. 1774) is not
2 enacted by June 30, 2025, the amount provided in this subsection
3 lapses.

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

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

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

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

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

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

36 (a) The voucher program is required to be designed based on the
37 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.

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

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

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

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

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

32 (2) \$25,000,000 of the motor vehicle account—state appropriation
33 is provided solely for repair and replacement of traffic barriers
34 including, but not limited to, low-speed concrete barriers, beam
35 guardrails, steel-backed timber guardrails, and other systems
36 necessary to fabricate, construct, and install traffic barriers to
37 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.

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

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

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

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

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

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

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

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

20 (c) The department shall expand the high occupancy vehicle lane
21 access pilot program to for hire nonemergency medical transportation
22 vehicles, when in use for medical purposes, as described in section
23 208(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

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

5 (3) For Washington state department of transportation small works
6 roster projects under RCW 39.04.155, the department may only allow
7 firms certified as small business enterprises, under 49 C.F.R. 26.39,
8 to bid on the contract, unless the department determines there would
9 be insufficient bidders for a particular project. The department
10 shall report on the effectiveness of this policy to the
11 transportation committees of the legislature by December 1, 2026.

12 (4) \$6,791,000 of the multimodal transportation account—state
13 appropriation is provided solely for the department to complete the
14 transportation reporting and accounting information system to the
15 current cloud version of the software.

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

18 Interstate 405 and State Route Number 167 Express

19 Toll Lanes Account—State Appropriation.	\$2,500,000
20 Motor Vehicle Account—State Appropriation.	\$33,038,000
21 Motor Vehicle Account—Federal Appropriation.	\$43,301,000
22 Motor Vehicle Account—Private/Local Appropriation.	\$400,000
23 Move Ahead WA Flexible Account—State Appropriation.	\$6,369,000
24 Multimodal Transportation Account—State	
25 Appropriation.	\$1,802,000
26 Multimodal Transportation Account—Federal	
27 Appropriation.	\$2,820,000
28 Multimodal Transportation Account—Private/Local	
29 Appropriation.	\$100,000
30 State Route Number 520 Corridor Account—State	
31 Appropriation.	\$657,000
32 TOTAL APPROPRIATION.	\$90,987,000

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

35 (1) \$140,000 of the multimodal transportation account—state
36 appropriation is provided solely for the city of Seattle's office of
37 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.

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

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

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

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

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

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

32 (6) \$657,000 of the state route number 520 corridor account—state
33 appropriation is provided solely for the department to contract with
34 the University of Washington department of mechanical engineering, to
35 further study measures to reduce noise impacts from the state route
36 number 520 bridge expansion joints. The field testing shall be
37 scheduled during existing construction, maintenance, or other
38 scheduled closures to minimize impacts. The testing must also ensure
39 safety of the traveling public. The study shall examine the types and
40 durability of the materials used to provide noise mitigation and the

1 costs associated with the differing types of materials. A draft
2 report must be submitted to the transportation committees of the
3 legislature and the governor by March 1, 2026. A final report must be
4 submitted to the transportation committees of the legislature and the
5 governor by December 31, 2026.

6 (7) \$2,500,000 of the Interstate 405 and State Route Number 167
7 Express Toll Lanes Account—state appropriation is provided solely for
8 the department to develop an implementation plan for state route
9 number 167 that builds on the SR 167 master plan completed in June
10 2023. The SR 167 implementation plan must include, but is not limited
11 to, high-level engineering and cost estimating work necessary to
12 update the I-405/SR 167 corridor funding and phasing report that
13 needs to be completed to advance priority project components
14 developed in the SR 167 master plan. The SR 167 implementation plan
15 with recommendations is due to the transportation committees of the
16 legislature by December 1, 2026.

17 (8) \$4,620,000 of the motor vehicle account—federal appropriation
18 is provided solely for work on the road usage charge research project
19 overseen by the Washington state transportation commission using
20 amounts of the federal grant award.

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

23	Aeronautics Account—State Appropriation.	\$1,000
24	Transportation Partnership Account—State	
25	Appropriation.	\$56,000
26	Motor Vehicle Account—State Appropriation.	\$108,902,000
27	Puget Sound Ferry Operations Account—State	
28	Appropriation.	\$244,000
29	State Route Number 520 Corridor Account—State	
30	Appropriation.	\$69,000
31	Connecting Washington Account—State Appropriation.	\$452,000
32	Multimodal Transportation Account—State	
33	Appropriation.	\$6,349,000
34	Tacoma Narrows Toll Bridge Account—State	
35	Appropriation.	\$43,000
36	Alaskan Way Viaduct Replacement Project Account—	
37	State Appropriation.	\$38,000
38	Interstate 405 and State Route Number 167 Express	

1	Toll Lanes Account—State Appropriation.	\$43,000
2	TOTAL APPROPRIATION.	\$116,197,000

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

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

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

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

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

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

38 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:

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

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

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

10 (i) Forty percent to King County metro;

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

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

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

25 (13) \$350,000 of the multimodal transportation account—state
26 appropriation is provided solely for Pierce county to support public
27 transportation services on the Key Peninsula.

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

30	Puget Sound Ferry Operations Account—State	
31	Appropriation.	\$640,700,000
32	Puget Sound Ferry Operations Account—Federal	
33	Appropriation.	\$115,315,000
34	Puget Sound Ferry Operations Account—Private/Local	
35	Appropriation.	\$121,000
36	TOTAL APPROPRIATION.	\$756,136,000

37 The appropriations in this section are subject to the following
38 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

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

9 (7) \$2,600,000 of the Puget Sound ferry operations account—state
10 appropriation solely for winter service enhancements in the San Juan
11 Islands. By December 1, 2026, the department must report to the
12 transportation committees of the legislature and the office of
13 financial management impacts of the service increase, including but
14 not limited to, ridership impacts and service reliability.

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

18 (9) \$6,950,000 of the Puget Sound ferry operations account—state
19 appropriation is provided solely for overtime and familiarization
20 expenses incurred by engine, deck, and terminal staff. The department
21 must provide updated staffing cost estimates for fiscal years 2026
22 and 2027 with its annual budget submittal and updated estimates by
23 January 1, 2026.

24 (10) \$855,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for a workforce development pilot at
26 the Seattle Maritime Academy for the 2025-2027 fiscal biennium.
27 Amounts provided in this subsection must be utilized for programs
28 that are a benefit to the Washington state ferries or the prospective
29 workforce pipeline of the Washington state ferries. Funding may not
30 be expended until Washington state ferries certifies to the office of
31 financial management that a memorandum of agreement with Seattle
32 Central Community College has been executed.

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

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

38 (ii) Development of a joint recruitment plan with Seattle Central
39 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.

1 (13) \$2,757,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for temporary expanded weekday
3 midday King county water taxi service support to and from Vashon
4 Island through Labor Day 2026.

5 (14) \$3,541,000 of the Puget Sound ferry operations account—state
6 appropriation is provided solely for support of the Kitsap transit
7 passenger ferry to supplement service on the Seattle-Bremerton route
8 through Labor Day 2026.

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

17 (16) \$375,000 of the Puget Sound ferry operations account—state
18 appropriation is provided solely for the implementation of
19 chapter . . . , Laws of 2025 (Substitute House Bill No. 1264) (ferry
20 system salaries). If chapter . . . , Laws of 2025 (Substitute House
21 Bill No. 1264) is not enacted by June 30, 2025, the amount provided
22 in this subsection lapses.

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

25	Carbon Emissions Reduction Account—State	
26	Appropriation.	\$2,000,000
27	Multimodal Transportation Account—State	
28	Appropriation.	\$81,324,000
29	Multimodal Transportation Account—Private/Local	
30	Appropriation.	\$46,000
31	TOTAL APPROPRIATION.	\$83,370,000

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

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

1 these efforts must be provided to the transportation committees of
2 the legislature and the office of financial management by December 1,
3 2025, and December 1, 2026.

4 (2) \$200,000 of the multimodal transportation account—state
5 appropriation is provided solely for the department to contract with
6 the Pacific Northwest economic region to support the department as it
7 undertakes a comprehensive outreach and engagement process to support
8 intercity passenger rail planning efforts by enhancing department
9 outreach activities through the solicitation of feedback regarding
10 critical areas of passenger rail planning efforts including, but not
11 limited to, ridership, revenue, economic development, environmental
12 stewardship, transportation system resiliency, and long-term
13 viability of the Amtrak Cascades service. Department outreach and
14 engagement activities shall be conducted as part of the state rail
15 plan update and Amtrak Cascades service development plan work. The
16 department shall collaborate with the Pacific Northwest economic
17 region to solicit input from a broad range of audiences to support
18 plan development through venues such as PNWER Greater Northwest Rail
19 Summits, open houses, and webinars.

20 NEW SECTION. **Sec. 224. FOR THE DEPARTMENT OF TRANSPORTATION—**

21 **LOCAL PROGRAMS—PROGRAM Z—OPERATING**

22 Carbon Emissions Reduction Account—State

23	Appropriation.	\$274,000
24	Motor Vehicle Account—State Appropriation.	\$13,946,000
25	Motor Vehicle Account—Federal Appropriation.	\$2,562,000
26	Multiuse Roadway Safety Account—State Appropriation.	\$1,800,000
27	Multimodal Transportation Account—State	
28	Appropriation.	\$9,380,000
29	TOTAL APPROPRIATION.	\$27,962,000

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

32 (1) \$500,000 of the motor vehicle account—state appropriation is
33 provided solely for development, administration, program management,
34 and evaluation of the federal fund exchange pilot program.

35 (2) \$750,000 of the multimodal transportation account—state
36 appropriation is provided solely for a grant program to support local
37 initiatives that expand or establish civilian intervention programs
38 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)

1 **TRANSPORTATION AGENCIES—CAPITAL**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

32 TOTAL APPROPRIATION. \$93,251,000

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

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

36 Small City Pavement and Sidewalk Account—State

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

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

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

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

23 Alaskan Way Viaduct Replacement Project Account—

24 State Appropriation.	\$7,406,000
25 Carbon Emissions Reduction Account—State	
26 Appropriation.	\$4,879,000
27 Climate Active Transportation Account—State	
28 Appropriation.	\$2,900,000
29 Move Ahead WA Account—Private/Local Appropriation. . . .	\$223,250,000
30 Puget Sound Gateway Facility Account—State	
31 Appropriation.	\$43,434,000
32 Transportation Partnership Account—State	
33 Appropriation.	\$9,548,000
34 Motor Vehicle Account—State Appropriation.	\$153,808,000
35 Motor Vehicle Account—Federal Appropriation.	\$487,331,000
36 Coronavirus State Fiscal Recovery Fund—Federal	
37 Appropriation.	\$54,334,000
38 Motor Vehicle Account—Private/Local Appropriation. . . .	\$53,581,000

1	Connecting Washington Account—State Appropriation. . .	\$1,805,230,000
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 (OBI4001) with the intent of fully
9 complying with the federal *U.S. v. Washington* court injunction by
10 2030.

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

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

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

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

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

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

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

31 (b) The department shall provide regular updates on the status of
32 ongoing coordination with the state of Oregon on any 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.

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

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

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

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

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

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

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

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

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

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

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

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

6 (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

1 TOTAL APPROPRIATION. \$901,872,000

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

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

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

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

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

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

36 (c) The department shall submit a report on appropriation
37 authority transferred in the prior fiscal year using this subsection
38 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

1 enterprise goals. The entirety of the appropriation in this
2 subsection must be held in unallotted status until surface
3 transportation block grant population funding has been offered to the
4 state and the department determines that a federalized project or
5 projects funded in this section is eligible to spend the surface
6 transportation block grant population funding. \$22,000,000 from
7 existing state appropriations identified elsewhere within this
8 section are available to be used as part of the exchange. Upon
9 determination that a project or projects funded in this section is
10 eligible to spend the offered surface transportation block grant
11 population funding, state funds appropriated in this section for the
12 eligible state project or projects in an amount equal to 100 percent
13 of the offered surface transportation block grant population funding
14 must be placed in unallotted status. The legislature intends to
15 evaluate the utility and efficacy of the pilot program in the 2027
16 legislative session while reappropriating any remaining funds into
17 the 2027-2029 fiscal biennium. Therefore, the department may issue
18 additional calls for projects with any remaining funds provided in
19 this subsection.

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

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

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

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

37 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.

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

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

25 (4) \$11,189,000 of the multimodal transportation account—state
26 appropriation is provided solely for connecting Washington transit
27 projects. Of the amounts provided in this subsection, \$3,407,000 is
28 for the reappropriation of amounts provided for this purpose in the
29 2023-2025 fiscal biennium. Entities identified to receive funding in
30 the LEAP document referenced in this section receive the amounts
31 specified in the time frame specified in that LEAP document. If an
32 entity has already completed a project in the LEAP document
33 referenced in this section before the time frame identified, the
34 entity may substitute another transit project or projects that cost a
35 similar or lesser amount.

36 (5) \$2,058,000 of the multimodal transportation account—state
37 appropriation and \$50,799,000 of the carbon emissions reduction
38 account—state appropriation are provided solely for green
39 transportation capital projects identified in LEAP Transportation

1 Document 2025-2 ALL PROJECTS as developed March 23, 2025, Program -
2 Public Transportation Program (V). Of the amounts provided in this
3 subsection, the entire multimodal transportation account amount and
4 \$18,536,000 of the carbon emissions reduction account amount are for
5 the reappropriation of amounts provided for this purpose in the
6 2023-2025 fiscal biennium. Of the amount of carbon emissions
7 reduction account funds appropriated in this subsection, in addition
8 to \$544,000, up to one percent may be used for program administration
9 and staffing. For grant awards not yet under contract, as a condition
10 of green transportation capital grants provided pursuant to this
11 subsection, public transportation agencies may not delay, divert,
12 supplant, or suspend the collection of approved local sales and use
13 taxes for the purpose of public transportation during the 2025-2027
14 fiscal biennium.

15 (6) \$12,232,000 of the carbon emissions reduction account—state
16 appropriation is provided solely for move ahead WA tribal transit
17 grant projects. Of the amounts provided in this subsection,
18 \$1,635,000 is for the reappropriation of amounts provided for this
19 purpose in the 2023-2025 fiscal biennium. \$100,000 of the amount
20 provided in this subsection may be used for program administration
21 and staffing. Grants to federally recognized tribes may be for any
22 transit purpose, including planning, operating costs, maintenance,
23 and capital costs. By December 1, 2026 the department must submit a
24 prioritized list to the office of financial management and the
25 transportation committees of the legislature of new projects totaling
26 no more than \$5,762,000.

27 (7) \$11,800,000 of the carbon emissions reduction account—state
28 appropriation is reappropriated and provided solely for the following
29 projects:

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

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

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

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

36 (8) For grant awards not yet under contract, as a condition of
37 bus and bus facility grants identified in LEAP Transportation
38 Document 2025-2 ALL PROJECTS as developed March 23, 2025, Program -
39 Public Transportation Program (V), public transportation agencies may
40 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:

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

- 4 (i) Anticipated cost increases and cost savings;
- 5 (ii) Anticipated cash flow and schedule changes; and
- 6 (iii) Explanations for the changes.

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

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

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

20 NEW SECTION. **Sec. 310. FOR THE DEPARTMENT OF TRANSPORTATION—**

21 **RAIL—PROGRAM Y—CAPITAL**

22	Carbon Emissions Reduction Account—State	
23	Appropriation.	\$86,138,000
24	Essential Rail Assistance Account—State	
25	Appropriation.	\$1,518,000
26	Motor Vehicle Account—State Appropriation.	\$316,000
27	Motor Vehicle Fund—Private/Local Appropriation.	\$326,000
28	Move Ahead WA Flexible Account—State Appropriation.	\$18,731,000
29	Transportation Infrastructure Account—State	
30	Appropriation.	\$7,193,000
31	Multimodal Transportation Account—State	
32	Appropriation.	\$79,327,000
33	Multimodal Transportation Account—Federal	
34	Appropriation.	\$113,163,000
35	TOTAL APPROPRIATION.	\$306,712,000

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document 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.

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

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

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

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

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

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

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

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

29 **LOCAL PROGRAMS—PROGRAM Z—CAPITAL**

30	Carbon Emissions Reduction Account—State	
31	Appropriation.	\$92,337,000
32	Climate Active Transportation Account—State	
33	Appropriation.	\$186,865,000
34	Freight Mobility Investment Account—State	
35	Appropriation.	\$19,335,000
36	Freight Mobility Multimodal Account—State	
37	Appropriation.	\$24,952,000
38	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.

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

6 (b) \$3,568,000 of the carbon emissions reduction account—state
7 appropriation is provided solely for an e-bike lending library and
8 ownership grant program. The department may accept grant applications
9 from other state entities, local governments, and tribes that
10 administer or plan to administer an e-bike lending library or
11 ownership program for their employees for commute trip reduction
12 purposes. The department may also accept grant applications from
13 nonprofit organizations or tribal governments that serve persons who
14 are low-income or reside in overburdened communities and that
15 administer or plan to administer an e-bike lending library or
16 ownership program for qualifying persons.

17 (c) It is the intent of the legislature that funding provided in
18 (a) and (b) of this subsection continue to be appropriated in the
19 2027-2029 fiscal biennium.

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

23 (15) \$19,335,000 of the freight mobility investment account—state
24 appropriation and \$24,952,000 of the freight mobility multimodal
25 account—state appropriation are provided solely for freight mobility
26 strategic investment board projects listed in the LEAP transportation
27 document referenced in subsection (1) of this section.

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

37 NEW SECTION. **Sec. 312. ANNUAL REPORTING REQUIREMENTS FOR**
38 **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)

1 TRANSFERS AND DISTRIBUTIONS

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

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

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

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

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

36 Motor Vehicle Account—State Appropriation: For motor

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(End of part)

1 **IMPLEMENTING PROVISIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(End of part)

MISCELLANEOUS 2025-2027 FISCAL BIENNIUM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13 (2) The rules adopted under this section:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13 (2) The legislature finds that:

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

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

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

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

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

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

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

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

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

15 (6) The audits may include:

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

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

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

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

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

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

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

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

3 (i) Identification and recognition of best practices;

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

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

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

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

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

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

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

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

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

1 occurred. The office of financial management is responsible for
2 achieving audit resolution. The office of financial management shall
3 annually report by December 31st the status of performance audit
4 resolution to the appropriate legislative committees and the state
5 auditor. The legislature shall consider the performance audit results
6 in connection with the state budget process.

7 The auditor may request status reports on specific audits or
8 findings.

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

13 (11) During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027 fiscal
14 biennia, the legislature may direct the state treasurer to make
15 transfers of moneys in the transportation partnership account to the
16 motor vehicle account and the Tacoma Narrows toll bridge account.

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

19 The freight mobility investment account is hereby created in the
20 state treasury. Money in the account may be spent only after
21 appropriation. Expenditures from the account may be used only for
22 freight mobility projects that have been recommended by the freight
23 mobility strategic investment board in RCW 47.06A.020 and may include
24 any principal and interest on bonds authorized for the projects or
25 improvements. During the (~~(2021-2023 and)~~) 2023-2025 and 2025-2027
26 fiscal biennia, the expenditures from the account may also be used
27 for the administrative expenses of the freight mobility strategic
28 investment board.

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

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

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

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

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

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

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

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

29 (1) The connecting Washington account is created in the motor
30 vehicle account. Moneys in the account may be spent only after
31 appropriation. Expenditures from the account must be used only for
32 projects or improvements identified as connecting Washington projects
33 or improvements in a transportation appropriations act, including any
34 principal and interest on bonds authorized for the projects or
35 improvements.

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

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

5 **Sec. 713.** RCW 46.68.490 and 2023 c 472 s 711 are each amended to
6 read as follows:

7 (1) The climate active transportation account is hereby created
8 in the state treasury. Moneys in the account may be spent only after
9 appropriation. Expenditures from the account may be used only for the
10 following active transportation grant programs: Safe routes to
11 schools, school-based bike program, bicycle and pedestrian grant
12 program, complete streets grants program, and connecting communities
13 grant program, as well as pedestrian and bicycle or other active
14 transportation projects identified in an omnibus transportation
15 appropriations act as move ahead WA projects.

16 (2) Beginning July 1, 2023, the state treasurer shall annually
17 transfer 24 percent of the revenues accruing annually to the carbon
18 emissions reduction account created in RCW 70A.65.240 to the climate
19 active transportation account. This subsection does not apply during
20 the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia.

21 **Sec. 714.** RCW 46.68.500 and 2023 c 472 s 712 are each amended to
22 read as follows:

23 (1) The climate transit programs account is hereby created in the
24 state treasury. Moneys in the account may be spent only after
25 appropriation. Expenditures from the account may be used only for the
26 following transit grant programs: Transit support grant program,
27 tribal transit mobility grants, transit coordination grants, special
28 needs transit grants, bus and bus facility grant program, green
29 transit grants, and transportation demand management grants, as well
30 as transit projects identified in an omnibus transportation
31 appropriations act as move ahead WA projects.

32 (2) Beginning July 1, 2023, the state treasurer shall annually
33 transfer 56 percent of the revenues accruing annually to the carbon
34 emissions reduction account created in RCW 70A.65.240 to the climate
35 transit programs account. This subsection does not apply during the
36 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia.

1 **Sec. 715.** RCW 46.68.510 and 2024 c 310 s 605 are each amended to
2 read as follows:

3 The move ahead WA account is created in the motor vehicle fund.
4 Moneys in the account may be spent only after appropriation.
5 Expenditures from the account must be used only for projects or
6 improvements identified as move ahead WA projects or improvements in
7 an omnibus transportation appropriations act, including any principal
8 and interest on bonds authorized for the projects or improvements.
9 During the 2023-2025 and 2025-2027 fiscal (~~(biennium)~~) biennia, the
10 legislature may direct the state treasurer to make transfers of
11 moneys from the move ahead WA account to the motor vehicle fund and
12 the transportation partnership account.

13 **Sec. 716.** RCW 47.56.876 and 2023 c 472 s 713 are each amended to
14 read as follows:

15 (1) A special account to be known as the state route number 520
16 civil penalties account is created in the state treasury. All state
17 route number 520 bridge replacement and HOV program civil penalties
18 generated from the nonpayment of tolls on the state route number 520
19 corridor must be deposited into the account, as provided under RCW
20 47.56.870(4)(b)(vii). Moneys in the account may be spent only after
21 appropriation. Expenditures from the account must be used to fund
22 legal obligations associated with bonds and loans associated with the
23 construction and operation of state route number 520 under
24 circumstances where the toll revenue collections at the time are not
25 sufficient to fully cover such legal obligations, and then may be
26 used to fund any project within the state route number 520 bridge
27 replacement and HOV program, including mitigation. The legislature
28 may direct the state treasurer to make transfers of moneys in the
29 state route number 520 civil penalties account to the state route
30 number 520 corridor account. During the (~~(2021-2023 and)~~) 2023-2025
31 and 2025-2027 fiscal biennia, the legislature may direct the state
32 treasurer to transfer moneys in the state route number 520 civil
33 penalties account to the motor vehicle (~~(account-[fund])~~) fund.

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

1 **Sec. 717.** RCW 47.60.315 and 2023 c 472 s 714 are each amended to
2 read as follows:

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

5 (a) Each year the department shall provide the commission a
6 report of its review of fares and pricing policies, with
7 recommendations for the revision of fares and pricing policies for
8 the ensuing year;

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

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

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

18 (4) The chief executive officer of the ferry system may authorize
19 the use of promotional, discounted, and special event fares to the
20 general public and commercial enterprises for the purpose of
21 maximizing capacity use and the revenues collected by the ferry
22 system. The department shall report to the commission a summary of
23 the promotional, discounted, and special event fares offered during
24 each fiscal year and the financial results from these activities.

25 (5) Fare revenues and other revenues deposited in the Puget Sound
26 ferry operations account created in RCW 47.60.530 may not be used to
27 support the Puget Sound capital construction account created in RCW
28 47.60.505, unless the support for capital is separately identified in
29 the fare or except as provided in section 715, chapter 333, Laws of
30 2021 during the 2021-2023 biennium (~~and~~), section 716, chapter 472,
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

1 connecting Washington account, the Puget Sound capital construction
2 account, and the Tacoma Narrows toll bridge account.

3 (4) During the 2025-2027 fiscal biennium, the legislature may
4 direct the state treasurer to make transfers of moneys in the
5 transportation 2003 account (nickel account) to the state patrol
6 highway account.

7 (5) The "nickel account" means the transportation 2003 account.

8 **Sec. 722.** RCW 82.44.200 and 2023 c 472 s 718 are each amended to
9 read as follows:

10 The electric vehicle account is created in the transportation
11 infrastructure account. Proceeds from the principal and interest
12 payments made on loans from the account must be deposited into the
13 account. Expenditures from the account may be used only for the
14 purposes specified in RCW 47.04.350, 82.08.9999, and 82.12.9999, and
15 the support of other transportation electrification and alternative
16 fuel related purposes, including RCW 47.01.520. Moneys in the account
17 may be spent only after appropriation. During the ((2021-2023 and))
18 2023-2025 and 2025-2027 fiscal biennia, the legislature may direct
19 the state treasurer to make transfers of moneys in the electric
20 vehicle account to the move ahead WA flexible account and multimodal
21 transportation account.

22 **Sec. 723.** RCW 82.70.020 and 2024 c 310 s 608 are each amended to
23 read as follows:

24 (1) Employers in this state who are taxable under chapter 82.04
25 or 82.16 RCW and provide financial incentives to their own or other
26 employees for ride sharing, for using public transportation, for
27 using car sharing, or for using nonmotorized commuting before January
28 1, ((2025)) 2027, are allowed a credit against taxes payable under
29 chapters 82.04 and 82.16 RCW for amounts paid to or on behalf of
30 employees for ride sharing in vehicles carrying two or more persons,
31 for using public transportation, for using car sharing, or for using
32 nonmotorized commuting, not to exceed \$60 per employee per fiscal
33 year.

34 (2) Property managers who are taxable under chapter 82.04 or
35 82.16 RCW and provide financial incentives to persons employed at a
36 worksite in this state managed by the property manager for ride
37 sharing, for using public transportation, for using car sharing, or
38 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)

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

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

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

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

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

1 (b) Of the amounts provided in this subsection, \$81,000 is
2 provided solely for the center to consult with the board of
3 registration for professional engineers and land surveyors to conduct
4 a statewide survey and analysis assessing workforce shortages of
5 civil engineers, civil engineering technicians, land surveyors, land
6 surveyor technicians, and related disciplines. The center shall
7 create a recommended action plan, with input from the legislative
8 transportation committees, to address engineering workforce shortages
9 and to meet the increased demand for services. The analysis and
10 recommended action plan must include, for civil engineers, civil
11 engineering technicians, land surveyors, land surveyor technicians,
12 and related disciplines, at a minimum:

13 (i) Opportunities to create diverse and equitable engineering
14 workforce;

15 (ii) Workforce data and gaps;

16 (iii) Current education pathways and licensure processes;

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

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

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

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

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

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

33 **FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

34 Carbon Emissions Reduction Account—State

35 Appropriation. (~~(\$18,000,000)~~)

36 \$6,000,000

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

1 (1) (a) \$6,000,000 of the carbon emissions reduction account—state
2 appropriation (~~(, and beginning January 1, 2025, \$12,000,000 of the~~
3 ~~carbon emissions reduction account state appropriation, are))~~ is
4 provided solely for zero emission electric vehicle supply equipment
5 infrastructure at facilities to accommodate charging station
6 installations. The electric vehicle charging equipment must be
7 coordinated with the state efficiency and environmental performance
8 program. The department must prioritize locations based on state
9 efficiency and environmental performance location priorities and
10 where zero emission fleet vehicles are located or are scheduled to be
11 purchased.

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

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

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

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

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

38 **FOR THE DEPARTMENT OF ECOLOGY**

1 Model Toxics Control Capital Account—State
 2 Appropriation. ((\$15,715,000))
 3 \$4,000,000
 4 (~~Carbon Emissions Reduction Account—State~~
 5 ~~Appropriation. \$4,000,000~~
 6 ~~TOTAL APPROPRIATION. \$19,715,000))~~)

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

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

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

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

29 **FOR THE EVERGREEN STATE COLLEGE**

30 Aeronautics Account—State Appropriation. (~~(\$188,000)~~)
 31 \$94,000

32 The appropriation in this section is subject to the following
 33 conditions and limitations: (~~(\$188,000 of)~~) the entire aeronautics
 34 account—state appropriation is provided solely for the Washington
 35 state institute for public policy to:

36 (1) Conduct an independent assessment of the passenger and air
 37 cargo forecasts cited in the Puget Sound regional council regional
 38 aviation baseline study, including an evaluation of the underlying

1 data, assumptions, methodologies, and calculation of the level of
2 uncertainty around the forecast;

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

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

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

(End of part)

TRANSPORTATION AGENCIES—OPERATING

Sec. 901. 2024 c 310 s 201 (uncodified) is amended to read as follows:

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

Highway Safety Account—State Appropriation.	\$7,842,000
Highway Safety Account—Federal Appropriation.	((\$35,745,000))
	<u>\$39,745,000</u>
Highway Safety Account—Private/Local Appropriation.	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation.	\$836,000
School Zone Safety Account—State Appropriation.	\$850,000
TOTAL APPROPRIATION.	((\$45,333,000))
	<u>\$49,333,000</u>

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

(1) Within existing resources, the commission must examine national safety reports and recommendations on alcohol and drug impaired driving and report to the transportation committees of the legislature, by December 15, 2023, any recommendations for legislative or policy changes to improve traffic safety in Washington state.

