

2026 Regular Session

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 on Transportation.

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

12 GENERAL GOVERNMENT AGENCIES—OPERATING

15 **FOR THE DEPARTMENT OF AGRICULTURE**

16	Motor Vehicle Account—State Appropriation.	((\$1,530,000))
17		\$1,559,000

Sec. 102. 2025 c 416 s 108 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF COMMERCE

Carbon Emissions Reduction Account—State

Appropriation. (~~\$4,920,000~~)

\$18,095,000

Aeronautics Account—State Appropriation. \$6,850,000

Multimodal Transportation Account—State

Appropriation. \$2,000,000

TOTAL APPROPRIATION. (~~\$13,770,000~~)

\$26,945,000

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

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

(2) \$6,850,000 of the aeronautics account—state appropriation is provided solely for a Cascadia sustainable aviation fuel institute or accelerator to advance sustainable aviation fuel ecosystem build out, develop regional partnerships, and promote market adoption of sustainable aviation fuel within Washington state and the entire Cascadia region.

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

(4) \$13,000,000 of the carbon emissions reduction account—state appropriation is provided solely for grants for the development of community electric vehicle charging infrastructure.

(a) Funding provided in this section must be used for projects that provide a benefit to the public through development, demonstration, and deployment of clean energy technologies that save energy and reduce energy costs, reduce harmful air emissions, or increase energy independence for the state.

1 **(b) Projects that receive funding under this section must be**
2 **implemented by, or include partners from, one or more of the**
3 **following: Local governments, federally recognized tribal**
4 **governments, or public and private electrical utilities that serve**
5 **retail customers in the state.**

6 **(c) Grant funding must be used for level two or higher charging**
7 **infrastructure and related costs including, but not limited to,**
8 **construction and site improvements. Projects may include a robust**
9 **public and private outreach plan that includes engaging with affected**
10 **parties in conjunction with the new electric vehicle infrastructure.**

11 **(d) The department must prioritize funding for projects in the**
12 **following order: (i) Multifamily housing; (ii) publicly available**
13 **charging at any location; (iii) schools and school districts; (iv)**
14 **state and local government buildings and public hospitals; and (v)**
15 **all other eligible projects.**

16 **(e) The department must coordinate with other electrification**
17 **programs, including projects developed by the department of**
18 **transportation, to determine the most effective distribution of the**
19 **systems. The department must also collaborate with the interagency**
20 **electric vehicle coordinating council established in RCW 43.392.030**
21 **to implement this subsection and must work to meet benchmarks**
22 **established in chapter 182, Laws of 2022.**

23 **(f) The department may: (i) Provide information to applicants**
24 **about available clean energy tax credits and incentives, including**
25 **elective pay, that may be applicable to the project for which state**
26 **funding is being sought; (ii) inquire, as part of the application,**
27 **which tax credits and incentives the applicant plans to seek for the**
28 **project; (iii) prioritize projects seeking any applicable clean**
29 **energy tax credits and incentives when developing and applying**
30 **competitive criteria for selecting recipients under this section; and**
31 **(iv) consider the availability of any federal tax credits or other**
32 **federal or nonfederal grants or incentives that the applicant may**
33 **benefit from in review of the application.**

34 **(g) Funding awards made under this subsection may not exceed 100**
35 **percent of the cost of the project.**

36 **(h) Up to three percent of the appropriation in this subsection**
37 **is for the department to administer the grant program.**

38 **(i) Of the amounts in this subsection (4), \$2,000,000 of the**
39 **appropriation is provided solely for federally recognized tribal**
40 **governments.**

(5) The department shall provide information related to emission reductions resulting from fuel conversion activities funded with appropriations from the carbon emissions reduction account to the joint transportation committee in accordance with section 814, chapter 417, Laws of 2025 (transportation resources).

(6) \$175,000 of the carbon emissions reduction account—state appropriation is provided solely for the administration of a pilot program to convert take home state fleet vehicle to electric vehicles.

Sec. 103. 2025 c 416 s 109 (uncodified) is amended to read as follows:

FOR THE BOARD OF PILOTAGE COMMISSIONERS

Pilotage Account—State Appropriation. (~~(\$3,335,000)~~)
\$3,721,000

Sec. 104. 2025 c 416 s 110 (uncodified) is amended to read as follows:

FOR THE ECONOMIC AND REVENUE FORECAST COUNCIL

Motor Vehicle Account—State Appropriation. (~~(\$987,000)~~)
\$1,034,000

Sec. 105. 2025 c 416 s 111 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF ENTERPRISE SERVICES

Carbon Emissions Reduction Account—State
Appropriation. (~~(\$12,000,000)~~)
\$13,500,000

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

(1)(a) (~~(\$12,000,000)~~) \$13,500,000 of the carbon emissions reduction account—state appropriation is provided solely for zero emission electric vehicle supply equipment infrastructure at facilities to accommodate charging station installations. The electric vehicle charging equipment must be coordinated with the state efficiency and environmental performance program. The department must prioritize locations based on state efficiency and environmental performance location priorities and where zero emission fleet vehicles are located or are scheduled to be purchased.

1 (b) The department shall report when and where the equipment was
2 installed and the state agencies and facilities that benefit from the
3 installation of the charging station to the fiscal committees of the
4 legislature by January 2, 2027, with an interim report due January 2,
5 2026. The department shall collaborate with the interagency electric
6 vehicle coordinating council to implement this section and must work
7 to meet benchmarks established in chapter 182, Laws of 2022
8 (transportation resources).

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

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

19 (4) The department shall provide information related to emission
20 reductions resulting from fuel conversion activities funded with
21 appropriations from the carbon emissions reduction account to the
22 joint transportation committee in accordance with section 814,
23 chapter 417, Laws of 2025 (transportation resources).

(End of part)

[illegible]

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

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

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

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existing funding targeted at impaired driving and other enforcement. The areas of emphasis expected to be funded include additional high visibility enforcement and indigenous knowledge-informed tribal traffic safety support. Funding is also provided for the commission to administer and provide oversight of these activities. The commission must provide a preliminary report to the transportation committees of the legislature and the office of financial management on these funded activities and any outcome information by December 1, 2025, with a final report due by December 1, 2026.

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

Sec. 202. 2025 c 416 s 202 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Move Ahead WA Account—State Appropriation.	\$267,000
Rural Arterial Trust Account—State Appropriation.	((\$4,059,000))
	<u>\$4,058,000</u>
Motor Vehicle Account—State Appropriation.	((\$3,532,000))
	<u>\$3,568,000</u>
County Arterial Preservation Account—State	
Appropriation.	((\$4,549,000))
	<u>\$4,548,000</u>
TOTAL APPROPRIATION.	((\$12,140,000))
	<u>\$12,441,000</u>

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

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

(2) \$2,500,000 of the rural arterial trust account—state appropriation and \$2,500,000 of the county arterial preservation account—state appropriation are provided solely for a grant program to assist counties and cities with the costs associated with obtaining a new federal highway administration load rating for bridges to accommodate legal loads as authorized under RCW 46.44.041.

Sec. 203. 2025 c 416 s 203 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION IMPROVEMENT BOARD

Transportation Improvement Account—State

Appropriation.	((\$4,771,000))
	<