(2) (a) \$235,500 of the Cooper Jones active transportation safety account—state appropriation is provided solely for the commission to conduct research pertaining to the issue of street lighting and safety, including a public input component and learning from counties, cities, the state, and other impacted entities. Research may include the following:

(i) Interviewing additional local and regional roads departments, water-sewer districts, and other utility services to gather a holistic data set or further input on which authority assumes primary responsibility for street illumination in various underserved areas throughout the state;

(ii) Systematically soliciting information from communities with poor street illumination and lighting to gather input as to whether this is an issue the community would like to see improved;

(iii) Conferring with regional and state-level police, fire, and emergency medical services to assess and document potential delays in emergency response times due to poor street illumination;

1 (iv) Further assessing the impact of using LED lights in roadway
2 and pedestrian scale lighting in reducing carbon emissions and light
3 pollution throughout the United States; and

4 (v) Subject to more in-depth findings, convening a meeting with
5 appropriate state, regional, and local stakeholders and community
6 partners.

7 (b) The commission must report research results and provide any
8 recommendations for legislative or policy action to the
9 transportation committees of the legislature by January 1, 2025.

10 (3) Within existing resources, the commission, through the Cooper
11 Jones active transportation safety council, must prioritize the
12 review of pedestrian, bicyclist, or nonmotorist fatality and serious
13 injury review when the victim is a member of a federally recognized
14 tribe. Consistent with RCW 43.59.156(5), the commission may recommend
15 any policy or legislative changes to improve traffic safety for
16 tribes through such review.

17 (4) Within existing resources, the commission must review and
18 report to the transportation committees of the legislature, by
19 December 15, 2023, on strategies and technologies used in other
20 states to prevent and respond to wrong-way driving crashes.

21 (5)(a) The Washington traffic safety commission shall coordinate
22 with each city that implements a pilot program as authorized in RCW
23 46.63.170(6) to provide the transportation committees of the
24 legislature with the following information by June 30, 2025:

25 (i) The number of warnings and infractions issued to first-time
26 violators under the pilot program;

27 (ii) The number of warnings and infractions issued to the
28 registered owners of vehicles that are not registered with an address
29 located in the city conducting the pilot program; and

30 (iii) The frequency with which warnings and infractions are
31 issued on weekdays versus weekend days.

32 (b) If chapter 307, Laws of 2024 is enacted by June 30, 2024, the
33 requirement in this subsection lapses.

34 (6) \$50,000 of the highway safety account—state appropriation is
35 provided solely for the implementation of chapter 471, Laws of 2023
36 (negligent driving). If chapter 471, Laws of 2023 is not enacted by
37 June 30, 2023, the amount provided in this subsection lapses.

38 (7) The Washington traffic safety commission may oversee a pilot
39 program in up to three cities implementing the use of automated

1 vehicle noise enforcement cameras in zones that have been designated
2 by ordinance as "Stay Out of Areas of Racing."

3 (a) Any programs authorized by the commission must be authorized
4 by December 31, 2024.

5 (b) If a city has established an authorized automated vehicle
6 noise enforcement camera pilot program under this section, the
7 compensation paid to the manufacturer or vendor of the equipment used
8 must be based upon the value of the equipment and services provided
9 or rendered in support of the system.

10 (c) Any city administering a pilot program overseen by the
11 traffic safety commission shall use the following guidelines to
12 administer the program:

13 (i) Automated vehicle noise enforcement camera may record
14 photographs or audio of the vehicle and vehicle license plate only
15 while a violation is occurring. The picture must not reveal the face
16 of the driver or of passengers in the vehicle;

17 (ii) The law enforcement agency of the city or county government
18 shall install two signs facing opposite directions within 200 feet,
19 or otherwise consistent with the uniform manual on traffic control
20 devices, where the automated vehicle noise enforcement camera is used
21 that state "Street Racing Noise Pilot Program in Progress";

22 (iii) Cities testing the use of automated vehicle noise
23 enforcement cameras must post information on the city website and
24 notify local media outlets indicating the zones in which the
25 automated vehicle noise enforcement cameras will be used;

26 (iv) A city may only issue a warning notice with no penalty for a
27 violation detected by automated vehicle noise enforcement cameras in
28 a Stay Out of Areas of Racing zone. Warning notices must be mailed to
29 the registered owner of a vehicle within 14 days of the detected
30 violation;

31 (v) A violation detected through the use of automated vehicle
32 noise enforcement cameras is not part of the registered owner's
33 driving record under RCW 46.52.101 and 46.52.120;

34 (vi) Notwithstanding any other provision of law, all photographs,
35 videos, microphotographs, audio recordings, or electronic images
36 prepared under this subsection (7) are for the exclusive use of law
37 enforcement in the discharge of duties under this section and are not
38 open to the public and may not be used in a court in a pending action
39 or proceeding. No photograph, microphotograph, audio recording, or
40 electronic image may be used for any purpose other than the issuance

1 of warnings for violations under this section or retained longer than
2 necessary to issue a warning notice as required under this subsection
3 (7); and

4 (vii) By June 30, 2025, the participating cities shall provide a
5 report to the commission and appropriate committees of the
6 legislature regarding the use, public acceptance, outcomes, warnings
7 issued, data retention and use, and other relevant issues regarding
8 automated vehicle noise enforcement cameras demonstrated by the pilot
9 projects.

10 (8) \$200,000 of the Cooper Jones active transportation safety
11 account—state appropriation is provided solely for the commission, in
12 consultation with the Cooper Jones active transportation safety
13 council, to research and develop a pilot program for the use of light
14 meters by law enforcement to measure lighting levels at locations
15 where a serious injury or fatality involving a vehicle has occurred.
16 However, the funds must be held in unallotted status until the
17 commission submits a spending plan for the pilot program to the
18 transportation committees of the legislature and the office of the
19 governor.

20 (9) \$300,000 of the highway safety account—state appropriation is
21 provided solely for the commission to purchase telematics data from a
22 qualified vendor that provides anonymized information on vehicle
23 speeds and driver behaviors, such as hard braking, on a statewide
24 basis and in selected geographical areas based upon demographic
25 characteristics and crash history. The commission must provide an
26 annual report summarizing findings from the telematics data to the
27 transportation committees of the legislature beginning by June 30,
28 2025, and until June 30, 2027.

29 (10) \$750,000 of the highway safety account—state appropriation
30 is provided solely for a pilot program for dedicated probation or
31 compliance officers at the local level to improve compliance with
32 ignition interlock device installation requirements associated with
33 impaired driving offenses. The commission must select locations based
34 on an assessment of ignition interlock device compliance rates, and
35 the willingness and ability to have staff dedicated to this activity.
36 By June 30, 2025, the commission must provide to the transportation
37 committees of the legislature a status report on the specific
38 locations selected and any outcome information.

1 (11) \$1,000,000 of the highway safety account—state appropriation
2 is provided solely to implement a multifaceted approach to supplement
3 existing funding targeted at impaired driving and other enforcement.
4 The areas of emphasis expected to be funded include additional high
5 visibility enforcement and indigenous knowledge-informed tribal
6 traffic safety support. Funding is also provided for the commission
7 to administer and provide oversight of these activities. The
8 commission must provide a preliminary report to the transportation
9 committees of the legislature on these funded activities and any
10 outcome information by December 1, 2025, with a final report due by
11 December 1, 2026.

12 **Sec. 902.** 2024 c 310 s 202 (uncodified) is amended to read as
13 follows:

14 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

15 Rural Arterial Trust Account—State Appropriation.	\$1,615,000
16 Motor Vehicle Account—State Appropriation.	(\$3,524,000)
17	<u>\$3,553,000</u>
18 County Arterial Preservation Account—State	
19 Appropriation.	\$1,839,000
20 TOTAL APPROPRIATION.	(\$6,978,000)
21	<u>\$7,007,000</u>

22 The appropriations in this section are subject to the following
23 conditions and limitations: Within appropriated funds, the county
24 road administration board may opt in as provided under RCW 70A.02.030
25 to assume all of the substantive and procedural requirements of
26 covered agencies under chapter 70A.02 RCW. The board shall include in
27 its 2023 and 2024 annual reports to the legislature a progress report
28 on opting into the healthy environment for all act and a status
29 report on diversity, equity, and inclusion within the board's
30 jurisdiction.

31 **Sec. 903.** 2024 c 310 s 204 (uncodified) is amended to read as
32 follows:

33 **FOR THE JOINT TRANSPORTATION COMMITTEE**

34 Carbon Emissions Reduction Account—State	
35 Appropriation.	(\$3,477,000)
36	<u>\$1,207,000</u>
37 Multimodal Transportation Account—State	

1	Appropriation.	((\$552,000))
2		<u>\$480,000</u>
3	Motor Vehicle Account—State Appropriation.	((\$5,100,000))
4		<u>\$4,703,000</u>
5	((Puget Sound Ferry Operations Account—State	
6	Appropriation.	\$100,000))
7	TOTAL APPROPRIATION.	((\$9,229,000))
8		<u>\$6,390,000</u>

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

11 (1) (a) \$300,000 of the motor vehicle account—state appropriation
12 is for the joint transportation committee, from amounts set aside out
13 of statewide fuel taxes distributed to cities according to RCW
14 46.68.110(2), to convene a study of a statewide retail delivery fee
15 on orders of taxable retail items delivered by motor vehicles within
16 the state. The study must:

17 (i) Determine the annual revenue generation potential of a range
18 of fee amounts;

19 (ii) Examine options for revenue distributions to state and local
20 governments based upon total deliveries, lane miles, or other
21 factors;

22 (iii) Estimate total implementation costs, including start-up and
23 ongoing administrative costs; and

24 (iv) Evaluate the potential impacts to consumers, including
25 consideration of low-income households and vulnerable populations and
26 potential impacts to businesses.

27 (b) The study should document and evaluate similar programs
28 adopted in other states. The joint transportation committee must
29 submit a report on the study to the transportation committees of the
30 legislature by June 30, 2024.

31 (2) (a) \$400,000 of the motor vehicle account—state appropriation
32 is for the joint transportation committee, in collaboration with the
33 department of transportation, to convene a work group to study and
34 recommend a new statutory framework for the department's public-
35 private partnership program. The committee may contract with a third-
36 party consultant for work group support and drafting the new
37 statutory framework.

38 (b) (i) The work group must consist of, but is not limited to, the
39 following members:

- 1 (A) The secretary of transportation or their designee;
2 (B) Joint transportation committee executive committee members or
3 their designees;
4 (C) The state treasurer or the state treasurer's designee;
5 (D) A representative of a national nonprofit organization
6 specializing in public-private partnership program development;
7 (E) A representative of the construction trades; and
8 (F) A representative from an organization representing general
9 contractors.

10 (ii) The work group must also consult with the Washington state
11 transportation commission and the department of commerce.

12 (c) (i) The work group must review the 2012 joint transportation
13 committee's "Evaluation of Public-Private Partnerships" study,
14 consisting of an evaluation of the recommendations for replacing
15 chapter 47.29 RCW and development of a process for implementing
16 public-private partnerships that serve the defined public interest,
17 including, but not limited to:

18 (A) Protecting the state's ability to retain public ownership of
19 assets constructed or managed under a public-private partnership
20 contract;

21 (B) Allowing for the most transparency during the negotiation of
22 terms of a public-private partnership agreement; and

23 (C) Addressing the state's ability to oversee the private
24 entity's management of the asset.

25 (ii) (A) The work group must identify any barriers to the
26 implementation of funding models that best protect the public
27 interest, including statutory and constitutional barriers.

28 (B) The work group may also evaluate public-private partnership
29 opportunities for required fish passage and culvert work on state
30 highways, for the construction of, replacement of, or commercial
31 retail options within Washington state ferries' terminals, and for
32 other projects as determined by the work group.

33 (iii) The work group must update the 2012 recommendations and
34 devise an implementation plan for the state.

35 (d) The work group must submit a preliminary report, including
36 any recommendations or draft legislation, to the office of the
37 governor and the transportation committees of the legislature by
38 December 15, 2023. The work group must submit a final report with
39 draft legislation to the office of the governor and the
40 transportation committees of the legislature by July 1, 2024.

1 (3) \$300,000 of the motor vehicle account—state appropriation is
2 for the joint transportation committee, from amounts set aside out of
3 statewide fuel taxes distributed to cities according to RCW
4 46.68.110(2), to contract with the municipal research and services
5 center to convene a department of transportation-local government
6 partnership work group to create a procedure in which the department
7 of transportation can partner with a local jurisdiction to perform
8 preservation and maintenance and construct projects on state
9 highways.

10 (a) The work group must consist of, but is not limited to, the
11 following members:

12 (i) One representative from a city with a population of more than
13 5,000 and fewer than 50,000;

14 (ii) One representative from a city with a population of more
15 than 50,000;

16 (iii) One representative from a county with a population of more
17 than 100,000 and fewer than 400,000;

18 (iv) One representative from a county with a population of more
19 than 400,000;

20 (v) At least one representative of a public port;

21 (vi) A representative from the county road administration board;

22 (vii) A representative of the transportation improvement board;

23 (viii) At least one representative from the department of
24 transportation's local programs division;

25 (ix) At least two representatives from the department of
26 transportation with expertise in procurement and legal services; and

27 (x) At least one member from the house of representatives
28 transportation committee and at least one member from the senate
29 transportation committee.

30 (b) Of the members described in (a) of this subsection, at least
31 one of the city representatives and one of the county representatives
32 must have public works contracting experience, and at least one of
33 the city representatives and one of the county representatives must
34 have public works project management experience.

35 (c) The work group must make recommendations of how the
36 department of transportation could better work in partnership with
37 local jurisdictions to ensure that roadway construction projects can
38 be performed when funds are made available in the omnibus
39 transportation appropriations act even if the department of
40 transportation does not have the capacity to be the project manager

1 on a project and a local jurisdiction is ready, willing, and able to
2 implement the project within the time frames envisioned in the
3 omnibus transportation appropriations act. In developing its
4 recommendations, the work group must consider, at a minimum:

5 (i) Differing roadway and construction standards between state
6 and local agencies;

7 (ii) Revenue, reimbursement, and financial agreements between
8 state and local agencies;

9 (iii) Differing procurement processes between state and local
10 agencies;

11 (iv) Liability; and

12 (v) Other issues as determined by the work group.

13 (d) The work group must submit a preliminary report, including
14 any recommendations, to the office of the governor and the
15 transportation committees of the legislature by December 15, 2023.
16 The work group must submit a final report to the office of the
17 governor and the transportation committees of the legislature by July
18 1, 2024.

19 (4) (a) (~~(\$2,000,000)~~) \$404,000 of the carbon emissions reduction
20 account—state appropriation is for the joint transportation committee
21 to oversee:

22 (i) The design of an infrastructure and incentive strategy to
23 drive the purchase and use of zero emission medium and heavy duty
24 vehicles, as well as cargo handling and off-road equipment, in the
25 state including, but not limited to, programs for tractor trucks, box
26 trucks, drayage trucks, refuse trucks, step and panel vans, heavy and
27 medium-duty buses, school buses, on and off-road terminal tractors,
28 transport refrigeration units, forklifts, container handling
29 equipment, airport cargo loaders, and railcar movers; and

30 (ii) A review of the passenger vehicle tax incentive in current
31 law and evaluation of its utility, to include possible modification
32 of the criteria for eligibility and tax incentive amount maximums, as
33 applicable.

34 (b) Design development must include recommendations for
35 encouraging vehicle conversions for smaller commercial vehicle fleets
36 and owner-operators of commercial vehicles, as well as tools for
37 facilitating carbon emission reductions to benefit vulnerable
38 populations and overburdened communities. Infrastructure and
39 incentive programs recommended may include, but are not limited to,
40 grant, rebate, tax incentive, and financing assistance programs.

1 (c) Consultation with legislative members identified by the chair
2 and ranking members of the transportation committees of the
3 legislature throughout design of the infrastructure and incentive
4 strategy is required. A report is due to the transportation
5 committees of the legislature by January 2, 2024.

6 (5) (~~(\$125,000)~~) \$53,000 of the motor vehicle account—state
7 appropriation and (~~(\$125,000)~~) \$53,000 of the multimodal
8 transportation account—state appropriation are for the joint
9 transportation committee to evaluate potential options and make
10 recommendations for a statewide household travel survey and
11 additional analytical capacity regarding transportation research.

12 (a) The recommendation on the statewide household travel survey
13 must be based on how well a statewide survey investment would:
14 Address policy questions related to household travel; address gaps
15 between separate regional and local transportation models; and create
16 a dataset to allow both for analysis and response to policymakers'
17 questions relating to household travel and for transportation
18 modeling and development. In evaluating potential survey options, the
19 committee shall consider opportunities for the state to partner and
20 expand on developed established household travel surveys, including
21 surveys conducted at both the Puget Sound regional council and the
22 federal highway administration. In its recommendation, the committee
23 shall outline the process required for a statewide survey, including
24 the costs and timing of each option.

25 (b) The committee shall recommend an agency or agencies to
26 perform ongoing analysis of a statewide household travel survey and
27 other transportation research. The committee shall consider the
28 ability of an agency or agencies to meet shorter timeline policy
29 needs, as well as longer timeline research projects. The
30 recommendation must include the timing and costs associated with the
31 development of such analytical capacity.

32 (6) (~~(\$1,000,000)~~) \$600,000 of the carbon emissions reduction
33 account—state appropriation is for the joint transportation committee
34 to oversee the development of tools and methodologies to assist in
35 program delivery evaluation for programs that receive appropriations
36 from the carbon emissions reduction account. Program delivery
37 evaluation must include carbon emissions reduction estimates by
38 program and by unit of time, program cost per unit of emission
39 reduction, quantified benefits to vulnerable populations and

1 overburdened communities by program cost, any additional appropriate
2 qualitative and quantitative metrics, and actionable recommendations
3 for improvements in program delivery. A report is due to the
4 transportation committees of the legislature by October 1, 2024.

5 (7) (~~(\$500,000)~~) \$175,000 of the motor vehicle account—state
6 appropriation is for the joint transportation committee to engage an
7 independent review team to work in coordination with the Washington
8 state department of transportation's analysis, funded in section
9 217(10), chapter 472, Laws of 2023, of highway, road, and freight
10 rail transportation needs, options, and impacts from shifting the
11 movement of freight and goods that currently move by barge through
12 the lower Snake river dams to highways, other roads, and rail.

13 (a) The department shall include the independent review team in
14 all phases of the analysis to enable the team to develop an
15 independent assessment of the analysis, assumptions, stakeholder
16 engagement, and cost and impact estimates. Summary findings from the
17 independent assessment must be provided to the department, the
18 governor's office, and the transportation committees of the
19 legislature on a quarterly basis, with an end of biennium report due
20 to the governor and the transportation committees of the legislature
21 by June 30, 2025. 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

1 streamlining work group to review streamlining options and recommend
2 practices that support expedited project delivery.

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

5 (i) One representative from a city with a population of more than
6 5,000 and fewer than 50,000;

7 (ii) One representative from a city with a population of more
8 than 50,000;

9 (iii) One representative from a county with a population of more
10 than 100,000 and fewer than 400,000;

11 (iv) One representative from a county with a population of more
12 than 400,000;

13 (v) At least one representative of a transit agency serving a
14 rural county;

15 (vi) At least one representative of a transit agency serving an
16 urban county;

17 (vii) At least one representative of a regional transit
18 authority;

19 (viii) At least one representative of a public port;

20 (ix) A representative from the county road administration board;

21 (x) A representative of the transportation improvement board;

22 (xi) A representative of the freight mobility strategic
23 investment board;

24 (xii) At least one representative from the department of
25 transportation's local programs division with experience in federal
26 funding oversight; and

27 (xiii) At least two representatives from the department of
28 transportation with expertise in procurement and the multiagency
29 permit program.

30 (c) Of the members described in (b) 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 (d) The work group must review options for project streamlining
36 to expedite project delivery that include, but are not limited to:
37 Preapplication communication; partnership agreements; contracting
38 processes; fund sources; mitigation; land use; rights-of-way;
39 permitting; and shared technology; and must identify opportunities
40 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

1 defined in RCW 36.70A.030. The contracted party must have
2 demonstrated expertise in understanding the impact of housing
3 development on racially diverse communities, as well as expertise in,
4 and existing peer-reviewed research on, developing housing near
5 transit that is inclusive of low-income, workforce, and market rate
6 housing.

7 (b) The review must look at any comprehensive plans, housing-
8 focused local tax and fee programs, and development regulations
9 required to be adopted on or before December 31, 2024. The review
10 must include examples of local and national best practices for
11 developing affordable housing and workforce housing near transit, and
12 allow for comparison on a city-by-city basis. The review must also
13 include a report with recommendations for state-level policy to
14 expand housing and mixed-use transit-oriented development in
15 Washington state, in a manner that minimizes displacement of existing
16 communities and ensures housing near transit remains affordable to
17 low-income Washingtonians. The contracted party shall provide its
18 review to the appropriate committees of the legislature by June 30,
19 2025.

20 **Sec. 904.** 2024 c 310 s 205 (uncodified) is amended to read as
21 follows:

22 **FOR THE TRANSPORTATION COMMISSION**

23	Motor Vehicle Account—State Appropriation.	\$3,289,000
24	Interstate 405 and State Route Number 167 Express	
25	Toll Lanes Account—State Appropriation.	\$150,000
26	Multimodal Transportation Account—State	
27	Appropriation.	(\$200,000)
28		<u>\$200,000</u>
29	State Route Number 520 Corridor Account—State	
30	Appropriation.	\$288,000
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation.	\$179,000
33	Alaskan Way Viaduct Replacement Project Account—	
34	State Appropriation.	\$167,000
35	TOTAL APPROPRIATION.	(\$4,273,000)
36		<u>\$4,273,000</u>

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

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

12 (a) Conduct stakeholder outreach, gathering input, and framing
13 the outreach around the current plan's policy construct and high
14 level priorities, the 2022 transportation revenue package, and
15 recently enacted significant policy legislation;

16 (b) Report outreach findings and results to the joint
17 transportation committee for review and input;

18 (c) Restructure the plan to (i) primarily focus on high level
19 policy priorities within the six transportation policy goals under
20 RCW 47.04.280 and (ii) align policies, strategies, and objectives
21 with the interests of stakeholders and legislators;

22 (d) Gather further input from stakeholders and the joint
23 transportation committee on the restructured plan's format and
24 content; and

25 (e) Finalize the updated plan, based upon input from stakeholders
26 and the joint transportation committee.

27 (2) The legislature finds that the current balance of and
28 projected revenues into the Alaskan Way viaduct replacement project
29 account are sufficient to meet financial obligations during fiscal
30 years 2024 and 2025.

31 (3) Within the parameters established under RCW 47.56.880, the
32 commission shall review toll revenue performance on the Interstate
33 405 and state route number 167 corridor and adjust Interstate 405
34 tolls as appropriate to increase toll revenue to provide sufficient
35 funds for payments of future debt pursuant to RCW 47.10.896 and to
36 support improvements to the corridor. The commission shall consider
37 adjusting maximum toll rates, minimum toll rates, and time-of-day
38 rates, and restricting direct access ramps to transit and HOV
39 vehicles only, or any combination thereof, in setting tolls to
40 increase toll revenue. The commission is encouraged to make any

1 adjustments to toll rates in coordination with the planned expansion
2 of express toll lanes between the cities of Renton and Bellevue.

3 (4) \$500,000 of the motor vehicle account—state appropriation is
4 provided solely for the commission to conduct a route jurisdiction
5 study aimed at assessing the current state highway inventory and
6 local roadway designations to determine if changes are needed in
7 jurisdictional assignment between the state, county, and city road
8 systems. The study must also review current criteria used to define
9 the state highway system to determine if such criteria continue to be
10 applicable. The commission shall submit a report of study findings
11 and recommendations to the transportation committees of the
12 legislature by July 1, 2025.

13 (5) The commission may coordinate with the department of
14 transportation to jointly seek federal funds available through the
15 federal strategic innovations in revenue collection grant program,
16 applying toll credits for meeting match requirements. The commission
17 must provide draft applications for federal grant opportunities to
18 the chairs and ranking members of the transportation committees of
19 the legislature for review and comment prior to submission.

20 (6) The transportation commission shall conduct an assessment
21 aimed at identifying approaches to streamlining the current rule-
22 making process for setting toll rates and policies for eligible toll
23 facilities, while maintaining public access and providing
24 opportunities to provide input on proposals. The intent of the
25 assessment is to identify rule-making approaches that support the
26 state's ability to set toll rates and policies in a timely and
27 efficient manner, so that the state can meet anticipated funding
28 obligations. This assessment should include a review of rate-setting
29 processes used by toll authorities in other states. The
30 transportation commission shall provide recommendations to the
31 transportation committees of the legislature by July 31, 2024.

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

1 September 2023 and quarterly thereafter until any agreements are
2 finalized.

3 (8) \$200,000 of the motor vehicle account—state appropriation is
4 provided solely for the commission to carry out a study assessing
5 approaches to increasing safety and compliance of high occupancy
6 vehicle lanes, express toll lanes, tolled facilities, and
7 construction zones, facilitated by advanced technologies.

8 (a) The approaches assessed must, at a minimum, focus on advanced
9 roadside technologies that: Are able to operate independently without
10 connection to the department of transportation's existing
11 communication systems and utilities; have a limited physical
12 footprint that does not use over-roadway infrastructure; and have a
13 95 percent or greater license plate reading accuracy.

14 (b) The study must review current laws, including assessing
15 underlying policies related to prohibitions on program cost coverage
16 coming from infraction or other revenues generated by advanced
17 technology systems, and identify provisions needed to enable a future
18 technology-based safety and compliance program.

19 (c) The commission shall submit an interim report to the
20 transportation committees of the legislature by January 10, 2024,
21 that, at a minimum, provides an initial assessment of the viability
22 of deploying a system into operation. A final report of findings and
23 recommendations must be submitted to the transportation committees of
24 the legislature by June 30, 2024.

25 (9) \$75,000 of the multimodal transportation account—state
26 appropriation is provided solely for the commission to carry out an
27 initial assessment and scoping effort to determine the feasibility of
28 creating a future west coast transportation network plan. This plan
29 would serve to proactively identify and coordinate improvements and
30 investments across the west coast states to freight rail, passenger
31 rail, highways, and air transportation. The intent for the plan is to
32 leverage and align west coast efforts to reduce our collective carbon
33 footprint, improve freight and passenger mobility, and strengthen
34 west coast resiliency. This effort must be carried out in partnership
35 with the Oregon and California transportation commissions and the
36 state department of transportations from each state, and must
37 consider, but not be limited to:

38 (a) Current state activities, investments, and plans that support
39 the establishment of clean transportation in the air, on the
40 highways, and on rail lines moving freight and passengers;

1 (b) Currently identified resiliency risks along the west coast
2 and existing strategic plans and investments that could inform a
3 future west coast unified plan; and

4 (c) Incorporation of work from the statewide transportation
5 policy plan.

6 (10) \$250,000 of the motor vehicle account—state appropriation is
7 provided solely for the commission to carry out engagement with
8 Washington stakeholders on the results of the recently completed
9 Forward Drive research program to inform next steps on road usage
10 charging. The commission must submit a report of findings and
11 recommendations to the transportation committees of the legislature
12 by December 1, 2024.

13 **Sec. 905.** 2024 c 310 s 207 (uncodified) is amended to read as
14 follows:

15 **FOR THE WASHINGTON STATE PATROL**

16	Alaskan Way Viaduct Replacement Project Account—	
17	State Appropriation.	\$43,000
18	State Patrol Highway Account—State Appropriation.	(\$629,476,000)
19		<u>\$621,677,000</u>
20	State Patrol Highway Account—Federal Appropriation.	(\$19,360,000)
21		<u>\$23,360,000</u>
22	State Patrol Highway Account—Private/Local	
23	Appropriation.	\$4,594,000
24	Highway Safety Account—State Appropriation.	\$1,736,000
25	Ignition Interlock Device Revolving Account—State	
26	Appropriation.	\$2,208,000
27	Multimodal Transportation Account—State	
28	Appropriation.	\$316,000
29	State Route Number 520 Corridor Account—State	
30	Appropriation.	\$89,000
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation.	\$275,000
33	I-405 and SR 167 Express Toll Lanes Account—State	
34	Appropriation.	\$2,895,000
35	TOTAL APPROPRIATION.	(\$660,992,000)
36		<u>\$657,193,000</u>

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

1 (1) \$580,000 of the state patrol highway account—state
2 appropriation is provided solely for the operation of and
3 administrative support to the license investigation unit to enforce
4 vehicle registration laws in southwestern Washington. The Washington
5 state patrol, in consultation with the department of revenue, shall
6 maintain a running estimate of the additional vehicle registration
7 fees, sales and use taxes, and local vehicle fees remitted to the
8 state pursuant to activity conducted by the license investigation
9 unit. Beginning October 1, 2023, and semiannually thereafter, the
10 Washington state patrol shall submit a report detailing the
11 additional revenue amounts generated since July 1, 2023, to the
12 director of the office of financial management and the transportation
13 committees of the legislature. At the end of the fiscal quarter in
14 which it is estimated that more than \$625,000 in state sales and use
15 taxes have been remitted to the state since July 1, 2023, the
16 Washington state patrol shall notify the state treasurer and the
17 state treasurer shall transfer funds pursuant to section 406, chapter
18 472, Laws of 2023.

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

28 (3) (a) By December 1st of each year during the 2023-2025 fiscal
29 biennium, the Washington state patrol must report to the
30 transportation committees of the legislature on the status of
31 recruitment and retention activities as follows:

- 32 (i) A summary of recruitment and retention strategies;
33 (ii) The number of transportation funded staff vacancies by major
34 category;
35 (iii) The number of applicants for each of the positions by these
36 categories;
37 (iv) The composition of workforce;
38 (v) Other relevant outcome measures with comparative information
39 with recent comparable months in prior years; and

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

6 (b) During the 2023-2025 fiscal biennium, the office of financial
7 management, with assistance of the Washington state patrol, must
8 conduct two surveys regarding the competitiveness with law
9 enforcement agencies within the boundaries of the state of Washington
10 pursuant to RCW 43.43.380, with the first survey being informational
11 regarding the change since the last survey was conducted and the
12 second survey used as part of the collective bargaining process.
13 Prior to the 2024 legislative session, the office of financial
14 management, with assistance of the Washington state patrol, must also
15 provide comparison information regarding recruitment bonus amounts
16 currently being offered by local law enforcement agencies in the
17 state.

18 (4) (a) \$6,575,000 of the state patrol highway account—state
19 appropriation is provided solely for the land mobile radio system
20 replacement, upgrade, and other related activities.

21 (b) Beginning January 1, 2024, the Washington state patrol must
22 report semiannually to the office of the chief information officer on
23 the progress related to the projects and activities associated with
24 the land mobile radio system, including the governance structure,
25 outcomes achieved in the prior six-month time period, and how the
26 activities are being managed holistically as recommended by the
27 office of the chief information officer. At the time of submittal to
28 the office of the chief information officer, the report must be
29 transmitted to the office of financial management and the
30 transportation committees of the legislature.

31 (5) \$2,688,000 of the state patrol highway account—state
32 appropriation is provided solely for enhancing the state patrol's
33 diversity, equity, and inclusion program, a community engagement
34 program to improve relationships with historically underrepresented
35 communities and to recruit and retain a diverse workforce, and
36 contracting with an external psychologist to perform exams. The state
37 patrol will work with the governor's office of equity and meet all
38 reporting requirements and responsibilities pursuant to RCW
39 43.06D.060. Funds provided for the community engagement program must
40 ensure engagement with communities throughout the state.

1 (6) (a) \$10,000 of the state patrol highway account—state
2 appropriation is provided solely for the Washington state patrol to
3 administer a pilot program that implements a yellow alert system
4 notifying the public when a hit-and-run accident resulting in a
5 fatality or substantial bodily harm has occurred and been reported to
6 the state patrol or other local law enforcement entity. The
7 Washington state patrol must post on traffic message boards or share
8 on public communication systems any identifying information acquired
9 including, but not limited to, a complete or partial license plate
10 number or a description of the vehicle. Each alert must be posted or
11 shared as such for at least 24 hours.

12 (b) The Washington state patrol must report the following to the
13 transportation committees of the legislature annually until June 30,
14 2025:

15 (i) The number of yellow alerts received;

16 (ii) The number of arrests made from accidents reported on the
17 yellow alert system;

18 (iii) The number of hit-and-run accidents resulting in a fatality
19 or substantial bodily harm statewide;

20 (iv) The number of arrests made from accidents described under
21 (b) (iii) of this subsection; and

22 (v) The number of hit-and-run accidents reported statewide.

23 (c) The Washington state patrol must also report on the efficacy
24 of the program and recommend in its final report if the pilot program
25 should continue or be enacted on a permanent basis and implemented
26 statewide, based on the results of the report.

27 (7) (a) (~~(\$2,243,000)~~) \$2,918,000 of the state patrol highway
28 account—state appropriation is provided solely for administrative
29 costs, advertising, outreach, and bonus payments associated with
30 developing and implementing a state trooper expedited recruitment
31 incentive program for the purpose of recruiting and filling vacant
32 trooper positions in the 2023-2025 fiscal biennium. The legislature
33 is committed to continuing the state trooper expedited recruitment
34 incentive program until the vacancy levels are significantly reduced
35 from current levels. The recruitment, advertising, and outreach
36 associated with this program must continue efforts to create a more
37 diverse workforce and must also provide an accelerated pathway for
38 joining the state patrol for high quality individuals who have
39 previously been employed as a general authority peace officer.

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

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

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

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

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

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

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

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

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

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

32 (d) For the purposes of this subsection:

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

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

39 (8) (~~(\$3,896,000)~~) \$3,033,000 of the state patrol highway account
40 —state appropriation is provided solely for implementation of chapter

1 17, Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023
2 is not enacted by June 30, 2023, the amount provided in this
3 subsection lapses.

4 (9) \$500,000 of the state patrol highway account—state
5 appropriation is provided solely for bonuses and other recruitment
6 and retention-related compensation adjustments for communication
7 officers and other noncommissioned staff of the Washington state
8 patrol who are covered by a collective bargaining agreement. Funding
9 in this subsection must first be used for targeted adjustments for
10 communication officers. Remaining amounts may be used for
11 compensation adjustments for other noncommissioned staff. Funding
12 provided in this subsection is contingent upon the governor or the
13 governor's designee reaching an appropriate memorandum of
14 understanding with the exclusive bargaining representative.
15 Agreements reached for compensation adjustments under this section
16 may not exceed the amounts provided. If any agreement or combination
17 of agreements exceed the amount provided in this subsection, all the
18 agreements are subject to the requirements of RCW 41.80.010(3).

19 (10) (~~(\$3,226,000)~~) \$1,690,000 of the state patrol highway
20 account—state appropriation is provided solely for two accelerated
21 training programs for lateral hires. It is the intent of the
22 legislature that the second accelerated training program for lateral
23 hires offered in fiscal year 2025 achieves at least 40 qualified
24 graduates based on the Washington state patrol aggressively
25 recruiting, advertising bonus policies, and taking other steps to
26 achieve this outcome.

27 (11) \$98,000 of the state patrol highway account—state
28 appropriation is provided solely for the implementation of chapter
29 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is
30 not enacted by June 30, 2023, the amount provided in this subsection
31 lapses.

32 (12) \$76,000 of the state patrol highway account—state
33 appropriation is provided solely for the implementation of chapter
34 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
35 is not enacted by June 30, 2023, the amount provided in this
36 subsection lapses.

37 (13) \$107,000 of the state patrol highway account—state
38 appropriation is provided solely for the implementation of chapter
39 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023

1 is not enacted by June 30, 2023, the amount provided in this
2 subsection lapses.

3 (14) By December 1, 2024, the Washington state patrol must
4 provide a report to the governor and appropriate committees of the
5 legislature on the status of *McClain v. Washington State Patrol* and
6 an update on legal expenses associated with the case.

7 (15) \$32,000 of the state patrol highway account—state
8 appropriation is provided solely for the implementation of chapter
9 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
10 not enacted by June 30, 2023, the amount provided in this subsection
11 lapses.

12 (16) \$5,905,000 of the state patrol highway account—state
13 appropriation is provided solely for a third arming and third trooper
14 basic training class. The cadet class is expected to graduate in June
15 2025.

16 (17) (~~(\$2,381,000)~~) \$1,758,000 of the state patrol highway
17 account—state appropriation is provided solely for the Washington
18 state patrol to implement the provisions of the settlement agreement
19 under *Washington State Patrol Troopers Association v. Washington*
20 *State Patrol*, Public Employment Relations Commission Case No. 134557-
21 U-21.

22 (18) \$2,307,000 of the state patrol highway account—state
23 appropriation is provided solely for the migration of the agency's
24 active directory into the state enterprise active directory.

25 (19) \$250,000 of the state patrol highway account—state
26 appropriation is provided solely to expand the activities of the
27 license investigation unit to King county on a pilot basis beyond the
28 unit's current activities in southwestern Washington. By February 15,
29 2025, the Washington state patrol must provide a status report on the
30 pilot implementation.

31 (20) (~~(\$2,222,000)~~) \$2,640,000 of the state patrol highway
32 account—state appropriation is provided solely for the first planned
33 replacement of an aging Cessna aircraft and \$100,000 of the state
34 patrol highway account—state appropriation is provided solely for the
35 downpayment and related costs of the second planned replacement of
36 another aging Cessna aircraft. It is the intent of the legislature to
37 fund the second planned Cessna replacement without financing the
38 acquisition as soon as the aircraft can be received in the 2025-2027
39 fiscal biennium, and therefore, the Washington state patrol may take

1 the necessary steps to ensure delivery of the aircraft as soon as
2 possible in the 2025-2027 fiscal biennium.

3 (21) \$300,000 of the state patrol highway account—state
4 appropriation is provided solely for individual gun safes for
5 troopers and other staff to allow the safe storage of firearms used
6 in the performance of their duties.

7 (22) \$35,000 of the state patrol highway account—state
8 appropriation is provided solely for implementation of chapter 207,
9 Laws of 2024 (tribal warrants). If chapter 207, Laws of 2024 is not
10 enacted by June 30, 2024, the amount provided in this subsection
11 lapses.

12 (23) \$250,000 of the ignition interlock device revolving account—
13 state appropriation is provided solely to improve compliance with
14 ignition interlock device requirements associated with impaired
15 driving offenses. By June 30, 2025, the Washington state patrol must
16 provide a report detailing the staff hired, the activities
17 undertaken, and outcome information associated with improving
18 ignition interlock device compliance rates.

19 (24) \$691,000 of the state patrol highway account—state
20 appropriation is provided solely for the implementation of chapter
21 237, Laws of 2024 (state patrol longevity bonus). If chapter 237,
22 Laws of 2024 is not enacted by June 30, 2024, the amount provided in
23 this subsection lapses.

24 (25) \$46,000 of the state patrol highway account—state
25 appropriation is provided solely for the implementation of chapter
26 301, Laws of 2024 (catalytic converters). If chapter 301, Laws of
27 2024 is not enacted by June 30, 2024, the amount provided in this
28 subsection lapses.

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

31 **FOR THE DEPARTMENT OF LICENSING**

32 Driver Licensing Technology Support Account—State	
33 Appropriation.	((\$1,743,000))
34	<u>\$1,740,000</u>
35 Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
36 Motorcycle Safety Education Account—State	
37 Appropriation.	((\$5,319,000))
38	<u>\$5,292,000</u>

1	Limited Fish and Wildlife Account—State	
2	Appropriation.	((\$768,000))
3		<u>\$632,000</u>
4	Highway Safety Account—State Appropriation.	((\$283,109,000))
5		<u>\$285,793,000</u>
6	Highway Safety Account—Federal Appropriation.	\$2,371,000
7	Motor Vehicle Account—State Appropriation.	((\$101,823,000))
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.	((\$6,415,000))
12		<u>\$6,509,000</u>
13	Department of Licensing Services Account—State	
14	Appropriation.	((\$9,150,000))
15		<u>\$8,741,000</u>
16	License Plate Technology Account—State Appropriation.	((\$4,398,000))
17		<u>\$4,369,000</u>
18	Abandoned Recreational Vehicle Account—State	
19	Appropriation.	((\$3,091,000))
20		<u>\$4,591,000</u>
21	Limousine Carriers Account—State Appropriation.	((\$126,000))
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.	((\$16,998,000))
28		<u>\$16,430,000</u>
29	Move Ahead WA Flexible Account—State Appropriation.	((\$2,096,000))
30		<u>\$1,779,000</u>
31	TOTAL APPROPRIATION.	((\$440,163,000))
32		<u>\$441,660,000</u>

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

35 (1) \$1,100,000 of the highway safety account—state appropriation
36 and \$1,100,000 of the move ahead WA flexible account—state
37 appropriation are provided solely for the department to provide an
38 interagency transfer to the department of children, youth, and
39 families for the purpose of providing driver's license support. In

1 addition to support services required under RCW 74.13.338(2), support
2 services may include reimbursement of:

3 (a) The cost for a youth in foster care of any eligible age to
4 complete a driver training education course, as outlined in chapter
5 46.82 or 28A.220 RCW;

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

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

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

13 (2) \$150,000 of the highway safety account—state appropriation is
14 provided solely for the department to conduct a study on the
15 feasibility of implementing a mobile application for driver
16 licensing. The department must submit a report of the study findings
17 and any recommendations to the governor and the transportation
18 committees of the legislature by December 1, 2024. The study must:

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

21 (b) Examine existing technical infrastructure and potential
22 changes needed to maximize interoperability, utility, and privacy
23 protection;

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

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

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

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

33 (3) (a) \$350,000 of the highway safety account—state appropriation
34 is provided solely for the department, in consultation with the
35 Washington traffic safety commission, the department of health, the
36 elder law section of the Washington state bar association,
37 organizations representing older drivers, and driver rehabilitation
38 specialists, to develop a comprehensive plan aimed at improving older
39 driver safety. The department must submit a report on the
40 comprehensive plan to the governor and the transportation committees

1 of the legislature by December 1, 2024. The plan must include, but is
2 not limited to:

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

5 (A) The medical assessment review process; and

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

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

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

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

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

22 (4) \$5,499,000 of the motor vehicle account—state appropriation
23 is provided solely for the department to upgrade and improve its
24 prorated and fuel tax system, and is subject to the conditions,
25 limitations, and review requirements of section 701, chapter 472,
26 Laws of 2023. In each phase of the project, the department must
27 ensure and document the increase in business capabilities and
28 customer service outcomes, the improvements in fuel tax collection
29 related information designed to resolve historical discrepancies in
30 reporting information, and how the implementation plan mitigates
31 risks associated with the proposed timeline and results in the
32 sustainability of systems and platforms for the future. Before
33 initiating the implementation phase of the project, the department
34 must report to the office of the chief information officer on how the
35 project meets its FAST act modernization roadmap, and vendor
36 management and resource plans.

37 (5) \$16,000 of the motorcycle safety education account—state
38 appropriation, \$2,000 of the limited fish and wildlife account—state
39 appropriation, \$947,000 of the highway safety account—state

1 appropriation, \$308,000 of the motor vehicle account—state
2 appropriation, \$14,000 of the ignition interlock device revolving
3 account—state appropriation, and \$14,000 of the department of
4 licensing services account—state appropriation are provided solely
5 for the department to redesign and improve its online services and
6 website, and are subject to the conditions, limitations, and review
7 requirements in section 701, chapter 472, Laws of 2023.

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

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

27 (8) \$742,000 of the motor vehicle account—state appropriation is
28 provided solely for the increased costs associated with improvements
29 desired to resolve delays in the production of license plates,
30 including converting all subagents to the standard ordering process
31 as recommended in the December 2022 plate inventory report, and to
32 provide updated annual reports detailing changes in license plate
33 production, inventory, and other practices taken to guard against
34 plate production delays. The reports must be submitted to the
35 governor and the transportation committees of the legislature by
36 December 1, 2023, and December 1, 2024.

37 (9) \$243,000 of the highway safety account—state appropriation is
38 provided solely for the department to continue to provide written
39 materials on, place signage in licensing service offices regarding,

1 and include into new driver training curricula, the requirements of
2 RCW 46.61.212, the slow down and move over law.

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

13 (11) \$1,077,000 of the highway safety account—federal
14 appropriation is provided solely for implementation of chapter 35,
15 Laws of 2023 (CDL drug and alcohol clearinghouse). If chapter 35,
16 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
17 this subsection lapses.

18 (12) \$116,000 of the highway safety account—state appropriation
19 is provided solely for implementation of chapter 57, Laws of 2023
20 (streamlining CDL issuance). If chapter 57, Laws of 2023 is not
21 enacted by June 30, 2023, the amount provided in this subsection
22 lapses.

23 (13) \$845,000 of the highway safety account—state appropriation
24 is provided solely for the implementation of chapter 445, Laws of
25 2023 (improving young driver safety). If chapter 445, Laws of 2023 is
26 not enacted by June 30, 2023, the amount provided in this subsection
27 lapses.

28 (14) \$180,000 of the motor vehicle account—state appropriation is
29 provided solely for the implementation of chapter 440, Laws of 2023
30 (open motor vehicle safety recalls). If chapter 440, Laws of 2023 is
31 not enacted by June 30, 2023, the amount provided in this subsection
32 lapses.

33 (15) \$497,000 of the highway safety account—state appropriation
34 is provided solely for the implementation of chapter 466, Laws of
35 2023 (updating processes related to voter registration). If chapter
36 466, Laws of 2023 is not enacted by June 30, 2023, the amount
37 provided in this subsection lapses.

38 (16) \$29,000 of the highway safety account—state appropriation is
39 provided solely for the implementation of chapter 118, Laws of 2023

1 (driver's abstract changes). If chapter 118, Laws of 2023 is not
2 enacted by June 30, 2023, the amount provided in this subsection
3 lapses.

4 (17) \$47,000 of the highway safety account—state appropriation is
5 provided solely for the implementation of chapter 453, Laws of 2023
6 (competency evaluations). If chapter 453, Laws of 2023 is not enacted
7 by June 30, 2023, the amount provided in this subsection lapses.

8 (18) \$23,000 of the highway safety account—state appropriation is
9 provided solely for the implementation of chapter 283, Laws of 2023
10 (illegal racing). If chapter 283, Laws of 2023 is not enacted by June
11 30, 2023, the amount provided in this subsection lapses.

12 (19) \$155,000 of the highway safety account—state appropriation
13 is provided solely for the implementation of chapter 316, Laws of
14 2023 (jury diversity). If chapter 316, Laws of 2023 is not enacted by
15 June 30, 2023, the amount provided in this subsection lapses.

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

27 (b) As part of this pilot program, the owner of a for hire
28 nonemergency medical transportation vehicle may apply to the
29 department, county auditor or other agent, or subagent appointed by
30 the director, for a high occupancy vehicle exempt decal for a for
31 hire nonemergency medical transportation vehicle. The high occupancy
32 vehicle exempt decal allows the for hire nonemergency medical
33 transportation vehicle to use a high occupancy vehicle lane as
34 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
35 biennium.

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

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

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

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

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

8 (i) The name and address of the person who is the owner of the
9 vehicle;

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

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

13 (iv) An attestation signed by the vehicle's owner or the owner's
14 representative that the vehicle's owner has a minimum of one contract
15 or service agreement to provide for hire transportation services for
16 medical purposes with one or more of the following entities: A health
17 insurance company; a hospital, clinic, dialysis center, or other
18 medical institution; a day care center, retirement home, or group
19 home; a federal, state, or local agency or jurisdiction; or a broker
20 who negotiates these services on behalf of one or more of these
21 entities; and

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

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

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

31 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
32 and must be marked to indicate its expiration date. The decal may be
33 renewed if the pilot program is continued past the date of a decal's
34 expiration. The status as an exempt vehicle continues until the high
35 occupancy vehicle exempt decal is suspended or revoked for misuse,
36 the vehicle is no longer used as a for hire nonemergency medical
37 transportation vehicle, or the pilot program established in section
38 217(2), chapter 472, Laws of 2023 is terminated.

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

1 (21) (a) \$265,000 of the highway safety account—state
2 appropriation is provided solely for the department to provide an
3 interagency transfer to the Washington center for deaf and hard of
4 hearing youth, in consultation with the department and the office of
5 the superintendent of public instruction, to fund the cost of
6 interpreters for driver training education for deaf and hard of
7 hearing youth to enable them to access driver training education at
8 the same cost as their peers, and to pilot a sustainable driver
9 training education program to determine how best to meet the driver
10 training education needs of deaf and hard of hearing youth in the
11 state in the future. The pilot must include:

12 (i) Determination of an appropriate number of instructors and an
13 appropriate method of certification for instructors who are fluent in
14 American Sign Language (ASL);

15 (ii) Determination of how best to provide driver training
16 education statewide to deaf and hard of hearing novice drivers;

17 (iii) Development of a program to offer the required curriculum
18 under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

19 (iv) Capped course instruction costs for deaf and hard of hearing
20 students at the average rate of their hearing peers.

21 (b) The department shall submit a report to the transportation
22 committees of the legislature developed by the Washington center for
23 deaf and hard of hearing youth by March 1, 2024, that provides
24 recommendations for a permanent program to make driver education
25 equitably accessible for deaf and hard of hearing students.

26 (22) \$350,000 of the highway safety account—state appropriation
27 is provided solely for the department to improve the process for
28 commercial driver's license (CDL) holders to submit medical
29 certification documents and update self-certification status to the
30 department. The department shall:

31 (a) Update license express to improve the process and make it
32 more user friendly;

33 (b) Add options for the driver to renew or replace the driver's
34 CDL credentials as part of the medical or self-certification process;

35 (c) Add a customer verification step confirming the requested
36 changes and clearly stating how this change will impact the driver's
37 CDL; and

38 (d) Add improved messaging throughout the process.

39 In addition, the department shall make available on the driving
40 record abstract a complete medical certificate downgrade history, and

1 provide a one-time mailing to all current CDL holders explaining the
2 process to update their medical certificate documents and self-
3 certification.

4 (23) \$1,962,000 of the highway safety account—state appropriation
5 is provided solely for the establishment of a pilot mobile licensing
6 unit to provide licensing and identicard services. By December 1,
7 2024, the department must submit a report to the governor and the
8 transportation committees of the legislature detailing the locations
9 served, the number and type of documents issued, and other outcome
10 measures associated with the mobile licensing unit. The report must
11 include consideration of the facility needs of licensing service
12 offices in the context of flexible mobile licensing services.

13 (24) \$2,750,000 of the highway safety account—state appropriation
14 is provided solely for organizations providing driver's license
15 assistance and support services. Of this amount:

16 (a) \$2,000,000 of the highway safety account—state appropriation
17 is provided solely for driver's license assistance and support
18 services in King county with an existing provider that is already
19 providing these services to low-income immigrant and refugee women;
20 and

21 (b) \$750,000 of the highway safety account—state appropriation is
22 provided solely (~~for additional contracts in fiscal year 2025~~) to
23 contract with organizations providing driver's license assistance and
24 other related support services in other parts of the state.

25 (c) By December 1st of each year, the department must submit
26 information on the contracted providers, including: The annual budget
27 of the contracted providers in the preceding year; information
28 regarding private and other governmental support for the activities
29 of the providers; and a description of the number of people served,
30 services delivered, and outcome measures. In developing its 2025-2027
31 biennial budget submittal, the department, after consulting with the
32 existing organization in King county and organizations receiving
33 funds with the fiscal year 2025 expansion, must develop a statewide
34 delivery plan that maximizes the number of people served, promotes
35 efficiency in service delivery, and recognizes different models based
36 on needs in particular areas of the state.

37 (25) \$8,000 of the motorcycle safety education account—state
38 appropriation is provided solely for the implementation of chapter
39 137, Laws of 2023 (motorcycle safety board). If chapter 137, Laws of

1 2023 is not enacted by June 30, 2023, the amount provided in this
2 subsection lapses.

3 (26) \$29,000 of the motor vehicle account—state appropriation is
4 provided solely for the implementation of chapter 431, Laws of 2023
5 (transportation resources). If chapter 431, Laws of 2023 is not
6 enacted by June 30, 2023, the amount provided in this subsection
7 lapses.

8 (27) \$282,000 of the highway safety account—state appropriation
9 is provided solely for the implementation of chapter 471, Laws of
10 2023 (negligent driving). If chapter 471, Laws of 2023 is not enacted
11 by June 30, 2023, the amount provided in this subsection lapses.

12 (28) \$4,464,000 of the highway safety account—state appropriation
13 is provided solely for costs associated with relocating licensing
14 service offices during the 2023-2025 fiscal biennium. This includes
15 \$2,790,000 provided for relocations in the 2023-2025 omnibus
16 transportation appropriations act. By June 30th of each year, the
17 department must submit a status report on licensing service offices
18 planned for relocation during the 2023-2025 fiscal biennium.

19 (29) \$1,395,000 of the motor vehicle account—state appropriation
20 is provided solely for implementation of chapter 1, Laws of 2024
21 (enhancing prorated and fuel tax collections). If chapter 1, Laws of
22 2024 is not enacted by June 30, 2024, the amount provided in this
23 subsection lapses.

24 (30) \$100,000 of the highway safety account—state appropriation
25 is provided solely for implementation of chapter 162, Laws of 2024
26 (improving access to department of licensing issued documents). If
27 chapter 162, Laws of 2024 is not enacted by June 30, 2024, the amount
28 provided in this subsection lapses.

29 (31) \$150,000 of the motor vehicle account—state appropriation is
30 provided solely for the department to conduct a study on the
31 feasibility of implementing a process for the electronic submittal of
32 title and registration documents for motor vehicles, within the
33 current vehicle licensing model. The department must submit a report
34 of the study findings and any recommendations to the governor and the
35 transportation committees of the legislature by September 1, 2025.
36 The study must: (a) Review the current processes in Washington and
37 other states, including how such processes addressed fraud prevention
38 and document security; (b) examine existing technical infrastructure
39 and potential changes needed to allow for completion and submittal of

1 lien and titling documents by financial institutions and vehicle
2 dealers to subagents, county auditors, and the department of
3 licensing, while maximizing interoperability, utility, data security,
4 and customer privacy; (c) identify the technical investments and
5 other costs associated with the submission of electronic documents by
6 financial institutions and vehicle dealers to subagents, county
7 auditors, and the department of licensing; (d) recommend any
8 statutory changes required to allow for the submission of electronic
9 documentation to subagents, county auditors, and the department of
10 licensing; and (e) examine the impact of these technology changes on
11 external stakeholders including, but not limited to, subagents,
12 county auditors, financial institutions, vehicle dealers, and
13 insurance companies.

14 (32) \$6,000 of the motorcycle safety education account—state
15 appropriation, \$1,000 of the limited fish and wildlife account—state
16 appropriation, \$406,000 of the highway safety account—state
17 appropriation, \$137,000 of the motor vehicle account—state
18 appropriation, \$5,000 of the ignition interlock device revolving
19 account—state appropriation, and \$6,000 of the department of
20 licensing services account—state appropriation are provided solely
21 for the department of licensing for additional finance and budget
22 staff. By December 1, 2024, the department shall submit a report to
23 the governor and appropriate committees of the legislature on the
24 specific steps the department has taken to address the findings of
25 the State Auditor's Office FY2022 Accountability Audit Report No.
26 1032793.

27 (33) \$225,000 of the highway safety account—state appropriation
28 is provided solely for the department, for incorporation into its
29 comprehensive implementation plan required under chapter 445, Laws of
30 2023 (improving young driver safety), to expand driver training
31 education requirements for driver's license purposes to persons age
32 18 through 24 to include: (a) An assessment of opportunities to close
33 availability and accessibility gaps in rural and underserved areas,
34 as specified in section 612 (~~(of this act)~~), chapter 310, Laws of
35 2024; and (b) an analysis of the potential inclusion of a mandatory
36 driver's education refresher course requirement consisting of in-
37 person or virtual classroom-based instruction on risk management and
38 hazard protections one year after licensure, as specified in section
39 612 (~~(of this act)~~), chapter 310, Laws of 2024.

1 (34) \$38,000 of the motor vehicle account—state appropriation is
2 provided solely for implementation of chapter 308, Laws of 2024
3 (speed safety cameras). If chapter 308, Laws of 2024 is not enacted
4 by June 30, 2024, the amount provided in this subsection lapses.

5 (35) \$34,000 of the motor vehicle account—state appropriation is
6 provided solely for the implementation of chapter 146, Laws of 2024
7 (definition of veteran). If chapter 146, Laws of 2024 is not enacted
8 by June 30, 2024, the amount provided in this subsection lapses.

9 (36) \$159,000 of the highway safety account—state appropriation
10 is provided solely for the implementation of chapter 306, Laws of
11 2024 (impaired driving). If chapter 306, Laws of 2024 is not enacted
12 by June 30, 2024, the amount provided in this subsection lapses.

13 (37) \$300,000 of the highway safety account—state appropriation
14 is provided solely for the implementation of chapter 315, Laws of
15 2024 (state custody/ID cards). If chapter 315, Laws of 2024 is not
16 enacted by June 30, 2024, the amount provided in this subsection
17 lapses.

18 (38) \$50,000 of the motor vehicle account—state appropriation is
19 provided solely for the department to conduct a study on the
20 feasibility of implementing and administering a per mile fee program.
21 The study must identify the staffing and resources needed to
22 implement and administer the program, including possible technical
23 investments, leveraging existing technology platforms. A preliminary
24 report of the study findings relating to internal costs to administer
25 the program is due to the governor and transportation committees of
26 the legislature by December 31, 2024. The legislature intends to
27 require a final report that includes potential third-party costs and
28 options to the governor and the transportation committees of the
29 legislature by December 31, 2025.

30 (39) \$2,100,000 of the highway safety account—state appropriation
31 is provided solely for the department to increase public awareness of
32 REAL ID. Of the amounts appropriated in this subsection, \$1,000,000
33 is for the department to directly contract with a communications
34 group with experience spreading awareness about REAL ID to community-
35 based organizations and ethnic media outlets.

36 **Sec. 907.** 2024 c 310 s 209 (uncodified) is amended to read as
37 follows:

1 **FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE**
2 **—PROGRAM B**

3	State Route Number 520 Corridor Account—State	
4	Appropriation.	((\$67,199,000))
5		<u>\$55,639,000</u>
6	State Route Number 520 Civil Penalties Account—State	
7	Appropriation.	((\$4,178,000))
8		<u>\$2,378,000</u>
9	Tacoma Narrows Toll Bridge Account—State	
10	Appropriation.	((\$34,398,000))
11		<u>\$36,510,000</u>
12	Alaskan Way Viaduct Replacement Project Account—	
13	State Appropriation.	((\$22,541,000))
14		<u>\$24,614,000</u>
15	Interstate 405 and State Route Number 167 Express	
16	Toll Lanes Account—State Appropriation.	((\$25,523,000))
17		<u>\$25,764,000</u>
18	TOTAL APPROPRIATION.	((\$153,839,000))
19		<u>\$144,905,000</u>

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

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

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

38 (a) Information on the travel times and travel time reliability
39 (at a minimum, average and 90th percentile travel times) maintained

1 during peak and nonpeak periods in the express toll lanes and general
2 purpose lanes for both the entire corridor and commonly made trips in
3 the corridor including, but not limited to, northbound from Bellevue
4 to Rose Hill, state route number 520 at NE 148th to Interstate 405 at
5 state route number 522, Bellevue to Bothell (both NE 8th to state
6 route number 522 and NE 8th to state route number 527), and a trip
7 internal to the corridor (such as NE 85th to NE 160th) and similar
8 southbound trips; and

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

12 (3) \$535,000 of the Interstate 405 and state route number 167
13 express toll lanes account—state appropriation, \$1,245,000 of the
14 state route number 520 corridor account—state appropriation, \$535,000
15 of the Tacoma Narrows toll bridge account—state appropriation, and
16 \$702,000 of the Alaskan Way viaduct replacement project account—state
17 appropriation are provided solely for the reappropriation of unspent
18 funds on the new tolling back office system from the 2021-2023 fiscal
19 biennium.

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

24 (5) As part of the department's 2025-2027 biennial budget
25 request, the department shall update the cost allocation
26 recommendations that assign appropriate costs to each of the toll
27 funds for services provided by relevant Washington state department
28 of transportation programs, the Washington state patrol, and the
29 transportation commission. The recommendations shall be based on
30 updated traffic and toll transaction patterns and other relevant
31 factors.

32 (6) Up to \$16,648,000 of the amounts provided for operations and
33 maintenance expenses on the state route number 520 facility from the
34 state route number 520 corridor account during the 2023-2025 fiscal
35 biennium in this act are derived from the receipt of federal American
36 rescue plan act of 2021 funds and not toll revenues.

37 (7) \$500,000 of the state route number 520 corridor account—state
38 appropriation is provided solely for the department to begin a
39 traffic and revenue study of tolling on the state route number 520

1 corridor. The department, in consultation with the transportation
2 commission, shall initiate planning work regarding updated tolling on
3 the state route number 520 corridor.

4 (8) (~~(\$19,248,000)~~) \$10,188,000 of the state route number 520
5 corridor account—state appropriation is provided solely for the costs
6 of insurance for the state route number 520 floating bridge.

7 (9) \$75,000 of the state route number 520 corridor account—state
8 appropriation is provided solely for the department to (a) conduct an
9 actuarial analysis of the short and long-term costs and benefits,
10 including risk mitigation of self-insurance as compared to the
11 commercial insurance option for the state route number 520 floating
12 bridge, as allowed under the terms of the state route number 520
13 master bond resolution, and (b) develop a plan to implement a self-
14 insurance program for the state route number 520 floating bridge. By
15 December 15, 2024, the department shall report to the governor and
16 the transportation committees of the legislature on the results of
17 the actuarial analysis and the self-insurance program. It is the
18 intent of the legislature to implement a self-insurance program for
19 the state route number 520 floating bridge by July 1, 2025.

20 **Sec. 908.** 2024 c 310 s 210 (uncodified) is amended to read as
21 follows:

22 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
23 **C**

24	Transportation Partnership Account—State	
25	Appropriation.	\$1,494,000
26	Motor Vehicle Account—State Appropriation.	((\$122,732,000))
27		<u>\$122,717,000</u>
28	Puget Sound Ferry Operations Account—State	
29	Appropriation.	\$307,000
30	Multimodal Transportation Account—State	
31	Appropriation.	\$2,988,000
32	Transportation 2003 Account (Nickel Account)—State	
33	Appropriation.	\$1,488,000
34	TOTAL APPROPRIATION.	((\$129,009,000))
35		<u>\$128,994,000</u>

36 The appropriations in this section are subject to the following
37 conditions and limitations: \$2,006,000 of the motor vehicle account—
38 state appropriation is provided solely for hardware cost increases.

1 Before any hardware replacement, the department, in consultation with
2 WaTech, must further review leasing options.

3 **Sec. 909.** 2024 c 310 s 211 (uncodified) is amended to read as
4 follows:

5 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
6 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

7 Motor Vehicle Account—State Appropriation.	((\$40,362,000))
	<u>\$40,310,000</u>
9 Move Ahead WA Account—State Appropriation.	\$2,532,000
10 State Route Number 520 Corridor Account—State	
11 Appropriation.	\$34,000
12 TOTAL APPROPRIATION.	((\$42,928,000))
	<u>\$42,876,000</u>

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

16 (1) \$500,000 of the move ahead WA account—state appropriation is
17 provided solely for the department to conduct a detailed space study
18 and develop an implementation plan that builds off the findings and
19 recommendations of the department's "Telework Impact Study" completed
20 in September 2022. Such efforts must also incorporate office space
21 use reduction requirements for the department in this act as well as
22 current and planned telework levels. The detailed space study and
23 development of the implementation plan must be conducted in
24 consultation with the office of financial management and the
25 department of enterprise services, and must focus on office and
26 administrative space efficiency, providing specific recommendations,
27 cost estimates, and cost savings. While focused on office and
28 administrative space, the department is encouraged to review other
29 types of facilities where efficiencies can be achieved. The final
30 study report must include:

31 (a) The development of low, medium, and high scenarios based on
32 reducing space use, with the high space reduction scenario being
33 based on a minimum of a 30 percent reduction by 2030;

34 (b) Detailed information on any increased capital and other
35 implementation costs under each scenario;

36 (c) Detailed information on reduced costs, such as leases,
37 facility maintenance, and utilities, under each scenario;

1 (d) An analysis of opportunities to collocate with other state,
2 local, and other public agencies to reduce costs and improve cost-
3 efficiency while meeting utilization standards; and

4 (e) An assessment of the commercial value and return to the state
5 transportation funds associated with the sale of the property from
6 consolidation and other space efficiency measures.

7 (2)(a) The department must submit the implementation plan and
8 final report from the detailed space study to the office of financial
9 management and the transportation committees of the legislature by
10 October 1, 2024.

11 (b) Conducting the detailed space study under subsection (1) of
12 this section must not prevent or delay the department from meeting
13 other space use and related requirements, or where warranted by
14 current information or opportunities.

15 (c) In addition to the reporting requirement under subsection (1)
16 of this section, the department must provide information to the
17 office of financial management in its comparative analysis of office
18 space, leases, and relocation costs required by the omnibus operating
19 appropriations act.

20 **Sec. 910.** 2024 c 310 s 213 (uncodified) is amended to read as
21 follows:

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

23 Aeronautics Account—State Appropriation.	((\$17,448,000))
	<u>\$17,134,000</u>
25 Aeronautics Account—Federal Appropriation.	((\$5,579,000))
	<u>\$5,129,000</u>
27 Aeronautics Account—Private/Local Appropriation.	\$60,000
28 TOTAL APPROPRIATION.	((\$23,087,000))
	<u>\$22,323,000</u>

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

32 (1) ((~~\$2,000,000~~)) \$1,900,000 of the aeronautics account—state
33 appropriation is provided solely for the move ahead WA aviation
34 grants. The department shall prioritize projects eligible for federal
35 funding.

36 (2) ((~~\$1,476,000~~)) \$1,376,000 of the aeronautics account—state
37 appropriation is provided solely for sustainable aviation grants
38 recommended by the department under the sustainable aviation grants

1 program. The department shall submit a report to the transportation
2 committees of the legislature by October 1, 2024, identifying a
3 selection of sustainable aviation projects for funding by the
4 legislature. In considering projects to recommend to fund, the
5 department shall only consider projects that advance the state of
6 sustainable aviation technology and lead to future innovation.
7 Innovative sustainable aviation projects may include, but are not
8 limited to, pilot projects demonstrating the use of:

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

13 (3) \$300,000 of the aeronautics account—state appropriation is
14 provided solely for the department to develop a statewide advanced
15 air mobility aircraft plan to develop and integrate advanced air
16 mobility aircraft into current modal systems. The department shall
17 submit a report by June 1, 2025, to the office of financial
18 management and the transportation committees of the legislature
19 including, but not limited to:

20 (a) Near, medium, and long-term recommendations for land use
21 planning for advanced and urban air mobility vertiports and
22 vertistops;

23 (b) An inventory of infrastructure needs to support a statewide
24 vertiport network and a recommended program to deploy funds to local
25 governments to share costs;

26 (c) Proposed state governance structures and regulatory
27 mechanisms to adequately complement federal aviation administration
28 oversight;

29 (d) Recommended policies to foster vertiport and vertistop
30 infrastructure development that ensure open public access, efficiency
31 in land use siting, and equitable distribution across the state; and

32 (e) In consultation with local jurisdictions, planning
33 organizations, and other modal managers, recommendations on advanced
34 air mobility aircraft integration into statewide transportation
35 plans.

36 (4) \$1,931,000 of the aeronautics account—state appropriation is
37 provided solely for the implementation of chapter 463, Laws of 2023
38 (commercial aviation services). Funding is provided for the
39 activities of the work group and for support of the work group by the
40 department. The activities of the work group include the issuance of

1 the initial progress report, required in section 4, chapter 463, Laws
2 of 2023, which requires the listing of areas that will not have
3 further review as the areas are in conflict with the operations of a
4 military installation. The report must also identify unsuitable
5 geographies due to either environmental impacts or impacts to
6 overburdened communities. Additionally, within the funding provided,
7 the work group must:

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

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

14 (5) \$300,000 of the aeronautics account—state appropriation is
15 provided solely for the Port of Bremerton to conduct a study on the
16 feasibility of offering commercial service at the Port of Bremerton
17 airport. Pursuant to RCW 47.68.090(2)(c), the department may not
18 require a match for this project.

19 (6) \$2,575,000 of the aeronautics account—state appropriation is
20 provided solely for the Pullman-Moscow regional airport. Pursuant to
21 RCW 47.68.090(2)(c), the department may not require a match for this
22 project.

23 **Sec. 911.** 2024 c 310 s 214 (uncodified) is amended to read as
24 follows:

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

27	Motor Vehicle Account—State Appropriation.	((\$65,161,000))
28		<u>\$65,139,000</u>
29	Motor Vehicle Account—Federal Appropriation.	\$500,000
30	Multimodal Transportation Account—State	
31	Appropriation.	((\$1,351,000))
32		<u>\$1,001,000</u>
33	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
34	TOTAL APPROPRIATION.	((\$67,584,000))
35		<u>\$67,212,000</u>

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

1 (1) During the 2023-2025 fiscal biennium, if the department takes
2 possession of the property situated in the city of Edmonds for which
3 a purchase agreement was executed between Unocal and the department
4 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
5 confirms that the property is still no longer needed for
6 transportation purposes, the department shall provide the city of
7 Edmonds with the first right of purchase at fair market value in
8 accordance with RCW 47.12.063(3) for the city's intended use of the
9 property to rehabilitate near-shore habitat for salmon and related
10 species.

11 (2) \$469,000 of the motor vehicle account—state appropriation is
12 reappropriated and provided solely for the implementation of chapter
13 217, Laws of 2021 (noxious weeds).

14 (3) The department shall determine the fair market value of the
15 northern parcel of site 14 on the Puget Sound Gateway Program SR 509
16 Completion Project Surplus Property list, located immediately south
17 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in
18 Des Moines, to be submitted to the transportation committees of the
19 legislature by December 15, 2023, for an evaluation of possible next
20 steps for use of the property that is in the public interest.

21 (4) (a) \$572,000 of the move ahead WA flexible account—state
22 appropriation is provided solely to track and maximize clean fuels
23 credits and revenue generated by state agencies pursuant to chapter
24 70A.535 RCW.

25 (b) The LEAP Transportation Document ((~~2024-2~~) 2025-2 ALL
26 PROJECTS as developed March ((~~6, 2024~~) 23, 2025, anticipates
27 fulfillment of the requirements under chapter 70A.535 RCW of
28 generating credits and revenue for transportation investments funded
29 in an omnibus transportation appropriations act, including the move
30 ahead WA transportation package. The omnibus transportation
31 appropriations act anticipates credits for ferry electrification for
32 new hybrid electric vessels, active transportation, transit programs
33 and projects, alternative fuel infrastructure, connecting
34 communities, and multimodal investments.

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

1 (5) \$93,000 of the multimodal transportation account—state
2 appropriation is provided solely for the implementation of chapter
3 169, Laws of 2023 (climate resilience strategy).

4 (~~(7)~~) (6)(a) (~~(\$500,000)~~) \$150,000 of the multimodal
5 transportation account—state appropriation is provided solely for the
6 department to explore alternative uses of the state's highway rights-
7 of-way to address pressing public needs relating to climate change,
8 equitable communications, renewable energy generation, electrical
9 transmission and distribution projects, broadband projects,
10 vegetation management, inductive charging in travel lanes,
11 alternative fueling facilities, and other appropriate uses. In
12 exploring alternative uses of the state's highway rights-of-way, the
13 department shall:

14 (i) Review the utility accommodation policy and make
15 recommendations to update the policy to include clean energy and
16 connectivity projects under 23 C.F.R. Part 645. At a minimum, the
17 recommendations for updated clean energy and connectivity projects
18 must include renewable energy and electrical transmission and
19 distribution;

20 (ii) Review and update the department's integrated roadside
21 vegetation management plans to maximize carbon sequestration and
22 develop habitat and forage for native pollinators, Monarch
23 butterflies, and honeybees through plantings of native noninvasive
24 flowering plants and grasses on the state highways rights-of-way and
25 at safety rest areas;

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

29 (iv) Identify existing highway rights-of-way suitable as
30 designated energy corridors for electric transmission and
31 distribution and other energy infrastructure.

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

37 (c) The department must report its findings, recommendations, and
38 status of its updates to the transportation committees of the
39 legislature by January 15, 2025.

1 ~~((8))~~ (7) To assist the department as it continues to make
 2 progress on meeting the requirements of the federal *U.S. v.*
 3 *Washington* court injunction and to address estimated programmatic
 4 cost increases, within the funding provided in this section, the
 5 department shall analyze contracting methods, alternative bundling
 6 concepts, and other options to manage costs. The department shall
 7 provide a report outlining recommendations to the governor and
 8 transportation committees of the legislature by December 15, 2024.

9 **Sec. 912.** 2024 c 310 s 215 (uncodified) is amended to read as
 10 follows:

11 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—**
 12 **PROGRAM K**

13	Motor Vehicle Account—State Appropriation.	\$703,000
14	Electric Vehicle Account—State Appropriation.	\$4,746,000
15	Multimodal Transportation Account—State	
16	Appropriation.	\$4,400,000
17	Multimodal Transportation Account—Federal	
18	Appropriation.	((25,000,000))
19		<u>\$26,770,000</u>
20	Carbon Emissions Reduction Account—State	
21	Appropriation.	((195,025,000))
22		<u>\$43,223,000</u>
23	TOTAL APPROPRIATION.	((229,874,000))
24		<u>\$79,842,000</u>

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

27 (1) \$3,746,000 of the electric vehicle account—state
 28 appropriation ~~((7))~~ and \$30,000,000 of the carbon emissions reduction
 29 account—state appropriation ~~((7 and beginning January 1, 2025,~~
 30 ~~\$15,000,000 of the carbon emissions reduction account state~~
 31 ~~appropriation))~~ are provided solely for the clean alternative fuel
 32 vehicle charging and refueling infrastructure program in chapter 287,
 33 Laws of 2019 (advancing green transportation adoption).

34 (2) \$1,000,000 of the electric vehicle account—state
 35 appropriation and \$500,000 of the multimodal transportation account—
 36 state appropriation are provided solely for a colocated DC fast
 37 charging and hydrogen fueling station near the Wenatchee or East
 38 Wenatchee area near a state route or near or on a publicly owned

1 facility to service passenger, light-duty and heavy-duty vehicles.
2 The hydrogen fueling station must include a DC fast charging station
3 colocated at the hydrogen fueling station site. Funds may be used for
4 one or more fuel cell electric vehicles that would utilize the
5 fueling stations. The department must contract with a public utility
6 district that produces hydrogen in the area to own and/or manage and
7 provide technical assistance for the design, planning, permitting,
8 construction, maintenance and operation of the hydrogen fueling
9 station. The department and public utility district are encouraged to
10 collaborate with and seek contributions from additional public and
11 private partners for the fueling station.

12 (3) The public-private partnerships program must continue to
13 explore retail partnerships at state-owned park and ride facilities,
14 as authorized in RCW 47.04.295.

15 (4) \$1,200,000 of the multimodal transportation account—state
16 appropriation(~~(,)~~) and \$2,000,000 of the carbon emissions reduction
17 account—state appropriation(~~(, and beginning January 1, 2025,~~
18 ~~\$3,400,000 of the carbon emissions reduction account state~~
19 ~~appropriation,)~~) are provided solely for the pilot program
20 established under chapter 287, Laws of 2019 (advancing green
21 transportation adoption) to provide clean alternative fuel vehicle
22 use opportunities to underserved communities and low to moderate
23 income members of the workforce not readily served by transit or
24 located in transportation corridors with emissions that exceed
25 federal or state emissions standards. Consistent with the
26 geographical diversity element described in RCW 47.04.355(4), the
27 legislature strongly encourages the department to consider
28 implementing the pilot in both urban and rural communities if
29 possible, to obtain valuable information on the needs of underserved
30 communities located in different geographical locations in
31 Washington.

32 (5) (~~(\$120,000,000)~~) \$7,849,000 of the carbon emissions reduction
33 account—state appropriation(~~(, and beginning January 1, 2025,~~
34 ~~\$10,000,000 of the carbon emissions reduction account state~~
35 ~~appropriation, are)~~) is provided solely for implementation of zero-
36 emission medium and heavy-duty vehicle and equipment infrastructure
37 and incentive programs and for the replacement of school buses
38 powered by fossil fuels with zero-emission school buses, including

1 the purchase and installation of zero-emission school bus refueling
2 infrastructure.

3 (a) Of this amount, (~~(\$20,000,000)~~) \$3,700,000 is for the
4 department to administer an early action grant program to provide
5 expedited funding for the replacement of school buses powered by
6 fossil fuels with zero-emission school buses, including the purchase
7 and installation of zero-emission school bus refueling
8 infrastructure. The department must contract with the department of
9 ecology to implement the early action grant program.

10 (b) (i) The remaining (~~(\$110,000,000)~~) \$4,149,000, inclusive of
11 costs for program administration and staffing, is for a point-of-sale
12 voucher incentive program to encourage the faster adoption of zero-
13 emission medium and heavy-duty vehicles to further state climate
14 goals under RCW 70A.45.020 and state equity goals under chapter
15 70A.02 RCW. The voucher incentive program must be administered by a
16 third-party administrator that has experience administering voucher
17 incentive programs, with oversight conducted by the department.

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

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

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

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

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

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

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

1 (iii) The following battery electric and hydrogen fuel cell
2 electric vehicle categories and associated charging, as well as
3 refueling infrastructure for these categories, are eligible for the
4 voucher program, subject to additional qualification criteria to be
5 determined by the department and the voucher program third-party
6 administrator:

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

9 (B) Cargo handling and off-road equipment.

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

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

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

31 (6) \$2,100,000 of the carbon emissions reduction account—state
32 appropriation is provided solely to fund electric vehicle charging
33 infrastructure for the electric charging megasite project at Mount
34 Vernon library commons.

35 (7) \$2,500,000 of the multimodal transportation account—state
36 appropriation is provided solely for the department to coordinate
37 with cities, counties, ports, and private entities to develop
38 actionable recommendations for state assistance in the development of
39 specific candidate truck parking sites to be developed with
40 amenities, identified by location. The department shall identify

1 private land parcels for potential development of sites, which may
2 include, but should not be limited to, a feasibility analysis of
3 sites adjacent to Interstate 90 near North Bend for a 400 to 600
4 space truck parking site. The public benefit of each potential truck
5 parking site must be included in this assessment. The department
6 shall consider opportunities for the state to provide assistance in
7 the development of truck parking sites, including possible
8 opportunities to provide assistance in land acquisition and
9 evaluating land use requirements. The department must update the
10 transportation committees of the legislature on agency activities and
11 their status by December 1, 2023, and to provide a final report to
12 the transportation committees of the legislature by December 1, 2024.

13 ~~(8) ((Beginning January 1, 2025, \$10,000,000 of the carbon~~
14 ~~emissions reduction account state appropriation is provided solely~~
15 ~~for grants, and to serve as a state match for secured federal funds,~~
16 ~~to finance hydrogen refueling infrastructure for medium and heavy-~~
17 ~~duty vehicles with a focus on locations in disadvantaged and~~
18 ~~overburdened communities, where possible. The department, in~~
19 ~~consultation with the interagency electric vehicle coordinating~~
20 ~~council, should pursue any federal funding available through the~~
21 ~~charging and fueling infrastructure discretionary grant program and~~
22 ~~any other sources under the federal infrastructure investment and~~
23 ~~jobs act (P.L. 29 117-58)).~~

24 ~~(9))~~ Beginning January 1, 2025, ~~(((\$800,000))~~ \$400,000 of the
25 carbon emissions reduction account—state appropriation is provided
26 solely for the cities of Bellevue and Redmond to each purchase an
27 electric fire engine.

28 ~~((10))~~ (9) Beginning January 1, 2025, ~~(((\$1,725,000))~~ \$874,000
29 of the carbon emissions reduction account—state appropriation is
30 provided solely for a Tacoma Public Utilities medium-duty zero-
31 emission utility service vehicle pilot project that includes charging
32 infrastructure and mobile battery units.

33 **Sec. 913.** 2024 c 310 s 216 (uncodified) is amended to read as
34 follows:

35 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

36 Motor Vehicle Account—State Appropriation.	(((\$545,500,000))
37	<u>\$556,639,000</u>
38 Motor Vehicle Account—Federal Appropriation.	\$7,000,000

1	Move Ahead WA Account—State Appropriation.	\$50,000,000
2	RV Account—State Appropriation.	\$1,100,000
3	State Route Number 520 Corridor Account—State	
4	Appropriation.	\$4,841,000
5	Tacoma Narrows Toll Bridge Account—State	
6	Appropriation.	\$1,585,000
7	Alaskan Way Viaduct Replacement Project Account—	
8	State Appropriation.	\$8,752,000
9	Interstate 405 and State Route Number 167 Express	
10	Toll Lanes Account—State Appropriation.	\$2,624,000
11	TOTAL APPROPRIATION.	(\$621,402,000)
12		<u>\$632,541,000</u>

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

15 (1) \$5,000,000 of the motor vehicle account—state appropriation
16 is provided solely for a contingency pool for snow and ice removal.
17 The department must notify the office of financial management and the
18 transportation committees of the legislature when they have spent the
19 base budget for snow and ice removal and will begin using the
20 contingency pool funding.

21 (2) (a) \$115,000 of the state route number 520 corridor account—
22 state appropriation is provided solely for the department to enter
23 into a dispute resolution process with local jurisdictions to produce
24 interagency agreements to address the ongoing facility and landscape
25 maintenance of the three state route number 520 eastside lids and
26 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
27 92nd Avenue NE.

28 (b) The agreements pursuant to (a) of this subsection must be
29 executed by June 30, 2024.

30 (3) (a) \$9,000,000 of the motor vehicle account—state
31 appropriation is provided solely for the department to address the
32 risks to safety and public health associated with homeless
33 encampments on department owned rights-of-way. The department must
34 coordinate and work with local government officials and social
35 service organizations who provide services and direct people to
36 housing alternatives that are not in highway rights-of-way to help
37 prevent future encampments from forming on highway rights-of-way and
38 may reimburse the organizations doing this outreach assistance who
39 transition people into treatment or housing or for debris clean up on

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

12 (b) Beginning November 1, 2023, and semiannually thereafter, the
13 Washington state patrol and the department of transportation must
14 jointly submit a report to the governor and the transportation
15 committees of the legislature on the status of these efforts,
16 including:

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

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

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

26 (4) \$1,000,000 of the motor vehicle account—state appropriation
27 is provided solely for a partnership program between the department
28 and the city of Spokane, to be administered in conjunction with
29 subsection (3) of this section. The program must address the safety
30 and public health problems created by homeless encampments on the
31 department's property along state highways within the city limits.
32 \$555,000 of the motor vehicle account—state appropriation is for
33 dedicated department maintenance staff and associated clean-up costs.
34 The department and the city of Spokane shall enter into a
35 reimbursable agreement to cover up to \$445,000 of the city's expenses
36 for clean-up crews and landfill costs.

37 (5) \$1,025,000 of the motor vehicle account—state appropriation
38 is provided solely for the department to implement safety
39 improvements and debris clean up on department-owned rights-of-way in

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

12 (6) \$1,015,000 of the motor vehicle account—state appropriation
13 is provided solely for a partnership program between the department
14 and the city of Tacoma, to be administered in conjunction with
15 subsection (3) of this section. The program must address the safety
16 and public health problems created by homeless encampments on the
17 department's property along state highways within the city limits.
18 \$570,000 of the motor vehicle account—state appropriation is for
19 dedicated department maintenance staff and associated clean-up costs.
20 The department and the city of Tacoma shall enter into a reimbursable
21 agreement to cover up to \$445,000 of the city's expenses for clean-up
22 crews and landfill costs.

23 (7) (~~(\$1,500,000)~~) \$1,300,000 of the motor vehicle account—state
24 appropriation is provided solely for the department to contract with
25 the city of Fife to address the risks to safety and public health
26 associated with homeless encampments on department-owned rights-of-
27 way along the SR 167/SR 509 Puget Sound Gateway project corridor in
28 and adjacent to the city limits pursuant to section 216(10), chapter
29 186, Laws of 2022. However, the amount provided in this subsection
30 must be placed in unallotted status and may not be spent prior to
31 November 1, 2023. If, after November 1, 2023, the department, in
32 consultation with the office of financial management, determines that
33 the department fully spent the \$2,000,000 appropriated in section
34 216(10), chapter 186, Laws of 2022, within the 2021-2023 fiscal
35 biennium for this purpose, the amount provided in this subsection
36 must remain in unallotted status and unspent. If the department did
37 not fully spend the \$2,000,000 within the 2021-2023 fiscal biennium,
38 the department may only spend from the appropriation in this
39 subsection an amount not in excess of the amount unspent from the

1 \$2,000,000 within the 2021-2023 fiscal biennium, with any remaining
2 amount to remain in unallotted status and unspent. In no event may
3 the department spend more than \$2,000,000 within the 2021-2023 and
4 2023-2025 fiscal biennia for this purpose.

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

11 **Sec. 914.** 2024 c 310 s 217 (uncodified) is amended to read as
12 follows:

13 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
14 **PROGRAM Q—OPERATING**

15 Highway Safety Fund—State Appropriation.	\$5,529,000
16 Motor Vehicle Account—State Appropriation.	(\$88,566,000)
17	<u>\$86,659,000</u>
18 Motor Vehicle Account—Federal Appropriation.	\$2,050,000
19 Motor Vehicle Account—Private/Local Appropriation.	\$294,000
20 Move Ahead WA Account—State Appropriation.	\$3,090,000
21 Multimodal Transportation Account—State	
22 Appropriation.	\$5,000,000
23 State Route Number 520 Corridor Account—State	
24 Appropriation.	\$247,000
25 Tacoma Narrows Toll Bridge Account—State	
26 Appropriation.	\$44,000
27 Alaskan Way Viaduct Replacement Project Account—	
28 State Appropriation.	\$1,122,000
29 Interstate 405 and State Route Number 167 Express	
30 Toll Lanes Account—State Appropriation.	\$37,000
31 TOTAL APPROPRIATION.	(\$105,979,000)
32	<u>\$104,072,000</u>

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

35 (1) \$6,000,000 of the motor vehicle account—state appropriation
36 is provided solely for low-cost enhancements. The department shall
37 give priority to low-cost enhancement projects that improve safety or
38 provide congestion relief. By December 15th of each odd-numbered

1 year, the department shall provide a report to the legislature
2 listing all low-cost enhancement projects completed in the prior
3 fiscal biennium.

4 (2)(a) During the 2023-2025 fiscal biennium, the department shall
5 continue a pilot program that expands private transportation
6 providers' access to high occupancy vehicle lanes. Under the pilot
7 program, when the department reserves a portion of a highway based on
8 the number of passengers in a vehicle, the following vehicles must be
9 authorized to use the reserved portion of the highway if the vehicle
10 has the capacity to carry eight or more passengers, regardless of the
11 number of passengers in the vehicle: (i) Auto transportation company
12 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
13 carrier vehicles regulated under chapter 81.70 RCW, except marked or
14 unmarked stretch limousines and stretch sport utility vehicles as
15 defined under department of licensing rules; (iii) private nonprofit
16 transportation provider vehicles regulated under chapter 81.66 RCW;
17 and (iv) private employer transportation service vehicles. For
18 purposes of this subsection, "private employer transportation
19 service" means regularly scheduled, fixed-route transportation
20 service that is offered by an employer for the benefit of its
21 employees. Nothing in this subsection is intended to authorize the
22 conversion of public infrastructure to private, for-profit purposes
23 or to otherwise create an entitlement or other claim by private users
24 to public infrastructure.

25 (b) The department shall expand the high occupancy vehicle lane
26 access pilot program to vehicles that deliver or collect blood,
27 tissue, or blood components for a blood-collecting or distributing
28 establishment regulated under chapter 70.335 RCW. Under the pilot
29 program, when the department reserves a portion of a highway based on
30 the number of passengers in a vehicle, blood-collecting or
31 distributing establishment vehicles that are clearly and identifiably
32 marked as such on all sides of the vehicle are considered emergency
33 vehicles and must be authorized to use the reserved portion of the
34 highway.

35 (c) The department shall expand the high occupancy vehicle lane
36 access pilot program to for hire nonemergency medical transportation
37 vehicles, when in use for medical purposes, as described in section
38 208(20), chapter 472, Laws of 2023. Under the pilot program, when the
39 department reserves a portion of a highway based on the number of
40 passengers in a vehicle, nonemergency medical transportation vehicles

1 that meet the requirements identified in section 208(20), chapter
2 472, Laws of 2023 must be authorized to use the reserved portion of
3 the highway.

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

7 (3) The appropriations in this section assume implementation of
8 additional cost recovery mechanisms to recoup at least \$100,000 in
9 credit card and other financial transaction costs related to the
10 collection of fees imposed under RCW 46.17.400, 46.44.090, and
11 46.44.0941 for driver and vehicle fee transactions beginning January
12 1, 2023. The department may recover transaction fees incurred through
13 credit card transactions.

14 (4) The department shall promote safety messages encouraging
15 drivers to slow down and move over and pay attention when emergency
16 lights are flashing on the side of the road and other suitable safety
17 messages on electronic message boards the department operates across
18 the state. The messages must be promoted through June 30, 2025. The
19 department may coordinate such messaging with any statewide public
20 awareness campaigns being developed by the department of licensing or
21 the Washington state traffic safety commission, or both.

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

29 (6) \$3,529,000 of the highway safety account—state appropriation
30 is provided solely for implementation of chapter 17, Laws of 2023
31 (speed safety cameras).

32 (7) \$1,279,000 of the move ahead WA account—state appropriation
33 is provided solely for maintenance and operations of the virtual
34 coordination center. The department is encouraged to apply for
35 federal grant funds for the virtual coordination center and may use
36 state funds as a match. By December 1, 2023, the department shall
37 report to the transportation committees of the legislature: (a)
38 Recommendations to expand the center's operations, including specific
39 additional jurisdictions and corridors across the state; and (b)

1 amounts received and dates of receipt of any new cash and in-kind
2 matches from virtual coordination center partners including, but not
3 limited to, the city of Seattle, King county, other state and local
4 jurisdictions, and private sector partners.

5 (8) \$100,000 of the motor vehicle account—state appropriation is
6 provided solely for the department to prepare and submit a report to
7 the transportation committees of the legislature by December 1, 2024,
8 with a prioritized list of recommendations for improving safety and
9 mobility on Interstate 90 between North Bend and Cle Elum during
10 winter weather events, including estimated costs. The recommendations
11 must include, but are not limited to, options to improve compliance
12 with traction tire and chain requirements and reduce snow-related
13 closures.

14 (9) (a) (~~(\$5,000,000)~~) \$3,100,000 of the motor vehicle account—
15 state appropriation is provided solely for the department, in
16 coordination with the independent review team of the joint
17 transportation committee, to conduct an analysis of highway, road,
18 and freight rail transportation needs, options, and impacts from
19 shifting the movement of freight and goods that currently move by
20 barge through the lower Snake river dams to highways, other roads,
21 and rail. The study should generate volume estimates and evaluate
22 scenarios for changes in infrastructure and operations that would be
23 necessary to address those additional volumes. The assessment must
24 include quantitative analysis based on available data in terms of
25 both financial and carbon emission costs; and qualitative input
26 gathered from tribal governments, local governments, freight
27 interests, and other key stakeholders, including impacts on
28 disadvantaged/underserved communities. The analysis must include a
29 robust public engagement process to solicit feedback from interested
30 stakeholders including but not limited to: Residents and officials in
31 affected cities and counties; stakeholders involved in railroad,
32 agriculture, fishing, trucking, shipping and other related
33 industries; appropriate Native American tribes; representatives of
34 advocacy and community organizations; and transportation, public
35 works, and economic development organizations in the affected areas,
36 federal highway administration and army corps of engineers. The
37 analysis must be informed by the work of the joint transportation
38 committee's independent review team, and must include the following:

39 (i) Existing volumes and traffic patterns;

1 (ii) Potential changes in volumes and traffic patterns
2 immediately following the loss of freight movement by barge and over
3 the following 20 years, including the carbon emissions impact of this
4 mode shift;

5 (iii) Identification of whether regional geography, land
6 availability, and state and federal regulatory processes would allow
7 for rail and road expansions and increased capacity;

8 (iv) Identification of potential infrastructure and operational
9 improvements to existing highways, other roads, and rail, including
10 additional access to facilities, needed to accommodate the higher
11 freight volumes and impacts and potential opportunities to mitigate
12 impacts on shipping rates;

13 (v) Identification of rail line development options, including
14 impacts and potential opportunities to mitigate impacts on grain
15 storage and handling facilities at regional unit train yards and port
16 export facilities;

17 (vi) An assessment of costs associated with mitigating potential
18 slope failure and stabilization necessitated by the drawdown of the
19 river. An assessment of impacts and potential opportunities to
20 mitigate impacts on adjacent roads, bridges, railroads, and utility
21 corridors shall be included;

22 (vii) Both financial and carbon cost estimates for development
23 and implementation of identified needs and options, including
24 planning, design, and construction;

25 (viii) Analysis of the impacts and potential opportunities to
26 mitigate impacts of these infrastructure changes on environmental
27 justice and disadvantaged/underserved communities during
28 construction, as well as from future operations;

29 (ix) Analysis of safety impacts and potential opportunities to
30 mitigate impacts for a shift from barge transportation to rail or
31 truck, including increases in rural community traffic and consistency
32 with the Washington State Strategic Highway Safety Plan: Target Zero;

33 (x) Impacts and potential opportunities to mitigate impacts on
34 highly affected commodities, including agriculture, petroleum,
35 project cargo, and wind energy components;

36 (xi) Analysis of the impacts and potential opportunities to
37 mitigate impacts that reduced competition resulting from removing
38 barging of agricultural products on the Snake river would have on
39 Washington's agricultural industry along with impacts modal shifts

1 would have on the entire supply chain, including export facilities
2 and ports on the Lower Columbia River; and

3 (xii) Determination of the feasibility that additional east-west
4 freight rail capacity can be achieved, particularly through Columbia
5 River Gorge, and the alternative routes that exist in the event that
6 adding more infrastructure on these routes is not feasible.

7 (b) The department shall provide status updates on a quarterly
8 basis in coordination with the joint transportation committee. The
9 legislature intends to require a final report to the governor and the
10 transportation committees of the legislature by December 31, 2026.

11 (10) \$2,000,000 of the highway safety account—state appropriation
12 is provided solely for the department, in consultation with the
13 Washington traffic safety commission, to evaluate and identify
14 geographical locations in both urban and rural highway settings to
15 install and implement wrong-way driving prevention strategies. Such
16 prevention strategies may include improved signage and pavement
17 markings as recommended by the traffic safety commission's report on
18 wrong-way driving, "Strategies and Technologies to Prevent and
19 Respond to Wrong-Way Driving Crashes." The department must report to
20 the legislature any crash data or wrong-way violations that occur at
21 the selected locations by June 30, 2025.

22 (11) \$1,000,000 of the motor vehicle account—state appropriation
23 is provided solely for the department to develop an automated highway
24 speed safety camera pilot program to test two to three automated
25 traffic safety cameras on state highways. The goals of the automated
26 highway speed safety camera pilot program are to test speed camera
27 technology, determine the impact on speeding behavior in areas of
28 testing, and compile public response to the use of traffic safety
29 cameras on highways.

30 (a) The department must work with the Washington state patrol and
31 the traffic safety commission to develop the pilot program to
32 include, but not be limited to, the following program elements:

33 (i) Selection of technology;

34 (ii) Placement of cameras in high speed, collision, or fatality
35 locations;

36 (iii) Establishment of public notification and warning signs
37 prior to entering into an area with a speed safety camera;

38 (iv) Outreach and public engagement about the program and site
39 selection process; and

1 (v) Development and implementation of a process to collect and
2 report relevant pilot program data, including rates of speed prior
3 to, during, and after the use of pilot program cameras, and public
4 response to pilot program cameras.

5 (b) Automated traffic safety cameras may only take pictures of
6 the vehicle and the vehicle license plates.

7 (c) Ticketing of violators using vehicle speed information
8 captured by automated traffic safety cameras authorized under the
9 pilot program is prohibited during the pilot program.

10 (d) As part of the pilot program, the department may inform
11 registered vehicle owners of a vehicle's rate of speed exceeding the
12 posted speed limit and the amount of the fine the law would have
13 allowed to be imposed by providing notification by mail.

14 (e) The department is required to provide a program progress
15 report to the governor and transportation committees of the
16 legislature by (~~September 30, 2024~~) June 30, 2025, to include a
17 summary of public input on the use of safety cameras, including
18 objections, evaluation of technologies used, and changes in speeding
19 behavior.

20 (f) Photographs, microphotographs, electronic images, and other
21 personally identifying data captured and collected for the purposes
22 of the pilot program are for the exclusive use of the Washington
23 state patrol and department of transportation in carrying out the
24 pilot program, are not open to the public, and may not be used in
25 court in a pending action or proceeding.

26 (12) \$1,000,000 of the motor vehicle account—state appropriation
27 is provided solely for implementation of chapter 111, Laws of 2024
28 (graffiti abatement and reduction pilot). If chapter 111, Laws of
29 2024 is not enacted by June 30, 2024, the amount provided in this
30 subsection lapses.

31 **Sec. 915.** 2024 c 310 s 218 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
34 **SUPPORT—PROGRAM S**

35 Motor Vehicle Account—State Appropriation.	((\$63,497,000))
36	<u>\$63,501,000</u>
37 Motor Vehicle Account—Federal Appropriation.	\$780,000
38 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.	((\$22,723,000))
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.	((\$94,006,000))
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.

1 (2) \$1,512,000 of the motor vehicle account—state appropriation
2 and \$488,000 of the Puget Sound ferry operations account—state
3 appropriation are provided solely for the department to develop,
4 track, and monitor the progress of community workforce agreements,
5 and to assist with the development and implementation of internal
6 diversity, equity, and inclusion efforts and serve as subject matter
7 experts on federal and state civil rights provisions. The department
8 shall engage with relevant stakeholders, and provide a progress
9 report on the implementation of efforts under this subsection to the
10 transportation committees of the legislature and the governor by
11 December 1, 2024.

12 (3) For Washington state department of transportation small works
13 roster projects under RCW 39.04.155, the department may only allow
14 firms certified as small business enterprises, under 49 C.F.R. 26.39,
15 to bid on the contract, unless the department determines there would
16 be insufficient bidders for a particular project. The department
17 shall report on the effectiveness of this policy to the
18 transportation committees of the legislature by December 1, 2024.

19 (4) \$21,195,000 of the motor vehicle account—state appropriation
20 and (~~(\$21,194,000)~~) \$14,403,000 of the multimodal transportation
21 account—state appropriation are provided solely for the department to
22 upgrade the transportation reporting and accounting information
23 system to the current cloud version of the software, and is subject
24 to the conditions, limitations, and review requirements of section
25 701, chapter 472, Laws of 2023.

26 (5) \$56,000 of the motor vehicle account—state appropriation is
27 provided solely for the implementation of chapter 230, Laws of 2023
28 (clean energy siting).

29 **Sec. 916.** 2024 c 310 s 219 (uncodified) is amended to read as
30 follows:

31 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA,**
32 **AND RESEARCH—PROGRAM T**

33 Carbon Emissions Reduction Account—State	
34 Appropriation.	\$4,000,000
35 Motor Vehicle Account—State Appropriation.	((\$32,044,000))
36	<u>\$30,471,000</u>
37 Motor Vehicle Account—Federal Appropriation.	\$31,527,000
38 Motor Vehicle Account—Private/Local Appropriation.	\$400,000

1	Move Ahead WA Flexible Account—State Appropriation. . . .	\$11,922,000
2	Multimodal Transportation Account—State	
3	Appropriation.	(\$2,714,000)
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.	(\$85,516,000)
10		<u>\$83,803,000</u>

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

13 (1) \$750,000 of the multimodal transportation account—state
14 appropriation is provided solely for the department to partner with
15 the department of commerce and regional transportation planning
16 organizations in implementing vehicle miles traveled targets and
17 supporting actions. As part of target setting, important factors that
18 must be considered include land use patterns, safety, and vulnerable
19 populations. The department shall provide an interim report by June
20 30, 2024, and a final report by June 30, 2025.

21 (2) \$150,000 of the motor vehicle account—state appropriation is
22 provided solely for the department to continue implementation of a
23 performance-based project evaluation model. The department must issue
24 a report by September 1, 2024.

25 (3) (a) \$180,000 of the multimodal transportation account—state
26 appropriation is provided solely for Thurston regional planning
27 council (TRPC) to conduct a study examining options for multimodal
28 high capacity transportation (HCT) to serve travelers on the
29 Interstate 5 corridor between central Thurston county (Olympia area)
30 and Pierce county.

31 (b) The study will include an assessment of travelsheds and
32 ridership potential and identify and provide an evaluation of options
33 to enhance connectivity and accessibility for the greater south Puget
34 Sound region with an emphasis on linking to planned or existing
35 commuter or regional light rail. The study must account for previous
36 and ongoing efforts by transit agencies and the department. The study
37 will emphasize collaboration with a diverse community of interests,
38 including but not limited to transit, business, public agencies,

1 tribes, and providers and users of transportation who because of age,
2 income, or ability may face barriers and challenges.

3 (c) The study is due to the governor and transportation
4 committees of the legislature by September 1, 2024.

5 (4) (~~(\$700,000)~~) \$560,000 of the multimodal transportation
6 account—state appropriation is provided solely for the city of
7 Seattle's office of planning and community development to support an
8 equitable development initiative to reconnect the South Park
9 neighborhood, currently divided by state route number 99.

10 (a) The support work must include:

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

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

18 (b) The support work must be conducted in coordination and
19 partnership with neighborhood residents, neighborhood industrial and
20 commercial representatives, the state department of transportation,
21 and other entities and neighborhoods potentially impacted by changes
22 to the operation of state route number 99.

23 (c) The city must provide (~~a report on the plan that includes~~
24 ~~recommendations~~) an interim report on progress to date to the
25 Seattle city council, state department of transportation, and the
26 transportation committees of the legislature by June 30, 2025.

27 (5) (~~(\$2,557,000)~~) \$1,000,000 of the motor vehicle account—state
28 appropriation is provided solely for the department to upgrade the
29 department's linear referencing system (LRS) and highway performance
30 monitoring system (HPMS) (~~, and is subject to the conditions,~~
31 ~~limitations, and review requirements in section 701, chapter 472,~~
32 ~~Laws of 2023~~)).

33 (6) \$306,000 of the multimodal transportation account—state
34 appropriation is provided solely for the department to appoint or
35 designate a liaison to serve as a point of contact and resource for
36 the department, local governments, and project proponents regarding
37 land use decisions and processing development permit applications.
38 The liaison must, as a priority, facilitate and expedite any
39 department decisions required for project approval.

1 (7) \$742,000 of the motor vehicle account—federal appropriation
2 is provided solely for remaining work on the "Forward Drive" road
3 usage charge research project overseen by the transportation
4 commission using the remaining amounts of the federal grant award.
5 The remaining work of this project includes:

6 (a) Analysis of road usage charge simulation and participant
7 surveys;

8 (b) Follow up on road usage charge experiences related to payment
9 installments, mileage exemptions, and vehicle-based mileage
10 reporting;

11 (c) Completion of technology research; and

12 (d) Development of the final "Forward Drive" research program
13 report.

14 (8)(a) \$11,922,000 of the move ahead WA flexible account—state
15 appropriation is provided solely for an Interstate 5 planning and
16 environmental linkage study and a statewide Interstate 5 master plan,
17 building upon existing work under way in the corridor. It is the
18 intent of the legislature to provide a total of \$40,000,000 for this
19 work by 2029.

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

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

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

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

33 (iv) A report to the transportation committees of the legislature
34 by December 1, 2024, with recommendations for future phases and a
35 detailed funding request for work planned through 2029.

36 (c) Of the amounts provided in this subsection, \$300,000 is
37 provided solely for the department to conduct a Seattle Interstate 5
38 ramp reconfiguration study. The study must be conducted in
39 coordination and partnership with the city of Seattle's department of
40 transportation, informed by the input of Interstate 5 lid

1 stakeholders, and coordinated with work under (a) and (b) of this
2 subsection. The department must provide a study report, including
3 recommendations, to the city of Seattle's department of
4 transportation and the transportation committees of the legislature
5 by December 1, 2024. The study must include an analysis of:

6 (i) Options and opportunities to reconfigure, relocate, or remove
7 Interstate 5 ramps within and between Chinatown-International
8 District and the University District for the purpose of improving
9 through-traffic operations, enhancing multimodal transportation
10 safety, and enabling more efficient air rights development;

11 (ii) Potential mitigation needs and cost estimates of ramp
12 changes and demolitions;

13 (iii) Benefits of ramp changes and demolitions to pedestrian and
14 bicycle travel, transit operations, and future lid design;

15 (iv) Ramps for the mainline, collector-distributor lanes and
16 express lanes including, at a minimum, ramps connecting to and from
17 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca
18 Street, Spring Street, University Street, Union Street, Olive Way,
19 Yale Avenue, NE 45th Street, and NE 50th Street;

20 (v) Removal of the existing ramps at Seneca Street, Spring
21 Street, and University Street; and

22 (vi) Removal and consolidation options of the existing NE 45th
23 Street and NE 50th Street ramps.

24 (d) The department shall work with the emergency management
25 division of the military department to identify strategic
26 transportation corridors, opportunities to improve resilience and
27 reinforce the corridors against natural disasters, and opportunities
28 to secure federal funding for investments in the resilience of the
29 transportation network. The department shall provide a report to the
30 transportation committees of the legislature by December 1, 2023, on:

31 (i) Strategic transportation corridors and opportunities to
32 improve their resilience;

33 (ii) Federal funding opportunities the state should pursue; and

34 (iii) Recommendations for actions to maximize federal funding for
35 the state of Washington.

36 (9) The department shall continue to coordinate planning work
37 focused on the transportation system in western Washington across
38 modes with the goal of maximizing system performance toward the
39 policy goals in RCW 47.04.280 in the most cost-effective manner. This
40 coordination must include, but is not limited to: The Interstate 5

1 highway corridor, existing rail infrastructure and future high-speed
2 rail alignment, and commercial aviation capacity. The department must
3 report to the joint transportation committee through existing
4 reporting mechanisms on the status of these planning efforts
5 including, but not limited to, a long-term strategy for addressing
6 resilience of the transportation system in western Washington through
7 consideration of changing demand, modal integration, and preservation
8 needs. The coordinated work must include an analysis of different
9 alternatives to promote system resilience, including performance and
10 cost of each scenario.

11 (10) \$3,000,000 of the carbon emissions reduction account—state
12 appropriation is provided solely for the department, in coordination
13 with the department's HEAL act team and environmental services
14 office, to develop and implement a community outreach, education, and
15 technical assistance program for overburdened communities and their
16 community partners in order to develop community-centered carbon
17 reduction strategies to make meaningful impacts in a community, and
18 to provide assistance in gaining access to available funding to
19 implement these strategies, where applicable. The department may
20 provide appropriate compensation to members of overburdened
21 communities who provide solicited community participation and input
22 needed by the department to implement and administer the program
23 established in this subsection. By June 1, 2024, and by June 1, 2025,
24 the department must submit a report to the transportation committees
25 of the legislature and to the governor that provides an update on the
26 department's community outreach, education, and technical assistance
27 program development and implementation efforts.

28 (11) \$200,000 of the motor vehicle account—state appropriation is
29 provided solely for planning and intersection improvements along
30 state route number 904 and improvements to the local network that
31 would feed intersections with state route number 904. This work must
32 include, but is not limited to, the Medical Lake/Four Lakes Road/West
33 3rd Ave intersection and feeding local network. The department must
34 collaborate with Spokane county and the city of Cheney on this work
35 and other improvement ideas along the corridor.

36 (12) Beginning January 1, 2025, \$1,000,000 of the carbon
37 emissions reduction account—state appropriation is provided solely
38 for the department to contract with a world cup organizing committee
39 based in Seattle to undertake low carbon transportation planning

1 efforts that will help prepare for the increase in visitors due to
 2 the 2026 FIFA world cup soccer matches in Seattle and other venues in
 3 the state. The planning, to be developed in coordination with the
 4 department and local mobility agencies, must identify critical
 5 infrastructure and operational improvements that will support active
 6 transportation and reliability of transit, making it easier for the
 7 public to choose options other than single-occupancy vehicles. A
 8 progress report including best practices for future events must be
 9 delivered to the department, office of the governor, and
 10 transportation committees of the legislature by June 30, 2025.

11 **Sec. 917.** 2024 c 310 s 220 (uncodified) is amended to read as
 12 follows:

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

15	Aeronautics Account—State Appropriation.	\$1,000
16	Transportation Partnership Account—State	
17	Appropriation.	\$56,000
18	Motor Vehicle Account—State Appropriation.	((\$112,419,000))
19		<u>\$122,169,000</u>
20	Puget Sound Ferry Operations Account—State	
21	Appropriation.	\$244,000
22	State Route Number 520 Corridor Account—State	
23	Appropriation.	\$69,000
24	Connecting Washington Account—State Appropriation.	\$452,000
25	Multimodal Transportation Account—State	
26	Appropriation.	\$6,335,000
27	Tacoma Narrows Toll Bridge Account—State	
28	Appropriation.	\$43,000
29	Alaskan Way Viaduct Replacement Project Account—	
30	State Appropriation.	\$38,000
31	Interstate 405 and State Route Number 167 Express	
32	Toll Lanes Account—State Appropriation.	\$43,000
33	TOTAL APPROPRIATION.	((\$119,700,000))
34		<u>\$129,450,000</u>

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

- 37 (1) Consistent with existing protocol and practices, for any
 38 negotiated settlement of a claim against the state for the department

1 that exceeds \$5,000,000, the department, in conjunction with the
2 attorney general and the department of enterprise services, shall
3 notify the director of the office of financial management and the
4 transportation committees of the legislature.

5 (2) On August 1, 2023, and semiannually thereafter, the
6 department, in conjunction with the attorney general and the
7 department of enterprise services, shall provide a report with
8 judgments and settlements dealing with the Washington state ferry
9 system to the director of the office of financial management and the
10 transportation committees of the legislature. The report must include
11 information on: (a) The number of claims and settlements by type; (b)
12 the average claim and settlement by type; (c) defense costs
13 associated with those claims and settlements; and (d) information on
14 the impacts of moving legal costs associated with the Washington
15 state ferry system into the statewide self-insurance pool.

16 (3) On August 1, 2023, and semiannually thereafter, the
17 department, in conjunction with the attorney general and the
18 department of enterprise services, shall provide a report with
19 judgments and settlements dealing with the nonferry operations of the
20 department to the director of the office of financial management and
21 the transportation committees of the legislature. The report must
22 include information on: (a) The number of claims and settlements by
23 type; (b) the average claim and settlement by type; and (c) defense
24 costs associated with those claims and settlements.

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

30 **Sec. 918.** 2024 c 310 s 221 (uncodified) is amended to read as
31 follows:

32	FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V	
33	Carbon Emissions Reduction Account—State	
34	Appropriation.	((\$30,400,000))
35		<u>\$2,557,000</u>
36	Climate Transit Programs Account—State Appropriation	((\$410,645,000))
37		<u>\$378,895,000</u>
38	State Vehicle Parking Account—State Appropriation.	\$784,000

1	Regional Mobility Grant Program Account—State	
2	Appropriation.	((\$120,177,000))
3		<u>\$61,730,000</u>
4	Rural Mobility Grant Program Account—State	
5	Appropriation.	\$33,077,000
6	Multimodal Transportation Account—State	
7	Appropriation.	((\$126,238,000))
8		<u>\$119,100,000</u>
9	Multimodal Transportation Account—Federal	
10	Appropriation.	\$4,374,000
11	Multimodal Transportation Account—Private/Local	
12	Appropriation.	\$100,000
13	TOTAL APPROPRIATION.	((\$725,795,000))
14		<u>\$600,617,000</u>

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

17 (1) \$64,906,000 of the multimodal transportation account—state
18 appropriation and ((~~\$78,325,000~~)) \$77,900,000 of the climate transit
19 programs account—state appropriation are provided solely for a grant
20 program for special needs transportation provided by transit agencies
21 and nonprofit providers of transportation. Of this amount:

22 (a) \$14,420,000 of the multimodal transportation account—state
23 appropriation and ((~~\$17,963,000~~)) \$17,713,000 of the climate transit
24 programs account—state appropriation are provided solely for grants
25 to nonprofit providers of special needs transportation. Grants for
26 nonprofit providers must be based on need, including the availability
27 of other providers of service in the area, efforts to coordinate
28 trips among providers and riders, and the cost effectiveness of trips
29 provided.

30 (b) \$48,278,000 of the multimodal transportation account—state
31 appropriation and ((~~\$60,137,000~~)) \$59,962,000 of the climate transit
32 programs account—state appropriation are provided solely for grants
33 to transit agencies to transport persons with special transportation
34 needs. To receive a grant, the transit agency must, to the greatest
35 extent practicable, have a maintenance of effort for special needs
36 transportation that is no less than the previous year's maintenance
37 of effort for special needs transportation. Grants for transit
38 agencies must be prorated based on the amount expended for demand
39 response service and route deviated service in calendar year 2021 as

1 reported in the "2021 Summary of Public Transportation" published by
2 the department of transportation. No transit agency may receive more
3 than 30 percent of these distributions. Fuel type may not be a factor
4 in the grant selection process.

5 (c) \$2,208,000 of the multimodal transportation account—state
6 appropriation and \$225,000 of the climate transit programs account—
7 state appropriation are provided solely for the reappropriation of
8 amounts provided for this purpose in the 2021-2023 fiscal biennium.

9 (2) \$33,077,000 of the rural mobility grant program account—state
10 appropriation is provided solely for grants to aid small cities in
11 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
12 factor in the grant selection process.

13 (3) (~~(\$11,598,000)~~) \$9,925,000 of the multimodal transportation
14 account—state appropriation is provided solely for a public transit
15 rideshare grant program for: (a) Public transit agencies to add or
16 replace rideshare vehicles; and (b) incentives and outreach to
17 increase rideshare use. The grant program for public transit agencies
18 may cover capital costs only, and costs for operating vanpools at
19 public transit agencies are not eligible for funding under this grant
20 program. Awards from the grant program must not be used to supplant
21 transit funds currently funding ride share programs, or to hire
22 additional employees. Fuel type may not be a factor in the grant
23 selection process. Of the amounts provided in this subsection,
24 \$1,308,000 is for the reappropriation of amounts provided for this
25 purpose in the 2021-2023 fiscal biennium.

26 (4) \$48,597,000 of the regional mobility grant program account—
27 state appropriation is reappropriated and provided solely for the
28 regional mobility grant projects identified in LEAP Transportation
29 Document (~~(2024-2 ALL PROJECTS as developed March 6, 2024, Program—~~
30 ~~Public Transportation Program (V)-)~~) 2025-2 ALL PROJECTS as developed
31 March 23, 2025, Program - Public Transportation Program (V).

32 (5) (a) (~~(\$71,581,000)~~) \$13,133,000 of the regional mobility grant
33 program account—state appropriation is provided solely for the
34 regional mobility grant projects identified in LEAP Transportation
35 Document (~~(2024-2 ALL PROJECTS as developed March 6, 2024, Program—~~
36 ~~Public Transportation Program (V)-)~~) 2025-2 ALL PROJECTS as developed
37 March 23, 2025, Program - Public Transportation Program (V). The
38 department shall review all projects receiving grant awards under
39 this program at least semiannually to determine whether the projects

1 are making satisfactory progress. Any project that has been awarded
2 funds, but does not report activity on the project within one year of
3 the grant award, must be reviewed by the department to determine
4 whether the grant should be terminated. The department shall promptly
5 close out grants when projects have been completed, and any remaining
6 funds must be used only to fund projects identified in the LEAP
7 transportation document referenced in this subsection. The department
8 shall provide annual status reports on December 15, 2023, and
9 December 15, 2024, to the office of financial management and the
10 transportation committees of the legislature regarding the projects
11 receiving the grants. It is the intent of the legislature to
12 appropriate funds through the regional mobility grant program only
13 for projects that will be completed on schedule. A grantee may not
14 receive more than 25 percent of the amount appropriated in this
15 subsection unless all other funding is awarded. Additionally, when
16 allocating funding for the 2023-2025 fiscal biennium, no more than 30
17 percent of the total grant program may directly benefit or support
18 one grantee unless all other funding is awarded. Fuel type may not be
19 a factor in the grant selection process.

20 (b) In order to be eligible to receive a grant under (a) of this
21 subsection during the 2023-2025 fiscal biennium, a transit agency
22 must establish a process for private transportation providers to
23 apply for the use of park and ride facilities. For purposes of this
24 subsection, (i) "private transportation provider" means: An auto
25 transportation company regulated under chapter 81.68 RCW; a passenger
26 charter carrier regulated under chapter 81.70 RCW, except marked or
27 unmarked stretch limousines and stretch sport utility vehicles as
28 defined under department of licensing rules; a private nonprofit
29 transportation provider regulated under chapter 81.66 RCW; or a
30 private employer transportation service provider; and (ii) "private
31 employer transportation service" means regularly scheduled, fixed-
32 route transportation service that is offered by an employer for the
33 benefit of its employees.

34 (c) \$1,500,000 of the amount appropriated in this subsection is
35 provided solely for a contingency fund to assist current regional
36 mobility grantees with cost escalations and overages. The department
37 shall create a system for grantees to request funds, and set a cap of
38 contingency funds per grantee to ensure an equitable distribution
39 among requesters.

1 (d) During the 2023-2025 fiscal biennium, the department shall
2 consider applications submitted by regional transportation planning
3 organizations and metropolitan planning organizations for the
4 regional mobility grant program funding in the 2025-2027 fiscal
5 biennium.

6 (6) \$6,195,000 of the multimodal transportation account—state
7 appropriation, \$3,300,000 of the climate transit programs account—
8 state appropriation, and \$784,000 of the state vehicle parking
9 account—state appropriation are provided solely for CTR grants and
10 activities. Fuel type may not be a factor in the grant selection
11 process. Of this amount, \$495,000 of the multimodal transportation
12 account—state appropriation is reappropriated and provided solely for
13 continuation of previously approved projects under the first mile/
14 last mile connections grant program.

15 (7) (~~(\$16,319,000)~~) \$12,911,000 of the multimodal transportation
16 account—state appropriation is provided solely for connecting
17 Washington transit projects identified in LEAP Transportation
18 Document (~~(2024-2 ALL PROJECTS as developed March 6, 2024)~~) 2025-2
19 ALL PROJECTS as developed March 23, 2025, Program - Public
20 Transportation Program (V). It is the intent of the legislature that
21 entities identified to receive funding in the LEAP transportation
22 document referenced in this subsection receive the amounts specified
23 in the time frame specified in that LEAP document. If an entity has
24 already completed a project in the LEAP transportation document
25 referenced in this subsection before the time frame identified, the
26 entity may substitute another transit project or projects that cost a
27 similar or lesser amount.

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

30 (9) (~~(\$12,000,000)~~) \$9,942,000 of the multimodal transportation
31 account—state appropriation and (~~(\$39,400,000)~~) \$28,306,000 of the
32 climate transit programs account—state appropriation are provided
33 solely for the green transportation capital projects identified in
34 LEAP Transportation Document (~~(2024-2 ALL PROJECTS as developed March~~
35 ~~6, 2024, Program - Public Transportation Program (V))~~) 2025-2 ALL
36 PROJECTS as developed March 23, 2025, Program - Public Transportation
37 Program (V). Of the amount of climate transit program account funds
38 appropriated in this subsection, up to one percent may be used for
39 program administration and staffing.

1 (10) \$5,950,000 of the multimodal transportation account—state
2 appropriation and \$1,249,000 of the climate transit programs account—
3 state appropriation are reappropriated and provided solely for the
4 green transportation capital grant projects identified in LEAP
5 Transportation Document (~~(2024-2 ALL PROJECTS as developed March 6,~~
6 ~~2024, Program - Public Transportation Program (V))~~) 2025-2 ALL
7 PROJECTS as developed March 23, 2025, Program - Public Transportation
8 Program (V).

9 (11) (~~(Beginning January 1, 2025, \$7,442,000 of the carbon~~
10 ~~emissions reduction account state appropriation is provided solely~~
11 ~~for additional green transportation capital projects identified in~~
12 ~~LEAP Transportation Document 2024-2 ALL PROJECTS as developed March~~
13 ~~6, 2024. Of the amounts provided in this subsection, \$1,000,000 is~~
14 ~~for the Jefferson Transit - Electric Bus Replacement project~~
15 ~~(GT23250A), \$1,023,000 is for the Pacific Transit - Electrification~~
16 ~~of the Paratransit Fleet project (GT23250C), \$3,795,000 is for the C-~~
17 ~~TRAN - Hydrogen Fueling Station Infrastructure project (GT23250D),~~
18 ~~and \$1,623,000 is for the Island Transit - Fleet Expansion project~~
19 ~~(GT23250E).~~

20 ~~(12) \$10,267,000))~~ \$8,632,000 of the climate transit programs
21 account—state appropriation is provided solely for tribal transit
22 grants. Up to one percent of the amount provided in this subsection
23 may be used for program administration and staffing.

24 (a) The department must establish a tribal transit competitive
25 grant program. Grants to federally recognized tribes may be for any
26 transit purpose, including planning, operating costs, maintenance,
27 and capital costs. The department shall report to the transportation
28 committees of the legislature and the office of financial management
29 with a list of projects recommended for funding by September 1, 2024,
30 along with recommendations on how to remove barriers for tribes to
31 access grant funds, including removal of grant match requirements,
32 and recommendations for how the department can provide technical
33 assistance.

34 (b) Within the amount provided in this subsection,
35 (~~(\$10,167,000))~~ \$8,532,000 is provided solely for move ahead
36 Washington tribal transit grant projects as listed in LEAP
37 Transportation Document (~~(2024-2 ALL PROJECTS as developed March 6,~~
38 ~~2024))~~ 2025-2 ALL PROJECTS as developed March 23, 2025, Program -

1 Public Transportation Program (V). Of this amount, \$529,000 is for
2 the Sauk-Suiattle Commuter project (L1000318).

3 ~~((13))~~ (12) \$188,930,000 of the climate transit programs
4 account—state appropriation is provided solely for transit support
5 grants for public transit agencies that have adopted a zero-fare
6 policy for youth 18 years of age and under by October 1, 2022. The
7 department must confirm zero-fare policies are in effect at transit
8 agencies to be eligible for biennial distributions.

9 ~~((14) \$38,000,000)~~ (13) \$35,914,000 of the climate transit
10 programs account—state appropriation is provided solely for the bus
11 and bus facility grant program for replacement, rehabilitation, and
12 purchase of transit rolling stock, or construction, modification, or
13 rehabilitation of transit facilities.

14 ~~((15))~~ (14) Beginning January 1, 2025, ~~((\$7,758,000))~~
15 \$1,467,000 of the carbon emissions reduction account—state
16 appropriation is provided solely for ~~((additional bus and bus~~
17 ~~facility projects. Of the amounts provided in this subsection,~~
18 ~~\$1,467,000 is for))~~ Kitsap Transit for inductive charging units for
19 transit centers ~~((, \$1,891,000 is for Twin Transit for zero-emission~~
20 ~~vehicle acquisition, \$4,400,000 is for C-TRAN for highway 99 BRT~~
21 ~~hydrogen fuel cell buses))~~.

22 ~~((16))~~ (15) \$2,000,000 of the climate transit programs account—
23 state appropriation is provided solely for newly selected transit
24 coordination grants. The department shall prioritize grant proposals
25 that promote the formation of joint partnerships between transit
26 agencies or merge service delivery across entities.

27 ~~((17) \$46,587,000)~~ (16) \$31,735,000 of the climate transit
28 programs account—state appropriation is provided solely for move
29 ahead Washington transit projects as listed in LEAP Transportation
30 Document ~~((2024-2 ALL PROJECTS as developed March 6, 2024, Move Ahead~~
31 ~~WA — Transit Projects))~~ 2025-2 ALL PROJECTS as developed March 23,
32 2025, Program - Public Transportation Program (V).

33 (a) For projects funded as part of this subsection, if the
34 department expects to have substantial reappropriations for the
35 2023-2025 fiscal biennium, the department may, on a pilot basis,
36 apply funding from a project with an appropriation that is unable to
37 be used within the 2023-2025 fiscal biennium to advance one or more
38 of the projects listed, prioritizing projects first by tier then by
39 project readiness.

1 (b) In instances when projects listed in the LEAP transportation
2 document referenced in this subsection (15) are no longer viable or
3 have been completed, the department may recommend in its next budget
4 submittal alternative project proposals from the local jurisdictions
5 if the project is similar in type and scope and consistent with
6 limitations on certain funds provided. In the event that the listed
7 project has been completed, the local jurisdictions may, rather than
8 submitting an alternative project, be reimbursed in the year in which
9 it was scheduled for documented costs incurred implementing the
10 listed project, not in excess of the amount awarded from the funding
11 program.

12 (c) At least 10 business days before advancing or swapping a
13 project pursuant to this subsection, the department must notify the
14 office of financial management and the transportation committees of
15 the legislature. The advancement of a project may not hinder the
16 delivery of the projects for which the reappropriations are necessary
17 for the 2023-2025 fiscal biennium.

18 ~~((18))~~ (17) \$702,000 of the multimodal transportation account—
19 state appropriation is provided solely for the department to provide
20 a statewide vanpool benefit for all state employees. For department
21 employees working in remote job sites, such as mountain passes, the
22 department must ensure employees are able to access job sites via a
23 subsidized vanpool or provide a modal alternative for the "last mile"
24 to ensure employees can access the job site without additional
25 charge.

26 ~~((19))~~ (18) \$200,000 of the multimodal transportation account—
27 state appropriation is provided solely for the department to update
28 the 2019 feasibility study to add a fifth travel Washington intercity
29 bus line in the Yakima Valley. The department must provide a summary
30 report of the updated feasibility and cost estimates to the
31 transportation committees of the legislature by December 1, 2024.

32 ~~((20))~~ (19) \$555,000 of the multimodal transportation account—
33 state appropriation and \$500,000 of the carbon emissions reduction
34 account—state appropriation are provided solely for an interagency
35 transfer to the Washington State University extension energy program
36 to administer a technical assistance and education program for public
37 agencies on the use of alternative fuel vehicles. The Washington
38 State University extension energy program shall prepare a report
39 regarding the utilization of the program and submit this report to

1 the transportation committees of the legislature by November 15,
2 2023.

3 ~~((+21))~~ (20) (a) \$500,000 of the multimodal transportation
4 account—state appropriation is provided solely for King county metro
5 to develop a pilot program to place teams, including human services
6 personnel, along routes that are enduring significant public safety
7 issues and various disruptive behavior in south King county. The team
8 would be available to deescalate disruptions, provide immediate
9 access to transit resources, and refer customers to community
10 resources to break cycles of inappropriate behavior. The teams must
11 consist of individuals trained in deescalation and outreach. Team
12 functions and duties should be cocreated with community stakeholders.

13 (b) King county metro must provide a report to the transportation
14 committees of the legislature by June 30, 2024, regarding the
15 effectiveness of the program, any suggestions for improving its
16 efficacy, and any modifications that might be necessary for other
17 transit providers to institute similar programs.

18 (c) King county metro must provide at least a 50 percent match to
19 develop the pilot program funded under this subsection.

20 ~~((+22))~~ (21) \$500,000 of the multimodal transportation account—
21 state appropriation is provided solely for planning to move Grays
22 Harbor transit operation and administration facilities from the
23 current location.

24 ~~((+23))~~ (22) As part of the department's 2025-2027 biennial
25 budget request, the department must submit budget materials for the
26 public transportation division separated into operating and capital
27 budgeted programs.

28 ~~((+24))~~ (23) Beginning January 1, 2025, ~~(\$2,000,000)~~ \$290,000
29 of the carbon emissions reduction account—state appropriation is
30 provided solely for new transit coordination grants, prioritizing
31 projects that coordinate transit service to and from Washington state
32 ferry terminals. Program eligibility must be expanded to include
33 proposals from transit agencies in counties with populations fewer
34 than 700,000 that coordinate service to and from Washington state
35 ferry terminals.

36 ~~((+25))~~ (24) Beginning January 1, 2025, ~~(\$900,000)~~ \$300,000 of
37 the carbon emissions reduction account—state appropriation is
38 provided solely for the department to implement certain
39 recommendations from the 2023 frequent transit service study. The

1 department shall define levels and types of demand-response service
2 and measure access to these services within Washington for the
3 purpose of gaining a fuller picture of transit access. The department
4 must collect ongoing transportation data and develop systems to allow
5 for analysis of disparities in access to existing fixed route
6 transit. The data collection should prioritize collecting information
7 on accessibility and inclusion of people with disabilities,
8 vulnerable populations in overburdened communities, and other
9 underserved communities. The department shall submit a status report
10 on data collection efforts to the transportation committees of the
11 legislature and the office of financial management by June 30, 2025.

12 ~~((26) Beginning January 1, 2025, \$11,800,000 of the carbon~~
13 ~~emissions reduction account state appropriation is provided solely~~
14 ~~for the following projects identified in LEAP Transportation Document~~
15 ~~2024-2 ALL PROJECTS as developed March 6, 2024:~~

16 ~~(a) Base Refurbish & Expansion for Growth/Columbia County Public~~
17 ~~Transportation (L4000182);~~

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

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

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

22 ~~(27))~~ (25) \$100,000 of the multimodal transportation account—
23 state appropriation is provided solely for King county metro to
24 implement a pilot program to provide funds to nonprofit organizations
25 to offer rideshare vouchers to persons who are low-income and people
26 with disabilities who rely on paratransit to get to and from work or
27 medical appointments. King county metro must work with a group who
28 provides dialysis services in King county and with a group who
29 provides employment services and supports to adults with disabilities
30 in the four most populous counties in Washington. The department must
31 submit a report to the office of financial management and the
32 transportation committees of the legislature by June 1, 2025. The
33 report must incorporate feedback from participants to the extent
34 possible and evaluate the effectiveness of the program as an
35 alternative to current public transportation programs.

36 **Sec. 919.** 2024 c 310 s 222 (uncodified) is amended to read as
37 follows:

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

1	Puget Sound Ferry Operations Account—State	
2	Appropriation.	((\$571,594,000))
3		<u>\$527,612,000</u>
4	Puget Sound Ferry Operations Account—Federal	
5	Appropriation.	((\$198,650,000))
6		<u>\$197,187,000</u>
7	Puget Sound Ferry Operations Account—Private/Local	
8	Appropriation.	\$121,000
9	TOTAL APPROPRIATION.	((\$770,365,000))
10		<u>\$724,920,000</u>

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

13 (1) The office of financial management budget instructions
14 require agencies to recast enacted budgets into activities. The
15 Washington state ferries shall include a greater level of detail in
16 its 2023-2025 supplemental and 2025-2027 omnibus transportation
17 appropriations act requests, as determined jointly by the office of
18 financial management, the Washington state ferries, and the
19 transportation committees of the legislature. This level of detail
20 must include the administrative functions in the operating as well as
21 capital programs. The data in the tables in the report must be
22 supplied in a digital file format.

23 (2) ((~~\$97,060,000~~)) \$95,597,000 of the Puget Sound ferry
24 operations account—federal appropriation and ((~~\$51,450,000~~))
25 \$15,884,000 of the Puget Sound ferry operations account—state
26 appropriation are provided solely for auto ferry vessel operating
27 fuel in the 2023-2025 fiscal biennium, which reflect cost savings
28 from a reduced biodiesel fuel requirement and, therefore, is
29 contingent upon the enactment of section 703, chapter 472, Laws of
30 2023. The amount provided in this subsection represents the fuel
31 budget for the purposes of calculating any ferry fare fuel surcharge.
32 The department shall review future use of alternative fuels and dual
33 fuel configurations, including hydrogen.

34 (3) \$500,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely for operating costs related to
36 moving vessels for emergency capital repairs. Funds may only be spent
37 after approval by the office of financial management.

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

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

4 (5) \$175,000 of the Puget Sound ferry operations account—state
5 appropriation is provided solely for the department to continue a
6 study of passenger demographics. The study may be included as part of
7 a larger origin and destination study. The department shall report
8 study results to the transportation committees of the legislature by
9 December 1, 2023. Following completion of the study, the department
10 must compare study results to the composition of groups outlined in
11 RCW 47.60.310, both by overall representation of ferry riders and by
12 route. A summary is due to the office of the governor and
13 transportation committees of the legislature by December 1, 2024.

14 (6) The department shall continue to oversee a consultant study
15 to identify and recommend cost-effective strategies to maximize walk-
16 on passenger ridership of the Anacortes - San Juan ferry routes. The
17 study is due to the transportation committees of the legislature by
18 December 1, 2023. By December 1, 2024, any feasible near to medium
19 term solutions identified from the study must be reported to the
20 office of the governor and transportation committees of the
21 legislature and include cost estimates for implementation.

22 (7) (~~(\$16,973,000)~~) \$8,873,000 of the Puget Sound ferry
23 operations account—state appropriation is provided solely for
24 Washington state ferries to:

25 (a) Provide scholarships, coursework fees, and stipends for
26 candidates to become licensed deck officers (mates);

27 (b) Improve the process for unlicensed candidates who have
28 achieved able-bodied sailor (AB) status to earn their mate's license;

29 (c) Annually hire, orient, train, and develop entry level engine
30 room staff at the wiper classification with the intention of
31 successfully promoting to oiler classification;

32 (d) Create an operations project management office;

33 (e) Increase human resources capacity to expand recruitment
34 efforts including to communities currently underrepresented within
35 the Washington state ferries, and add a workforce ombuds; and

36 (f) Hire additional dispatch staff, or any other staff mandatory
37 for system operations.

1 (8) \$169,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for hiring an additional service
3 planner.

4 (9) (a) During negotiations of the 2025-2027 collective bargaining
5 agreements, the department must conduct a review and analysis of the
6 collective bargaining agreements governing state ferry employees, to
7 identify provisions that create barriers for, or contribute to
8 creating a disparate impact on, newly hired ferry employees,
9 including those who are women, people of color, veterans, and other
10 employees belonging to communities that have historically been
11 underrepresented in the workforce. The review and analysis must
12 incorporate, to the extent practicable, the findings and
13 recommendations from the December 2022 joint transportation committee
14 study on Washington state ferries' workforce, and must also include,
15 but not be limited to, provisions regarding seniority, work
16 assignments, and work shifts. The review and analysis must also
17 include consultation with the governor's office of labor relations,
18 the governor's office of equity, and the attorney general's office.

19 (b) For future negotiations or modifications of the collective
20 bargaining agreements, it is the intent of the legislature that the
21 collective bargaining representatives for the state and ferry
22 employee organizations may consider the findings of the review and
23 analysis required in (a) of this subsection and negotiate in a manner
24 to remove identified barriers and address identified impacts so as
25 not to perpetuate negative impacts.

26 (10) \$1,504,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for the implementation of chapter
28 188, Laws of 2023 (state ferry workforce development issues). If
29 chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount
30 provided in this subsection lapses.

31 (11) \$5,000,000 of the Puget Sound ferry operations account—state
32 appropriation is provided solely for support of the Kitsap transit
33 passenger ferry to supplement service on the Seattle-Bremerton route.

34 (12) \$100,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely to assess temporary service
36 restoration options for the Sidney, British Columbia route until
37 Washington state ferries can resume its service. Washington state
38 ferries must provide service options and recommendations to the

1 office of financial management and the transportation committees of
2 the legislature by December 15, 2023.

3 (13) \$2,549,000 of the Puget Sound ferry operations account—state
4 appropriation is provided solely for security services at Colman
5 Dock.

6 (14) \$13,856,000 of the Puget Sound ferry operations account—
7 state appropriation is provided solely for overtime and
8 familiarization expenses incurred by engine, deck, and terminal
9 staff. The department must provide updated staffing cost estimates
10 for fiscal years 2024 and 2025 with its annual budget submittal and
11 updated estimates by January 1, 2024.

12 (15) \$1,064,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for traffic control at ferry
14 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
15 Bainbridge Island, during peak ferry travel times, with a particular
16 focus on Sundays and holiday weekends.

17 (16) \$93,000 of the Puget Sound ferry operations account—state
18 appropriation is provided solely for the Washington state ferries to
19 secure housing for workforce training sessions and to pay in advance
20 for the costs of transportation worker identification credentials,
21 merchant mariner credentials, and medical examinations for incoming
22 ferry system employees and trainees.

23 (17) \$10,417,000 of the Puget Sound ferry operations account—
24 state appropriation is provided solely for vessel maintenance
25 initiatives to:

26 (a) Add a second shift at the Eagle Harbor maintenance facility;

27 (b) Establish maintenance management project controls to maximize
28 vessel maintenance work at the Eagle Harbor facility;

29 (c) Expand the existing Washington state ferries Eagle Harbor
30 apprenticeship program from two to eight apprentices; and

31 (d) Maintain assets in a state of good repair by investing in
32 enterprise asset management operating capacity.

33 (18)(a) \$855,000 of the Puget Sound ferry operations account—
34 state appropriation is provided solely for Washington state ferries
35 to provide to Seattle Central Community College for a pilot with the
36 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding
37 may not be expended until Washington state ferries certifies to the
38 office of financial management that a memorandum of agreement with
39 Seattle Central Community College has been executed, and the office

1 of financial management determines that funds provided in this
2 subsection are utilized for programs that are a benefit to the
3 Washington state ferries or the prospective workforce pipeline of the
4 Washington state ferries. The memorandum of agreement with Seattle
5 Central Community College must address:

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

9 (ii) Development of a joint recruitment plan with Seattle Central
10 Community College aimed at increasing enrollment of women and people
11 of color, with specific strategies to recruit existing community and
12 technical college students, maritime skills center students, high
13 school students from maritime programs, including maritime skills
14 center students, foster care graduates, and former juvenile
15 rehabilitation and adult incarcerated individuals; and

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

19 (b) The joint training and recruitment plan must be submitted to
20 the appropriate policy and fiscal committees of the legislature by
21 December 1, 2023. The Washington state ferries must submit findings
22 of program effectiveness and recommendations for continuation of the
23 pilot, to the appropriate committees of the legislature by December
24 1, 2024.

25 (19) \$420,000 of the Puget Sound ferry operations account
26 appropriation—state is provided solely for a contract with an
27 organization with experience evaluating and developing
28 recommendations for the Washington state ferries' workforce to
29 provide expertise on short-term strategies including, but not limited
30 to, addressing recruitment, retention, diversity, training needs,
31 leadership development, and succession planning. The consultant shall
32 provide additional assistance as deemed necessary by the Washington
33 state ferries to implement recommendations from the joint
34 transportation committee 2022 workforce study. Periodic updates must
35 be given to the joint transportation committee and the governor.

36 (20) By December 31st of each year, as part of the annual ferries
37 division performance report, the department must report on the status
38 of efforts to increase the staff available for maintaining the
39 customary level of ferry service, including staff for deck, engine,
40 and terminals. The report must include data for a 12-month period up

1 to the most recent data available, by staff group, showing the number
2 of employees at the beginning of the 12-month period, the number of
3 new employees hired, the number of employees separating from service,
4 and the number of employees at the end of the 12-month period. The
5 department report on additional performance measures must include:

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

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

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

12 (21) (~~(\$10,000,000)~~) \$5,000,000 of the Puget Sound ferry
13 operations account—state appropriation is provided solely for the
14 department to increase deck and engine positions across the system,
15 prioritizing positions that will mitigate crew related cancellations
16 and reduce overtime expenditures. The department must include an
17 update on the number of positions hired by job class as part of the
18 annual performance report. The legislature intends to provide
19 \$16,000,000 on an ongoing basis to support additional crew efforts.

20 (22) \$500,000 of the Puget Sound ferry operations account—state
21 appropriation is provided solely for the department to evaluate
22 options for the state to return to providing state passenger-only
23 ferry service to support existing ferry service routes.

24 (a) The study must focus on the routes recommended for further
25 study by the 2020 study of passenger-only ferry service by the Puget
26 Sound regional council as well as San Juan county interisland
27 passenger-only ferry service. The department must contract with a
28 third-party entity with experience in passenger-only ferry service.

29 (b) The evaluation must study options for the state to return to
30 providing state passenger-only ferry service to support existing
31 ferry service routes. The study must include estimated ridership,
32 operating costs including labor, vessel procurement options with
33 prioritization given to clean fueled ferries such as electric
34 ferries, funding options including state subsidies of passenger-only
35 ferry districts, and schedule and timing to implement passenger-only
36 ferry options in evaluated routes.

37 (c) A progress report is due to the governor and transportation
38 committees of the legislature by October 30, 2024. A final report is
39 due to the governor and transportation committees of the legislature
40 by June 1, 2025.

1 (23) \$100,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the department to reimburse
3 walk-on customers for emergency expenses incurred as a result of a
4 cancellation of the last sailing of the day. In consideration for
5 receiving the reimbursement, an applicant must sign a release of
6 claims drafted by the department. The department shall create a
7 process for reimbursement and set a per diem limit for reimbursement
8 per individual.

9 (24) \$3,170,000 of the Puget Sound ferry operations account—state
10 appropriation is provided solely for temporary expanded weekday
11 midday King county water taxi service support to and from Vashon
12 Island.

13 **Sec. 920.** 2024 c 310 s 224 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
16 **OPERATING**

17 Carbon Emissions Reduction Account—State	
18 Appropriation.	\$275,000
19 Motor Vehicle Account—State Appropriation.	(\$14,282,000)
20	<u>\$14,266,000</u>
21 Motor Vehicle Account—Federal Appropriation.	\$2,567,000
22 Multiuse Roadway Safety Account—State Appropriation.	\$1,230,000
23 Multimodal Transportation Account—State	
24 Appropriation.	\$2,000,000
25 TOTAL APPROPRIATION.	(\$20,354,000)
26	<u>\$20,338,000</u>

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

29 (1) \$500,000 of the motor vehicle account—state appropriation is
30 provided solely for development, administration, program management,
31 and evaluation of the federal fund exchange pilot program.

32 (2) \$1,063,000 of the motor vehicle account—state appropriation
33 is provided solely for the department, from amounts set aside out of
34 statewide fuel taxes distributed to counties according to RCW
35 46.68.120(3), to contract with the Washington state association of
36 counties to:

1 (a) Contract with the department of fish and wildlife to
2 identify, inventory, and prioritize county-owned fish passage
3 barriers;

4 (b) Continue streamlining and updating the county road
5 administration board's data dashboard, to provide a more detailed,
6 more transparent, and user-friendly platform for data management,
7 reporting, and research by the public and other interested parties;

8 (c) Commission a study to develop guidance for county public
9 works departments conducting environmental justice assessments in
10 their communities and recommend best practices for community
11 engagement plans to address environmental health disparities for
12 identified overburdened communities;

13 (d) Contract for a study to identify best practices within public
14 works for the recruitment and retention of employees, including:
15 Recommendations for improving outreach and recruitment to
16 underrepresented populations, methods to partner with local community
17 colleges and universities, methods to expand apprenticeship and
18 internship programs, strategies to increase training and development
19 opportunities, and recommendations for career advancement programs
20 and better work-life balance outcomes;

21 (e) Update the 2020 county transportation revenue study; and

22 (f) By December 15, 2024, report to the office of financial
23 management and the appropriate committees of the legislature the
24 deliverables from and the amounts expended on the purposes enumerated
25 in this subsection.

26 (~~(4)~~) (3) (a) \$200,000 of the multimodal transportation account—
27 state appropriation is provided solely for the department to develop
28 the preliminary phase of an action plan for the establishment of
29 cycle highways in locations that connect population centers and
30 support mode shift.

31 (b) The action plan may complement and incorporate existing
32 resources, including the state trails database maintained by the
33 recreation and conservation office, local and regional plans, and the
34 state active transportation plan.

35 (c) The action plan may also include, but is not limited to:

36 (i) Recommended design; geometric and operational criteria and
37 typologies appropriate to urban, suburban, and rural settings;
38 settings that include shared use; and incremental approaches to
39 achieve desired facility types;

1 (ii) A model or methodology to project potential demand and
2 carrying capacity based on facility quality, level of traffic stress,
3 location, directness, land use, and other key attributes;

4 (iii) Examination of the feasibility of developing high-capacity
5 infrastructure for bicycle and micromobility device use within a
6 variety of contexts and recommendations for pilot projects;

7 (iv) Identification of key gaps in regional networks, including
8 planned and aspirational routes and locations within three miles of
9 high-capacity transit or existing shared-use paths and trails
10 suitable for transportation;

11 (v) Identification of legal, regulatory, financial,
12 collaboration, and practical barriers to development and community
13 acceptance and support of such facilities; and

14 (vi) Recommended strategies to consider and address issues to
15 avoid unintended consequences such as displacement, and to ensure
16 equity in long-term development of such facilities.

17 (d) The department must provide a report with its initial
18 findings, and recommendations for next steps, to the transportation
19 committees of the legislature by June 30, 2025.

20 ~~((+5))~~ (4) \$750,000 of the multimodal transportation account—
21 state appropriation is provided solely for a grant program to support
22 local initiatives that expand or establish civilian intervention
23 programs for nonmoving violations, focusing on nonpunitive
24 interventions such as helmet voucher programs, fee offset programs,
25 fix-it tickets, and repair vouchers that provide solutions for
26 vehicle equipment failures for low-income road users.

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

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

36 ~~((+6))~~ (5) \$146,000 of the motor vehicle account—state
37 appropriation is provided solely for the implementation of chapter
38 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is
39 not enacted by June 30, 2023, the amount provided in this subsection
40 lapses.

1 ~~((7))~~ (6)(a) \$50,000 of the multimodal transportation account—
2 state appropriation is provided solely for the department to examine
3 the feasibility of creating a new budget program for the active
4 transportation division, including, but not limited to, examining:

5 (i) Estimated cost, new staffing needs, and time frame to
6 establish the program;

7 (ii) A proposed budget structure, and whether both operating and
8 capital components should be established; and

9 (iii) Identification of staff, capital projects, and other
10 resources that would need to be transferred from other existing
11 programs.

12 (b) By December 1, 2024, the department shall report examination
13 findings and recommendations to the office of financial management
14 and the transportation committees of the legislature.

15 ~~((8))~~ (7) \$275,000 of the carbon emissions reduction account—
16 state appropriation is provided solely to support Pierce, Skagit,
17 Whatcom, and Wahkiakum county ferries with youth zero-fare policies.

18 ~~((9))~~ (8) \$500,000 of the multimodal transportation account—
19 state appropriation is provided solely for the city of Seattle
20 department of transportation to create a digital conflict area
21 awareness management program to provide machine-readable information
22 for transportation operators, such as autonomous vehicle fleet
23 operators, to be aware of conflict areas, such as emergency response
24 zones, work zones, schools, pick up and drop off locations, and other
25 areas where vulnerable road users may be present.

26 (a) Program work must include:

27 (i) The city of Seattle engaging with first responders and
28 transportation management officials and other relevant stakeholders,
29 to determine program implementation needs and processes; and

30 (ii) A feasibility study of implementing the program's mobility
31 and curb data specifications to include, but not be limited to,
32 necessary partners, data platforms, ability to integrate real-time
33 911 dispatch, emergency vehicles, work zones, and other areas to
34 reduce conflicts for transportation operators of autonomous vehicle
35 fleets on public roads and in the right-of-way.

36 (b) Program work must also be conducted in coordination and
37 partnership with city of Seattle departments, the nonprofit steward
38 of the program's mobility and curb data specifications, the

1 Washington state department of transportation, and other entities
2 potentially impacted by the implementation of the program.

3 (c) As feasible, the city of Seattle shall prepare an
4 implementation pilot of the program to make a standardized data feed
5 available publicly for transportation operator use.

6 (d) The city of Seattle must provide a report on any findings and
7 recommendations of the program and any implementation needs and
8 process mapping for use by other jurisdictions to the Washington
9 state department of transportation and the transportation committees
10 of the legislature by June 30, 2025.

11 ~~((10))~~ (9) \$150,000 of the motor vehicle account—state
12 appropriation is provided solely for the department to fund one full-
13 time equivalent liaison position within the local program multiagency
14 permit program. Within the amounts provided in this subsection, the
15 department shall work to enhance its multiagency permit program
16 capabilities, with an emphasis on multiagency agreements that
17 streamline, prioritize, and expedite project-level and programmatic
18 permits and approvals. The department shall review current
19 multiagency permit program practices and provide a report with
20 recommendations on the enhancement of the program to the
21 transportation committees of the legislature by December 1, 2024.

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

2 **Sec. 1001.** 2024 c 310 s 301 (uncodified) is amended to read as
3 follows:

4 **FOR THE WASHINGTON STATE PATROL**

5 State Patrol Highway Account—State Appropriation. . . (~~(\$7,888,000)~~)
6 \$6,531,000

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

9 (1) (~~(\$7,888,000)~~) \$6,531,000 of the state patrol highway account
10 —state appropriation is provided solely for the following projects:

11 (a) (~~(\$250,000)~~) \$1,420,000 is for emergency repairs;

12 (b) (~~(\$2,000,000)~~) \$1,133,000 is for roof replacements;

13 (c) (~~(\$350,000)~~) \$251,000 is for fuel tank decommissioning;

14 (d) (~~(\$500,000 is for generator and electrical replacement;~~

15 ~~(e) \$500,000))~~ \$200,000 is for the exterior envelope of the
16 Yakima office;

17 (~~(f) \$2,000,000))~~ (e) \$1,704,000 is for energy efficiency
18 projects;

19 (~~(g) \$1,000,000))~~ (f) \$819,000 is for pavement surface
20 improvements;

21 (~~(h) \$300,000))~~ (g) \$90,000 is for fire alarm panel replacement;

22 (~~(i) \$188,000))~~ (h) \$202,000 is for repairs at the Bellevue
23 district office;

24 (~~(j) \$200,000))~~ (i) \$150,000 is for an academy master plan. As
25 part of the academy master plan, the Washington state patrol must
26 review and provide an analysis on the potential to colocate some
27 training programs with other state agencies, including the department
28 of corrections, the department fish and wildlife, the liquor and
29 cannabis board, and the criminal justice training commission. The
30 Washington state patrol must consult with the other state agencies to
31 determine where cost efficiencies and mutually beneficial shared
32 arrangements for training delivery could occur. The funding for this
33 academy master plan is not a commitment to fund any components
34 related to the expansion of the academy in the future;

35 (~~(k) \$500,000))~~ (j) \$477,000 reappropriation is for the Tacoma
36 district office generator replacement project; and

37 (~~(l) \$100,000))~~ (k) \$85,000 reappropriation is for the energy
38 improvement project at the SeaTac northbound facility.

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

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

11 (4) By December 1, 2023, the Washington state patrol shall
12 provide a report to the transportation committees of the legislature
13 detailing utility incentives that will reduce the cost of heating,
14 ventilating, and air conditioning systems funded in this section.

15 (5) By December 1, 2023, the Washington state patrol shall
16 provide its capital improvement and preservation plan for agency
17 facilities to the appropriate committees of the legislature.

18 **Sec. 1002.** 2023 c 472 s 303 (uncodified) is amended to read as
19 follows:

20 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

21	Small City Pavement and Sidewalk Account—State	
22	Appropriation.	\$3,975,000
23	Transportation Improvement Account—State	
24	Appropriation.	(((\$240,000,000))
25		<u>\$220,000,000</u>
26	Complete Streets Grant Program Account—State	
27	Appropriation.	(((\$14,670,000))
28		<u>\$4,670,000</u>
29	Move Ahead WA Account—State Appropriation.	\$9,333,000
30	Climate Active Transportation Account—State	
31	Appropriation.	(((\$19,067,000))
32		<u>\$16,567,000</u>
33	TOTAL APPROPRIATION.	(((\$287,045,000))
34		<u>\$254,545,000</u>

35 **Sec. 1003.** 2024 c 310 s 303 (uncodified) is amended to read as
36 follows:

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

3 ((~~Connecting Washington Account—State~~
4 ~~Appropriation. \$3,000)~~)
5 Motor Vehicle Account—State Appropriation. ((~~\$29,810,000~~))
6 \$15,352,000
7 Move Ahead WA Account—State Appropriation. \$12,011,000
8 Multimodal Transportation Account—State
9 Appropriation. \$1,200,000
10 TOTAL APPROPRIATION. ((~~\$43,024,000~~))
11 \$28,563,000

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

14 (1) \$4,025,000 of the motor vehicle account—state appropriation
15 is provided solely for payments of a financing contract issued
16 pursuant to chapter 39.94 RCW for the department facility located at
17 15700 Dayton Ave N in Shoreline. All payments from the department of
18 ecology pursuant to the agreement with the department to pay a share
19 of the financing contract for this facility must be deposited into
20 the motor vehicle account.

21 (2) (a) \$10,011,000 of the move ahead WA account—state
22 appropriation is provided solely for the department to improve its
23 ability to keep facility assets in a state of good repair. In using
24 the funds appropriated in this subsection, the department, with
25 periodic reporting to the joint transportation committee, must
26 develop and implement a prioritization of facility capital
27 preservation needs and repair projects. The legislature intends these
28 to be reasonable, forward-thinking investments that consider
29 potential future space efficiency measures and consolidations,
30 including those assessed as having high commercial value and
31 potential returns to state transportation funds associated with the
32 sale of the property. Prioritization must be based on, but not
33 limited to, the following criteria: (i) Employee safety and facility
34 security; (ii) state and federal regulatory and statutory
35 requirements and compliance issues, including clean buildings
36 requirements; (iii) quality of work issues; (iv) facility condition
37 assessment evaluations and scoring; (v) asset preservation; and (vi)
38 amount of operational support provided by the facility to the
39 achievement of the department's performance measures and outcomes,

1 including facility utilization based on field operations work
2 supported at the location. "Field operations" include maintenance,
3 transportation operations, materials testing, and construction.

4 (b) By October 15, 2024, covering the first 15 months of the
5 2023-2025 fiscal biennium, the department must provide a report based
6 on the prioritization of facility preservation needs and repair
7 projects developed pursuant to (a) of this subsection to the office
8 of financial management and the transportation committees of the
9 legislature. The report must include: (i) A by facility ranking based
10 on the criteria implemented; (ii) detailed information on the actions
11 taken in the previous period to address the identified issues and
12 deficiencies; and (iii) the plan, by facility, to address issues and
13 deficiencies for the remainder of the 2023-2025 fiscal biennium and
14 the 2025-2027 fiscal biennium.

15 (c) The by facility ranking developed under (b) of this
16 subsection must be the basis of an agency budget submittal for the
17 2025-2027 fiscal biennium.

18 (3) (a) \$1,200,000 of the multimodal transportation account—state
19 appropriation is provided solely for the department to evaluate
20 safety rest areas along Interstate 5 and Interstate 90 for potential
21 truck parking expansion opportunities. The department shall also
22 evaluate commercial vehicle inspection locations, in coordination
23 with the Washington state patrol, for potential truck parking
24 expansion opportunities.

25 (b) These evaluations must include assessments of opportunities
26 to provide additional truck parking through rest stop and inspection
27 location reconfiguration, expansion, and conversion, as well as
28 evaluation of potential improvements to restroom facilities at weigh
29 stations with truck parking. The department shall consider
30 opportunities to expand rest stop footprints onto additional
31 department-owned property, as well as opportunities to acquire
32 property for rest stop expansion. Opportunities to convert a rest
33 stop to a commercial vehicle-only rest stop must be considered if
34 property is available to develop a new light-duty vehicle rest stop
35 within a reasonable distance. The department shall include an
36 evaluation of a potential truck parking site at John Hill Rest Area
37 along the Interstate 90 corridor identified in the joint
38 transportation committee's "Truck Parking Action Plan." Evaluations
39 must include cost estimates for reconfiguration, expansion, and

1 conversion, as well as other recommendations for the development of
2 these sites.

3 (c) The department should consult with the federal highway
4 administration, the Washington state patrol, the Washington trucking
5 association, the freight mobility strategic investment board, and
6 local communities.

7 (d) The department must update the transportation committees of
8 the legislature on agency activities and their status by December 1,
9 2023, and to provide a final report to the transportation committees
10 of the legislature by December 1, 2024.

11 (4) (~~(\$15,457,000)~~) \$1,000,000 of the motor vehicle account—state
12 appropriation is provided solely for making improvements to the
13 department facility located at 11018 NE 51st Cir in Vancouver to meet
14 the Washington state clean buildings performance standard.

15 (5) (a) \$4,100,000 of the (~~move-ahead WA account~~) motor vehicle
16 account—state appropriation is provided solely for preliminary
17 engineering and design associated with the demolition and replacement
18 of the department's vehicle repair and parts building at 6431 Corson
19 Avenue South in Seattle. The department must include any requested
20 construction costs of the facility as a separate project as part of
21 its agency budget submittal for the 2025-2027 fiscal biennium
22 utilizing form C-100 for capital projects. The design information
23 must also include detailed information on square footage, components
24 of the facility, and cost comparisons with similar maintenance
25 facilities.

26 (b) By September 1, 2024, the office of financial management, in
27 consultation with the department, must develop criteria for
28 preservation and improvement minor works lists for the department's
29 facilities program. The criteria must incorporate, adjusted where
30 appropriate, provisions already in use in the omnibus capital budget
31 act for minor works, including: (i) The dollar limitation for each
32 project to be included in the list; (ii) the types of projects
33 appropriate to be included in the list; (iii) the project length
34 limitation appropriate to be included in the list; and (iv) a
35 recommended initial allotment, revision request approval, and
36 revision notification process associated with the list. The criteria
37 must be the basis of the preservation and improvement minor works
38 list included in the agency budget submittal beginning with the
39 2025-2027 fiscal biennium.

1 (c) By September 1, 2024, the office of financial management, in
2 consultation with the department, must also develop criteria for
3 providing building related capital requests in a comparable format,
4 adjusted where appropriate, to provisions already in use in the
5 omnibus capital appropriations act for building projects, including
6 the C-100 capital request form and other detail requirements for
7 omnibus capital appropriations act building submissions.

8 **Sec. 1004.** 2024 c 310 s 304 (uncodified) is amended to read as
9 follows:

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

11	Alaskan Way Viaduct Replacement Project Account—	
12	State Appropriation.	((\$23,794,000))
13		<u>\$16,388,000</u>
14	<u>Carbon Emissions Reduction Account—State</u>	
15	<u>Appropriation.</u>	<u>\$250,000</u>
16	Climate Active Transportation Account—State	
17	Appropriation.	((\$2,000,000))
18		<u>\$1,100,000</u>
19	Move Ahead WA Account—Private/Local Appropriation. . . .	\$137,500,000
20	State Route Number 520 Civil Penalties Account—State	
21	Appropriation.	\$10,000,000
22	Transportation 2003 Account (Nickel Account)—State	
23	Appropriation.	((\$634,000))
24		<u>\$629,000</u>
25	Transportation Partnership Account—State	
26	Appropriation.	((\$46,899,000))
27		<u>\$93,540,000</u>
28	Motor Vehicle Account—State Appropriation.	((\$100,366,000))
29		<u>\$90,241,000</u>
30	Motor Vehicle Account—Federal Appropriation.	((\$480,282,000))
31		<u>\$342,560,000</u>
32	Coronavirus State Fiscal Recovery Fund—Federal	
33	Appropriation.	((\$337,144,000))
34		<u>\$282,810,000</u>
35	Motor Vehicle Account—Private/Local Appropriation. . . .	((\$74,115,000))
36		<u>\$74,996,000</u>
37	Connecting Washington Account—State Appropriation. ((\$1,960,374,000))	
38		<u>\$2,100,759,000</u>

1	Special Category C Account—State Appropriation.	((\$143,917,000))
2		<u>\$119,192,000</u>
3	Multimodal Transportation Account—State	
4	Appropriation.	((\$14,311,000))
5		<u>\$8,719,000</u>
6	Multimodal Transportation Account—Federal	
7	Appropriation.	((\$12,287,000))
8		<u>\$480,000</u>
9	((State Route Number 520 Corridor Account—	
10	 State Appropriation.	\$500,000))
11	Interstate 405 and State Route Number 167 Express	
12	Toll Lanes Account—State Appropriation.	((\$319,464,000))
13		<u>\$295,220,000</u>
14	Move Ahead WA Account—State Appropriation.	((\$737,961,000))
15		<u>\$735,394,000</u>
16	Move Ahead WA Account—Federal Appropriation.	((\$373,155,000))
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.	((\$4,841,703,000))
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

1 activities listed in LEAP Transportation Document ((2024-2)) 2025-2
2 ALL PROJECTS as developed March ((6, 2024)) 23, 2025, Program -
3 Highway Improvements Program (I). Any federal funds gained through
4 efficiencies, adjustments to the federal funds forecast, or the
5 federal funds redistribution process must then be applied to highway
6 and bridge preservation activities.

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

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

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

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

22 (4) The connecting Washington account—state appropriation
23 includes up to \$1,332,926,000 in proceeds from the sale of bonds
24 authorized in RCW 47.10.889.

25 (5) The special category C account—state appropriation includes
26 up to \$111,106,000 in proceeds from the sale of bonds authorized in
27 RCW 47.10.812.

28 (6) The transportation partnership account—state appropriation
29 includes up to ((~~\$46,899,000~~)) \$27,418,000 in proceeds from the sale
30 of bonds authorized in RCW 47.10.873.

31 (7) The appropriations in this section include savings due to
32 anticipated project underruns; however, it is unknown which projects
33 will provide savings. The legislature intends to provide sufficient
34 flexibility for the department to manage to this savings target. To
35 provide this flexibility, the office of financial management may
36 authorize, through an appropriation modification, reductions in the
37 amounts that are provided solely for a particular purpose within this
38 section subject to the following conditions and limitations:

1 (a) The department must confirm that any modification requested
2 under this subsection of amounts provided solely for a specific
3 purpose are not expected to be used for that purpose in this fiscal
4 biennium;

5 (b) Appropriation modifications authorized under this subsection
6 may not result in increased funding for any project beyond the amount
7 provided for that project in the 2023-2025 fiscal biennium in LEAP
8 Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed
9 March ((6, 2024)) 23, 2025;

10 (c) Appropriation modifications authorized under this subsection
11 apply only to amounts appropriated in this section from the following
12 accounts: Connecting Washington account—state, and move ahead WA
13 account—state; and

14 (d) The office of financial management must provide notice of
15 appropriation modifications authorized under this subsection within
16 10 working days to the transportation committees of the legislature.
17 By December 1, 2023, and December 1, 2024, the department must submit
18 a report to the transportation committees of the legislature
19 regarding the actions taken to date under this subsection.

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

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

36 (10) By June 30, 2025, to the extent practicable, the department
37 shall decommission the facilities for the Lacey project engineering
38 office and the Tumwater project engineering office at the end of
39 their lease terms and consolidate the Lacey project engineering

1 office and the Tumwater project engineering office into the
2 department's Olympic regional headquarters.

3 (11) The legislature intends that any savings realized on the
4 following projects will not be attributable to the application of
5 practical design, retired risk, or unused contingency funding for the
6 purposes of RCW 47.01.480:

7 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

8 (b) I-82/EB WB On and Off Ramps (L2000123).

9 (12) (a) (~~(\$337,114,000)~~) \$282,810,000 of the coronavirus state
10 fiscal recovery fund—federal appropriation, (~~(\$110,439,000)~~)
11 \$31,405,000 of the motor vehicle account—federal appropriation,
12 (~~(\$576,827,000)~~) \$191,807,000 of the connecting Washington account—
13 state appropriation, \$525,187,000 of the move ahead WA account—state
14 appropriation, \$5,832,000 of the motor vehicle account—private/local
15 appropriation, and (~~(\$8,329,000)~~) \$266,000 of the motor vehicle
16 account—state appropriation are provided solely for the Fish Passage
17 Barrier Removal project (OBI4001) with the intent of fully complying
18 with the federal *U.S. v. Washington* court injunction by 2030.

19 (b) The fish passage barrier removal program, in consultation
20 with the office of innovative partnerships, shall explore
21 opportunities to employ innovative delivery methods to ensure
22 compliance with the court injunction including, but not limited to,
23 public-private partnerships and batched contracts. It is the intent
24 of the legislature that appropriations for this purpose may be used
25 to jointly leverage state and local funds for match requirements in
26 applying for competitive federal aid grants provided in the
27 infrastructure investment and jobs act for removals of fish passage
28 barriers under the national culvert removal, replacement, and
29 restoration program. State funds used for the purpose described in
30 this subsection must not compromise full compliance with the court
31 injunction by 2030.

32 (c) The department shall coordinate with the Brian Abbott fish
33 passage barrier removal board to use a watershed approach by
34 replacing both state and local culverts guided by the principle of
35 providing the greatest fish habitat gain at the earliest time. The
36 department shall deliver high habitat value fish passage barrier
37 corrections that it has identified, guided by the following factors:
38 Opportunity to bundle projects, tribal priorities, ability to
39 leverage investments by others, presence of other barriers, project

1 readiness, culvert conditions, other transportation projects in the
2 area, and transportation impacts. The department and Brian Abbott
3 fish barrier removal board must provide updates on the implementation
4 of the statewide culvert remediation plan to the legislature by
5 November 1, 2023, and June 1, 2024.

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

9 (e) During the 2023-2025 fiscal biennium, the department shall
10 provide reports of the amounts of federal funding received for this
11 project to the governor and transportation committees of the
12 legislature by November 1, 2023, and semiannually thereafter.

13 (13)(a) \$15,000,000 of the model toxics control stormwater
14 account—state appropriation is provided solely for the Stormwater
15 Retrofits and Improvements project (L4000040). It is the intent of
16 the legislature, over the 16-year move ahead WA investment program,
17 to provide \$500,000,000 for this program.

18 (b) Of the amounts provided in this subsection, \$6,000,000 is
19 provided solely for the Urban Stormwater Partnership - I-5 Ship-Canal
20 Bridge Pilot (Seattle) project.

21 (c) The funding provided for stormwater retrofits and
22 improvements must enhance stormwater runoff treatment from existing
23 roads and infrastructure with an emphasis on green infrastructure
24 retrofits. Projects must be prioritized based on benefits to salmon
25 recovery and ecosystem health, reducing toxic pollution, addressing
26 health disparities, and cost-effectiveness. The department of
27 transportation must submit progress reports on its efforts to reduce
28 the toxicity of stormwater runoff from existing infrastructure,
29 recommendations for addressing barriers to innovative solutions, and
30 anticipated demand for funding each fiscal biennium.

31 (14)(a) (~~(\$25,067,000)~~) \$12,011,000 of the connecting Washington
32 account—state appropriation is provided solely for the SR 3 Freight
33 Corridor (T30400R) project. The legislature intends to provide a
34 total of \$78,910,000 for this project, including an increase of
35 \$12,000,000 in future biennia to safeguard against inflation and
36 supply/labor interruptions and ensure that:

37 (i) The northern terminus remains at Lake Flora Road and the
38 southern terminus at the intersection of SR 3/SR 302; and

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

4 (b) With respect to right-of-way acquisition and the construction
5 of the SR 3 Freight Corridor project (T30400R), tribal consultation
6 with the Suquamish tribe shall begin at the earliest stage of
7 planning, including without limitation on all funding decisions and
8 funding programs, to provide a government-to-government mechanism for
9 the tribe to evaluate, identify, and expressly notify governmental
10 entities of any potential impacts to tribal cultural resources,
11 archaeological sites, sacred sites, fisheries, or other rights and
12 interests in tribal lands and lands within which the tribe possesses
13 rights reserved or protected by federal treaty, statute, or executive
14 order. The consultation is independent of, and in addition to, any
15 public participation process required under state law, or by a state
16 agency, including the requirements of Executive Order 21-02 related
17 to archaeological and cultural resources, and regardless of whether
18 the agency receives a request for consultation from the Suquamish
19 tribe. Regularly scheduled tribal consultation meetings with the
20 Suquamish tribe shall continue throughout the duration of any funding
21 or program decisions and proposed project approval.

22 (15) (~~(\$6,000,000)~~) \$384,000 of the move ahead WA account—state
23 appropriation and (~~(\$10,000,000)~~) \$3,342,000 of the move ahead WA
24 account—federal appropriation are provided solely for the SR 3/Gorst
25 Area - Widening project (L4000017), 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~~

1 ~~(L1000376). As part of the department's 2025-2027 budget submittal,~~
2 ~~the department and the freight mobility strategic investment board,~~
3 ~~after consulting with appropriate entities, must provide a list of~~
4 ~~specific truck parking solutions within the amounts provided in this~~
5 ~~subsection (32). The list may also include additional funding~~
6 ~~recommendations beyond this amount for more immediate expansion of~~
7 ~~truck parking capacity, as well as for long-term expansion of truck~~
8 ~~parking capacity.)~~)

9 **Sec. 1005.** 2024 c 310 s 305 (uncodified) is amended to read as
10 follows:

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

12 Move Ahead WA Account—State Appropriation.	((\$105,219,000))
	<u>\$101,593,000</u>
14 Recreational Vehicle Account—State Appropriation.	\$769,000
15 Transportation 2003 Account (Nickel Account)—State	
16 Appropriation.	\$70,411,000
17 Motor Vehicle Account—State Appropriation.	((\$154,960,000))
18	<u>\$142,439,000</u>
19 Motor Vehicle Account—Federal Appropriation.	\$560,102,000
20 Motor Vehicle Account—Private/Local Appropriation.	((\$17,010,000))
21	<u>\$13,121,000</u>
22 Connecting Washington Account—State Appropriation.	((\$48,726,000))
23	<u>\$47,462,000</u>
24 State Route Number 520 Corridor Account—State	
25 Appropriation.	((\$7,434,000))
26	<u>\$6,205,000</u>
27 Tacoma Narrows Toll Bridge Account—State	
28 Appropriation.	((\$12,202,000))
29	<u>\$9,611,000</u>
30 Alaskan Way Viaduct Replacement Project Account—	
31 State Appropriation.	((\$1,662,000))
32	<u>\$1,213,000</u>
33 Interstate 405 and State Route Number 167 Express	
34 Toll Lanes Account—State Appropriation.	((\$15,183,000))
35	<u>\$8,702,000</u>
36 Transportation Partnership Account—State	
37 Appropriation.	\$12,036,000
38 TOTAL APPROPRIATION.	((\$1,005,714,000))

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 ((2024-1)) 2025-1 as developed March ((6, 2024)) 23, 2025, Program - Highway Preservation Program (P). However, limited transfers of specific line-item project appropriations may occur between projects for those amounts listed subject to the conditions and limitations in section 601, chapter 472, Laws of 2023.

(2) Except as provided otherwise in this section, the entire motor vehicle account—state appropriation and motor vehicle account—federal appropriation are provided solely for the projects and activities listed in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6, 2024)) 23, 2025, Program - Highway Preservation Program (P). Any federal funds gained through efficiencies, adjustments to the federal funds forecast, or the federal funds redistribution process must then be applied to highway and bridge preservation activities.

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

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

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

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

1 (4) The transportation partnership account—state appropriation
2 includes up to (~~(\$3,280,000)~~) \$12,036,000 in proceeds from the sale
3 of bonds authorized in RCW 47.10.873.

4 (5) (~~(\$22,000,000)~~) \$9,500,000 of the motor vehicle account—state
5 appropriation is provided solely for extraordinary costs incurred
6 from litigation awards, settlements, or dispute mitigation activities
7 not eligible for funding from the self-insurance fund (L2000290). The
8 amount provided in this subsection must be held in unallotted status
9 until the department submits a request to the office of financial
10 management that includes documentation detailing litigation-related
11 expenses. The office of financial management may release the funds
12 only when it determines that all other funds designated for
13 litigation awards, settlements, and dispute mitigation activities
14 have been exhausted.

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

22 (7) By June 30, 2025, to the extent practicable, the department
23 shall decommission the facilities for the Lacey project engineering
24 office and the Tumwater project engineering office at the end of
25 their lease terms and consolidate the Lacey project engineering
26 office and the Tumwater project engineering office into the
27 department's Olympic regional headquarters.

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

32 (9) \$7,500,000 of the motor vehicle account—federal appropriation
33 is provided solely for a federal fund exchange pilot program. The
34 pilot program must allow exchanges of federal surface transportation
35 block grant population funding and state funds at an exchange rate of
36 95 cents in state funds per \$1.00 in federal funds. The projects
37 receiving the exchanged federal funds must adhere to all federal
38 requirements, including the applicable disadvantaged business
39 enterprise goals. The entirety of the appropriation in this

1 subsection must be held in unallotted status until surface
 2 transportation block grant population funding has been offered to the
 3 state and the department determines that a federalized project or
 4 projects funded in this section is eligible to spend the surface
 5 transportation block grant population funding. \$7,125,000 from
 6 existing state appropriations identified elsewhere within this
 7 section are available to be used as part of the exchange. Upon
 8 determination that a project or projects funded in this section is
 9 eligible to spend the offered surface transportation block grant
 10 population funding, state funds appropriated in this section for the
 11 eligible state project or projects in an amount equal to 100 percent
 12 of the offered surface transportation block grant population funding
 13 must be placed in unallotted status. The legislature intends to
 14 evaluate the utility and efficacy of the pilot program in the 2025
 15 legislative session while reappropriating any remaining funds into
 16 the 2025-2027 fiscal biennium. Therefore, the department may issue
 17 additional calls for projects with any remaining funds provided in
 18 this subsection.

19 (10) \$21,000 of motor vehicle account—state appropriation is
 20 provided solely for the implementation of chapter 54, Laws of 2023
 21 (bridge jumping signs) (G2000114).

22 (11) (~~(\$4,319,000)~~) \$693,000 of the move ahead Washington account
 23 —state appropriation is provided solely for SR 525 Bridge Replacement
 24 - Mukilteo (L2021084). Of the amounts in this subsection, \$155,000
 25 must be transferred to the city of Mukilteo for purposes of community
 26 planning and business engagement.

27 **Sec. 1006.** 2024 c 310 s 306 (uncodified) is amended to read as
 28 follows:

29 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
 30 **PROGRAM Q—CAPITAL**

31	Motor Vehicle Account—State Appropriation.	((\$10,606,000))
32		<u>\$10,538,000</u>
33	Motor Vehicle Account—Federal Appropriation.	((\$12,226,000))
34		<u>\$12,768,000</u>
35	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
36	Move Ahead WA Account—State Appropriation.	\$611,000
37	TOTAL APPROPRIATION.	((\$23,943,000))
38		<u>\$24,417,000</u>

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

3 (1) (~~(\$5,547,000)~~) \$5,548,000 of the motor vehicle account—state
4 appropriation, (~~(\$8,830,000)~~) \$8,465,000 of the motor vehicle account
5 —federal appropriation, and \$500,000 of the motor vehicle account—
6 private/local appropriation are provided solely for Programmatic
7 Investment for Traffic Operations Capital projects (000005Q). By
8 December 15th of each odd-numbered year, the department shall provide
9 a report to the legislature listing all traffic operations capital
10 project investments completed in the prior fiscal biennium.

11 (2) \$3,080,000 of the motor vehicle account—state appropriation
12 is provided solely to construct pedestrian signals at nine locations
13 on state route number 7 from 124th Street South to 189th Street South
14 (0000YYY).

15 (3) \$1,463,000 of the motor vehicle account—state appropriation
16 is provided solely for the replacement of 22 existing traffic cameras
17 and installation of 10 new traffic cameras, including five pole
18 installation sites, on the Interstate 90 corridor between mileposts
19 34 and 82 (L2021144). The department shall consult with news media
20 organizations to explore options to allow such organizations access
21 to traffic camera feeds.

22 **Sec. 1007.** 2024 c 310 s 307 (uncodified) is amended to read as
23 follows:

24 **FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES**
25 **CONSTRUCTION—PROGRAM W**

26 Carbon Emissions Reduction Account—State	
27 Appropriation.	((\$116,021,000))
28	<u>\$124,229,000</u>
29 Move Ahead WA Account—State Appropriation.	((\$49,828,000))
30	<u>\$69,726,000</u>
31 Puget Sound Capital Construction Account—State	
32 Appropriation.	((\$388,304,000))
33	<u>\$450,163,000</u>
34 Puget Sound Capital Construction Account—Federal	
35 Appropriation.	((\$87,047,000))
36	<u>\$28,822,000</u>
37 Puget Sound Capital Construction Account—	
38 Private/Local Appropriation.	((\$2,150,000))

1		<u>\$839,000</u>
2	Transportation 2003 Account (Nickel Account)—State	
3	Appropriation.	\$472,000
4	Transportation Partnership Account—State	
5	Appropriation.	((\$9,705,000))
6		<u>\$7,446,000</u>
7	Connecting Washington Account—State Appropriation.	((\$21,883,000))
8		<u>\$12,874,000</u>
9	Capital Vessel Replacement Account—State	
10	Appropriation.	((\$21,688,000))
11		<u>\$43,376,000</u>
12	TOTAL APPROPRIATION.	((\$697,098,000))
13		<u>\$737,947,000</u>

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

16 (1) Except as provided otherwise in this section, the entire
17 appropriations in this section are provided solely for the projects
18 and activities as listed in LEAP Transportation Document ((~~2024-2 ALL~~
19 ~~PROJECTS as developed March 6, 2024,~~) 2025-2 ALL PROJECTS as
20 developed March 23, 2025, Program - Washington State Ferries Capital
21 Program (W).

22 (2) ((~~\$24,260,000~~) \$25,135,000 of the Puget Sound capital
23 construction account—state appropriation is provided solely for
24 emergency capital repair costs (999910K). Funds may only be spent
25 after approval by the office of financial management.

26 (3) \$21,688,000 of the capital vessel replacement account—state
27 appropriation is provided solely for the acquisition of a 144-car
28 hybrid-electric vessel ((~~L2000329~~)) (L2021073). The amounts
29 provided in this subsection are contingent upon the enactment of
30 chapter 429, Laws of 2023.

31 (4) ((~~Beginning January 1, 2025, \$11,554,000 of the carbon~~
32 ~~emissions reduction account state appropriation is provided solely~~
33 ~~for construction of the first hybrid electric Olympic class vessel~~
34 ~~(L2000329).~~

35 (5) ~~\$1,500,000 of the Puget Sound capital construction account—~~
36 ~~state appropriation is provided solely for the Future Hybrid Electric~~
37 ~~Ferry Class Pre-Design study (L2021131) to advance procurement of a~~
38 ~~new class of vessel that will account for changes in technology,~~
39 ~~staffing, and system needs. The department shall initiate a vessel~~

1 ~~predesign to replace the aging Issaquah class ferries with a new~~
2 ~~automobile hybrid electric ferry intended to operate on the Vashon~~
3 ~~Southworth-Fauntleroy route. The predesign study must include a~~
4 ~~review of the benefits and costs of constructing all future new~~
5 ~~vessels based on the same design. The review may also compare and~~
6 ~~contrast the benefits and costs of utilizing the existing hybrid~~
7 ~~electric Olympic class vessel design.~~

8 ~~(6) \$8,032,000))~~ \$2,032,000 of the Puget Sound capital
9 construction account—state appropriation is provided solely for
10 modernization of the ticketing and reservation system (990052C). ~~((~~
11 ~~this amount, \$3,032,000 must be held in unallotted status until~~
12 ~~Washington state ferries has consulted with the office of the chief~~
13 ~~information officer on the project scope and integration capabilities~~
14 ~~of the reservation system with existing Good to Go! and ORCA next~~
15 ~~generation products, and reported results to the office of financial~~
16 ~~management and the transportation committees of the legislature.~~

17 ~~(7) \$125,000))~~ (5) \$302,000 of the Puget Sound capital
18 construction account—state appropriation and ~~((~~
19 ~~\$125,000))~~ \$302,000 of
20 the Puget sound capital construction account—federal appropriation
21 are provided solely for development of a terminal wait times
22 information system (998609A). Washington state ferries must consult
23 with the office of the chief information officer on a technology
24 solution for automated vehicle detection, and report the project
25 scope, along with office of the chief information officer
26 recommendations, to the office of financial management and the
27 transportation committees of the legislature by December 1, 2024.

28 ~~((8))~~ (6) The transportation partnership account—state
29 appropriation includes up to ~~((~~
30 ~~\$7,195,000))~~ \$7,445,000 in proceeds
31 from the sale of bonds authorized in RCW 47.10.873.

32 ~~((9))~~ (7) For the purposes of ferry and terminal
33 electrification, the department must apply to the department of
34 ecology for additional competitive grant funds available from
35 Volkswagen settlement funds, and report on the status of the grant
36 application by December 1, 2023.

37 ~~((10))~~ (8) For the 2023-2025 fiscal biennium, the marine
38 division shall provide to the office of financial management and the
39 transportation committees of the legislature a report for ferry
40 capital projects in a manner consistent with past practices as
41 specified in section 308, chapter 186, Laws of 2022.

1 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6-7~~
2 ~~2024)~~) 23, 2025, Program - Rail Program (Y).

3 (2) (a) \$2,680,000 of the transportation infrastructure account—
4 state appropriation is provided solely for new low-interest loans
5 approved by the department through the freight rail investment bank
6 (FRIB) program. The department shall issue FRIB program loans with a
7 repayment period of no more than 15 years, and charge only so much
8 interest as is necessary to recoup the department's costs to
9 administer the loans. The department shall report annually to the
10 transportation committees of the legislature and the office of
11 financial management on all FRIB loans issued.

12 (b) The department may change the terms of existing loans in the
13 essential rail assistance account for repayment of loans, including
14 the repayment schedule and rate of interest, for a period of up to 15
15 years for any recipient with a total loan value in the program of
16 over 10 percent as of June 30, 2023.

17 (~~(3) (\$5,000,000 of the transportation infrastructure account—~~
18 ~~state appropriation is provided solely for a low-interest loan for~~
19 ~~the Port of Longview Rail Corridor Expansion project (L1000347) to~~
20 ~~accommodate current and future port cargo handling needs. The low-~~
21 ~~interest loan must comply with the requirements of RCW 47.76.460(2).~~

22 ~~(4) \$7,567,000)~~ \$4,861,000 of the multimodal transportation
23 account—state appropriation is provided solely for new statewide
24 emergent freight rail assistance projects identified in the LEAP
25 transportation document referenced in subsection (1) of this section.

26 (~~(+5)~~) (4) \$369,000 of the transportation infrastructure account
27 —state appropriation and \$1,100,000 of the multimodal transportation
28 account—state appropriation are provided solely for final
29 reimbursement to Highline Grain, LLC for approved work completed on
30 Palouse River and Coulee City (PCC) railroad track in Spokane county
31 between the BNSF Railway Interchange at Cheney and Geiger Junction
32 and must be administered in a manner consistent with freight rail
33 assistance program projects.

34 (~~(+6)~~) (5) The department shall issue a call for projects for
35 the freight rail assistance program, and shall evaluate the
36 applications in a manner consistent with past practices as specified
37 in section 309, chapter 367, Laws of 2011. By November 15, 2024, the
38 department shall submit a prioritized list of recommended projects to

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

3 ~~((7) \$25,000,000))~~ (6) \$500,000 of the carbon emissions
4 reduction account—state appropriation is provided solely for state
5 match contributions to support the department's application for
6 federal grant opportunities for a new ultra high-speed ground
7 transportation corridor. These funds are to remain in unallotted
8 status and are available only upon award of federal funds. The
9 department must provide periodic grant application updates to the
10 transportation committees of the legislature, as well as anticipated
11 state match estimates for successful grants.

12 ~~((8) \$33,500,000))~~ (7) \$20,968,000 of the move ahead WA flexible
13 account—state appropriation ~~((is))~~ and \$6,900,000 of the multimodal
14 transportation account—federal appropriation are provided solely for
15 rehabilitation of the Palouse River and Coulee City Railroad
16 (L4000079). Up to \$433,000 of the amount in this subsection may be
17 used for management and oversight of operation and maintenance
18 activities.

19 ~~((9) \$19,990,000))~~ (8) \$4,155,000 of the multimodal
20 transportation account—federal appropriation is provided solely for
21 the rehabilitation of the Salmon Bay drawbridge (752010A) to ensure
22 the efficient movement of freight and passenger trains.

23 ~~((10) \$6,300,000))~~ (9) \$1,023,000 of the carbon emissions
24 reduction account—state appropriation is provided solely to fund a
25 zero emission drayage truck demonstration project (L1000324) at
26 Northwest Seaport Alliance facilities.

27 ~~((11) \$14,000,000))~~ (10) \$500,000 of the carbon emissions
28 reduction account—state appropriation ~~(, and beginning January 1,~~
29 ~~2025, \$14,000,000 of the carbon emissions reduction account—state~~
30 ~~appropriation, are))~~ is provided solely to fund a zero emission shore
31 power infrastructure demonstration project at Northwest Seaport
32 Alliance facilities (L1000325). Local funds sufficient to fully fund
33 this project must be contributed to the project, and any agreements
34 required for the project must be secured.

35 ~~((12) \$5,000,000))~~ (11) \$2,400,000 of the carbon emissions
36 reduction account—state appropriation is provided solely to fund the
37 replacement of two Tacoma rail diesel-electric switcher locomotives
38 with zero emission battery-electric switcher locomotives and to
39 install on-site charging equipment at a Tacoma rail facility

1 (L1000327). Local funds sufficient to fully fund this project must be
2 contributed to the project, and any agreements required for the
3 project must be secured.

4 (~~((13))~~) (12) \$150,000 of the multimodal transportation account—
5 state appropriation is provided solely for the application of durable
6 markings along state route number 906 to create up to 20 parking
7 spaces for larger vehicles, including trucks (L1000336).

8 (~~((14) — \$26,500,000)~~) (13) \$300,000 of the carbon emissions
9 reduction account—state appropriation is provided solely for port
10 electrification competitive grants (L2021182). All public ports are
11 eligible to receive funds under this subsection. A port seeking to
12 use funds under this subsection to install shore power must adopt a
13 policy that requires vessels that dock at the port facility to use
14 shore power if such vessel is capable of using such power and when
15 such power is available at the port facility.

16 (~~((15) — \$2,000,000)~~) (14) \$1,000,000 of the carbon emissions
17 reduction account—state appropriation is provided solely for port
18 electrification at the port of Bremerton (L1000337), which may
19 include the purchase and installation of zero emission port shore
20 power systems and other zero emission infrastructure, equipment, and
21 technology.

22 (~~((16))~~) (15) \$500,000 of the carbon emissions reduction account—
23 state appropriation, and beginning January 1, 2025, (~~((1,500,000))~~)
24 \$281,000 of the carbon emissions reduction account—state
25 appropriation, are provided solely for port electrification at the
26 port of Anacortes (L1000338), which may include the purchase and
27 installation of zero emission port shore power systems and other zero
28 emission infrastructure, equipment, and technology.

29 (~~((17) — \$2,000,000)~~) (16) \$1,307,000 of the transportation
30 infrastructure account—state appropriation is provided solely for the
31 Port of Quincy Rail Infrastructure Expansion project (L1000348), an
32 expansion of rail infrastructure within the Port of Quincy's current
33 rail terminal and to nearby industrial zoned properties in the port
34 district.

35 (~~((18))~~) (17) Beginning January 1, 2025, (~~((20,000,000))~~) \$500,000
36 of the carbon emissions reduction account—state appropriation is
37 provided solely for the Puyallup Tribe Port Electrification project
38 (L1000346).

1 **Sec. 1009.** 2024 c 310 s 309 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
4 **CAPITAL**

5	Carbon Emissions Reduction Account—State	
6	Appropriation.	((\$53,944,000))
7		<u>\$11,782,000</u>
8	Climate Active Transportation Account—State	
9	Appropriation.	((\$169,442,000))
10		<u>\$107,431,000</u>
11	Freight Mobility Investment Account—State	
12	Appropriation.	((\$21,847,000))
13		<u>\$16,460,000</u>
14	Freight Mobility Multimodal Account—State	
15	Appropriation.	((\$27,216,000))
16		<u>\$17,704,000</u>
17	((Highway Infrastructure Account—State	
18	 Appropriation.	\$1,060,000
19	Highway Infrastructure Account—Federal	
20	 Appropriation.	\$1,500,000))
21	Move Ahead WA Account—State Appropriation.	((\$117,033,000))
22		<u>\$21,225,000</u>
23	Move Ahead WA Flexible Account—State Appropriation.	((\$34,500,000))
24		<u>\$11,500,000</u>
25	Motor Vehicle Account—State Appropriation.	((\$31,785,000))
26		<u>\$14,547,000</u>
27	Motor Vehicle Account—Federal Appropriation.	((\$129,698,000))
28		<u>\$98,263,000</u>
29	Motor Vehicle Account—Private/Local Appropriation.	\$35,000,000
30	Connecting Washington Account—State Appropriation.	((\$117,410,000))
31		<u>\$27,212,000</u>
32	Multimodal Transportation Account—State	
33	Appropriation.	((\$142,372,000))
34		<u>\$71,630,000</u>
35	TOTAL APPROPRIATION.	((\$882,807,000))
36		<u>\$432,754,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 appropriations in this section are provided solely for the projects
3 and activities as listed by project and amount in LEAP Transportation
4 Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6-
5 2024)) 23, 2025, Program - Local Programs Program (Z), except that:
6 An additional \$500,000 of the multimodal transportation account—state
7 appropriation is provided solely for the Maple Valley Pedestrian
8 Bridge over SR 169 project (L2021093) and an additional \$100,000 of
9 the move ahead WA flexible account—state appropriation is provided
10 solely for the Bradley Road Safe Routes Pedestrian Improvements
11 project (L4000143).

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

15 (a) ((~~\$47,707,000~~)) \$27,707,000 of the multimodal transportation
16 account—state appropriation and ((~~\$43,058,000~~)) \$27,686,000 of the
17 climate active transportation account—state appropriation are
18 provided solely for pedestrian and bicycle safety program projects
19 (L2000188 and L1000335). Of the amount of climate active
20 transportation account funds appropriated in this subsection, up to
21 one percent may be used for program administration and staffing.

22 (b) ((~~\$31,553,000~~)) \$26,020,000 of the motor vehicle account—
23 federal appropriation, ((~~\$45,399,000~~)) \$24,260,000 of the climate
24 active transportation account—state appropriation, and
25 ((~~\$21,157,000~~)) \$15,586,000 of the multimodal transportation account—
26 state appropriation are provided solely for safe routes to school
27 projects (L2000189 and L1000334). Of the amount of climate active
28 transportation account funds appropriated in this subsection, up to
29 one percent may be used for program administration and staffing.

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

34 (3) The department shall submit a report to the transportation
35 committees of the legislature by December 1, 2023, and December 1,
36 2024, on the status of projects funded as part of the pedestrian
37 safety/safe routes to school grant program and the Sandy Williams
38 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

1 Document ((2024-2)) 2025-2 ALL PROJECTS as developed March ((6-
2 2024)) 23, 2025, Program - Local Programs Program (Z).

3 (a) For projects funded in this subsection, the department
4 expects to have substantial reappropriations for the 2023-2025 fiscal
5 biennium, the department may, on a pilot basis, apply funding from a
6 project with an appropriation that is unable to be used in the
7 2023-2025 fiscal biennium to advance one or more of the projects
8 listed in LEAP Transportation Document ((2024-2)) 2025-2 ALL PROJECTS
9 as developed March ((6, 2024)) 23, 2025, Program - Local Programs
10 Program (Z), prioritizing projects first by project readiness.

11 (i) In instances when projects listed in the LEAP transportation
12 documents referenced in (a) of this subsection are no longer viable
13 or have been completed, the department may recommend in its next
14 budget submittal alternative project proposals from the local
15 jurisdictions if the project is similar in type and scope and
16 consistent with limitations of certain funds provided. In the event
17 that the listed project has been completed the local jurisdictions
18 may, rather than submitting an alternative project, instead be
19 reimbursed in the year in which it was scheduled for documented costs
20 incurred implementing the listed project, not in excess of the amount
21 awarded from the funding program.

22 (ii) At least 10 business days before advancing or swapping a
23 project pursuant to this subsection, the department must notify the
24 office of financial management and the transportation committees of
25 the legislature. The advancement of a project may not hinder the
26 delivery of the projects for which the reappropriations are necessary
27 for the 2023-2025 fiscal biennium.

28 (b) Of the amounts provided in this subsection, ((~~\$25,493,000~~))
29 \$3,551,000 of the move ahead WA account—state appropriation is
30 provided solely for three roundabouts to be constructed on state
31 route number 507 in partnership with local authorities. The
32 roundabout at Vail is with Thurston county, the roundabout at Bald
33 Hills is with the city of Yelm, and the roundabout at state route
34 number 702 is with Pierce county. The department is to work
35 cooperatively with each local jurisdiction to construct these
36 facilities within department rights-of-way. The department must
37 provide all project predesign and design information developed to
38 date to the local jurisdictions and have a project implementation
39 agreement in place with each local jurisdiction within 180 calendar
40 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.

1 (b) At least 10 business days before advancing or swapping a
2 project pursuant to this subsection, the department must notify the
3 office of financial management and the transportation committees of
4 the legislature. The advancement of a project may not hinder the
5 delivery of the projects for which the reappropriations are necessary
6 for the 2023-2025 fiscal biennium.

7 (9) \$16,800,000 of the climate active transportation account—
8 state appropriation is provided solely for the statewide school-based
9 bicycle education grant program (L1000309). The department may
10 partner with a statewide nonprofit to deliver programs.

11 (10) (~~(\$25,000,000)~~) \$16,800,000 of the climate active
12 transportation account—state appropriation is provided solely for the
13 Sandy Williams connecting communities pilot program (L1000308) to
14 deliver projects to reconnect communities that have been bifurcated
15 by state highways. Priority must be given to historically
16 marginalized or overburdened communities. The department may consult
17 with the Cooper Jones active transportation safety council to
18 identify geographic locations where there are high incidences of
19 serious injuries and fatalities of active transportation users among
20 vulnerable populations.

21 (11) (~~(\$14,000,000)~~) \$200,000 of the carbon emissions reduction
22 account—state appropriation (~~(, and beginning January 1, 2025,~~
23 ~~\$10,000,000 of the carbon emissions reduction account state~~
24 ~~appropriation, are)) is provided solely for the Guemes Ferry Boat
25 Replacement project (L4000124).~~

26 (12) (~~(\$6,500,000)~~) \$1,400,000 of the move ahead WA flexible
27 account—state appropriation is provided solely for development of an
28 applied sustainable aviation evaluation center (L2021135). Snohomish
29 county, in partnership with Washington State University, shall plan
30 and establish facilities to evaluate, qualify or certify, and
31 research technologies that can minimize the impact of aviation on
32 human health and the environment. Funds may be used for, but are not
33 limited to, planning, construction, and land acquisition for
34 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),
35 research on the impact of SAF on the environment and human health,
36 and SAF storage for the purpose of advancing sustainable aviation. At
37 a minimum, three sustainable aviation platforms must be considered:

38 (a) Sustainable aviation fuel (SAF);

39 (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.

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

4 (vii) For purposes of this subsection (16) (a):

5 (A) "E-bike" means an electric assisted bicycle as defined in RCW
6 46.04.169, but does not include mountain bikes.

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

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

16 (b) For fiscal year 2025, (~~(\$2,000,000)~~) \$432,000 of the carbon
17 emissions reduction account—state appropriation is provided solely
18 for the department to establish an e-bike lending library and
19 ownership grant program. The department may accept grant applications
20 from other state entities, local governments, and tribes that
21 administer or plan to administer an e-bike lending library or
22 ownership program for their employees for commute trip reduction
23 purposes. The department may also accept grant applications from
24 nonprofit organizations or tribal governments that serve persons who
25 are low-income or reside in overburdened communities and that
26 administer or plan to administer an e-bike lending library or
27 ownership program for qualifying persons. Grant recipients must
28 report program information and participation data to the University
29 of Washington to inform its report described under (d) of this
30 subsection.

31 (c) It is the intent of the legislature that funding provided in
32 (a) and (b) of this subsection continue to be appropriated in the
33 2025-2027 and 2027-2029 fiscal biennia.

34 (d) Of the amounts provided in this subsection (16), \$90,000 is
35 for the department to contract with the University of Washington's
36 sustainable transportation lab to publish a general policy brief that
37 provides innovative e-bike rebate and lending library or ownership
38 grant program models and recommendations, a report on survey results
39 based on data and demographic information collected under the e-bike
40 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;

1 (c) Appropriation modifications authorized under this subsection
2 apply only to amounts appropriated in this section from the following
3 accounts: Connecting Washington account—state, and move ahead WA
4 account—state; and

5 (d) The office of financial management must provide notice of
6 appropriation modifications authorized under this subsection within
7 10 working days to the transportation committees of the legislature.
8 By December 1, 2023, and December 1, 2024, the department must submit
9 a report to the transportation committees of the legislature
10 regarding the actions taken to date under this subsection.

11 (21) (~~(\$5,000,000)~~) \$2,000,000 of the multimodal transportation
12 account—state appropriation is provided solely for the department to
13 assist local jurisdictions in addressing emergent issues related to
14 safety for pedestrians and bicyclists (LXXXPBF). Funds may only be
15 spent after approval from the office of financial management. By
16 December 15th of each odd-numbered year, the department shall provide
17 a report to the legislature listing all emergent issues addressed in
18 the prior fiscal biennium. Reporting may be done in conjunction with
19 the transportation operations division.

20 (22) Beginning January 1, 2025, (~~(\$22,944,000)~~) \$7,279,000 of the
21 carbon emissions reduction account—state appropriation is provided
22 solely for the following projects identified in LEAP Transportation
23 Document (~~(2024-2)~~) 2025-2 ALL PROJECTS as developed March (~~(6,~~
24 ~~2024)~~) 23, 2025:

25 (a) North Aurora Safety Improvements (L4000154);

26 (b) North Broadway Pedestrian Bridge (L2021082);

27 (~~(c) ((State Route 547 Pedestrian and Bicycle Safety Trail~~
28 ~~(Kendall Trail) (L4000144);~~

29 ~~(d))~~ 72nd Ave & Washington Ave Active Transportation Components
30 (L2021194);

31 (~~(e))~~ (d) Bluff Trail Hood River to White Salmon (L2021199);

32 (~~(f))~~ (e) Columbia Heights Safety Improvements (L2021195);

33 (~~(g))~~ (f) La Center Pac. Hwy Shared Use Path (L2021196);

34 (~~(h))~~ (g) SR 240/Aaron Dr Complete Streets Improvements
35 (L2021193);

36 (~~(i))~~ (h) View Ridge Safe Routes to Schools (L1000342);

37 (~~(j))~~ (i) 84th Ave NE Pedestrian and Bicycle Project
38 (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		<u>\$34,000</u>
11	Connecting Washington Account—State Appropriation.	((\$4,531,000))
12		<u>\$2,169,000</u>
13	Special Category C Account—State Appropriation.	((\$444,000))
14		<u>\$150,000</u>
15	Highway Bond Retirement Account—State	
16	Appropriation.	((\$1,475,218,000))
17		<u>\$1,476,980,000</u>
18	Ferry Bond Retirement Account—State Appropriation.	\$4,616,000
19	Transportation Improvement Board Bond Retirement	
20	Account—State Appropriation.	\$10,305,000
21	Nondebt-Limit Reimbursable Bond Retirement Account—	
22	State Appropriation.	\$28,262,000
23	Toll Facility Bond Retirement Account—State	
24	Appropriation.	\$76,372,000
25	TOTAL APPROPRIATION.	((\$1,599,969,000))
26		<u>\$1,598,888,000</u>

27 Sec. 1102. 2024 c 310 s 402 (uncodified) is amended to read as
28 follows:

29 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
30 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND
31 FISCAL AGENT CHARGES

32	Transportation Partnership Account—State	
33	Appropriation.	((\$46,000))
34		<u>\$21,000</u>
35	Connecting Washington Account—State Appropriation.	((\$1,017,000))
36		<u>\$600,000</u>
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

1 increases. An equivalent reimbursing transfer is to occur after the
2 debt service and deferred sales tax on the Tacoma Narrows bridge
3 construction costs are fully repaid in accordance with chapter 195,
4 Laws of 2018.

5 (13) Motor Vehicle Account—State Appropriation:
6 For transfer to the State Patrol Highway
7 Account—State. \$1,500,000

8 (14) Motor Vehicle Account—State Appropriation:
9 For transfer to the County Arterial Preservation
10 Account—State. \$4,844,000

11 (15) Motor Vehicle Account—State Appropriation:
12 For transfer to the Freight Mobility Investment
13 Account—State. \$8,511,000

14 (16) Motor Vehicle Account—State
15 Appropriation: For transfer to the Rural Arterial
16 Trust Account—State. \$4,844,000

17 (17) Motor Vehicle Account—State
18 Appropriation: For transfer to the Transportation
19 Improvement Account—State. \$9,688,000

20 (18) (a) State Route Number 520 Civil Penalties
21 Account—State Appropriation: For transfer to the Motor
22 Vehicle Account—State. \$1,000,000

23 (b) The transfer in this subsection is to repay moneys loaned to
24 the state route number 520 civil penalties account in the 2019-2021
25 fiscal biennium.

26 (19) State Route Number 520 Civil Penalties
27 Account—State Appropriation: For transfer to the
28 State Route Number 520 Corridor Account—State. \$560,000

29 (20) (a) Capital Vessel Replacement
30 Account—State Appropriation: For transfer to the
31 Connecting Washington Account—State. \$29,000,000

32 (b) It is the intent of the legislature that this transfer is
33 temporary, for the purpose of minimizing the use of bonding in the
34 connecting Washington account.

35 (21) Multimodal Transportation Account—State
36 Appropriation: For transfer to the Complete Streets
37 Grant Program Account—State. \$14,670,000

38 (22) Multimodal Transportation Account—State
39 Appropriation: For transfer to the Highway Safety

1 Account—State. (~~(\$3,000,000)~~)
 2 \$33,000,000
 3 (23) Multimodal Transportation Account—State
 4 Appropriation: For transfer to the Motor Vehicle
 5 Account—State. \$15,000,000
 6 (24) Multimodal Transportation Account—State
 7 Appropriation: For transfer to the Freight Mobility
 8 Multimodal Account—State. \$8,511,000
 9 (25) Multimodal Transportation Account—State
 10 Appropriation: For transfer to the Move Ahead WA Flexible
 11 Account—State. \$11,790,000
 12 (26) Multimodal Transportation Account—State
 13 Appropriation: For transfer to the Puget Sound Capital
 14 Construction Account—State. (~~(\$175,000,000)~~)
 15 \$240,000,000
 16 (27) Multimodal Transportation Account—State
 17 Appropriation: For transfer to the Puget Sound
 18 Ferry Operations Account—State. \$90,500,000
 19 (28) Multimodal Transportation Account—State
 20 Appropriation: For transfer to the Regional Mobility
 21 Grant Program Account—State. \$27,679,000
 22 (29) Multimodal Transportation Account—State
 23 Appropriation: For transfer to the Rural Mobility
 24 Grant Program Account—State. \$12,223,000
 25 (30) Multimodal Transportation Account—State
 26 Appropriation: For transfer to the State Patrol Highway
 27 Account—State. (~~(\$59,000,000)~~)
 28 \$49,000,000
 29 (31) (a) Alaskan Way Viaduct Replacement
 30 Project Account—State Appropriation: For transfer to
 31 the Transportation Partnership Account—State. \$47,899,000
 32 (b) \$22,899,000 of the amount transferred in this subsection
 33 represents repayment of debt service incurred for the construction of
 34 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).
 35 (32) Tacoma Narrows Toll Bridge Account—State
 36 Appropriation: For transfer to the Motor Vehicle
 37 Account—State. \$543,000
 38 (33) (a) General Fund Account—State
 39 Appropriation: For transfer to the State Patrol Highway

1	Account—State.	\$625,000
2	(b) The state treasurer shall transfer the funds only after	
3	receiving notification from the Washington state patrol under section	
4	207, chapter 472, Laws of 2023.	
5	(34) Puget Sound Ferry Operations Account—State	
6	Appropriation: For transfer to the Puget Sound Capital	
7	Construction Account—State.	\$121,828,000
8	(35) Move Ahead WA Account—State	
9	Appropriation: For transfer to the Puget Sound Ferry	
10	Operations Account—State.	\$120,000,000
11	(36) Advance Right-Of-Way Revolving Fund—State	
12	Appropriation: For transfer to the JUDY Transportation	
13	Future Funding Program Account—State.	\$40,000,000
14	(37) Transportation Infrastructure Account—State	
15	Appropriation: For transfer to the Essential Rail	
16	Assistance Account—State.	\$1,000,000
17	(38) Regional Mobility Grant Program Account—State	
18	Appropriation: For transfer to the Multimodal	
19	Transportation Account—State.	\$6,098,000
20	(39) Move Ahead WA Account—State Appropriation:	
21	For transfer to the Motor Vehicle Account—State.	(\$50,000,000)
22		<u>\$70,000,000</u>
23	<u>(40) Move Ahead WA Account—State Appropriation:</u>	
24	<u>For transfer to the Transportation 2003</u>	
25	<u>Account—State.</u>	<u>\$13,000,000</u>

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		<u>\$26,955,000</u>
36	TOTAL APPROPRIATION.	(\$219,052,000)
37		<u>\$219,445,000</u>

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)

1 **MISCELLANEOUS**

2 NEW SECTION. **Sec. 1301.** A new section is added to 2024 c 310
3 (uncodified) to read as follows:

4 The appropriations to the department of transportation in chapter
5 472, Laws of 2023, chapter 310, Laws of 2024, and this act must be
6 expended for the programs and in the amounts specified in chapter
7 472, Laws of 2023, chapter 310, Laws of 2024, and this act. However,
8 after May 1, 2025, unless specifically prohibited, the department may
9 transfer state appropriations for the 2023-2025 fiscal biennium among
10 operating programs after approval by the director of the office of
11 financial management. However, the department shall not transfer
12 state moneys that are provided solely for a specific purpose. The
13 department shall not transfer funds, and the director of the office
14 of financial management shall not approve the transfer, unless the
15 transfer is consistent with the objective of conserving, to the
16 maximum extent possible, the expenditure of state funds and not
17 federal funds. The director of the office of financial management
18 shall notify the appropriate transportation committees of the
19 legislature two weeks prior to approving any allotment modifications
20 or transfers under this section.

21 NEW SECTION. **Sec. 1302.** If any provision of this act or its
22 application to any person or circumstance is held invalid, the
23 remainder of the act or the application of the provision to other
24 persons or circumstances is not affected.

25 NEW SECTION. **Sec. 1303.** This act is necessary for the immediate
26 preservation of the public peace, health, or safety, or support of
27 the state government and its existing public institutions, and takes
28 effect immediately.

(End of Bill)

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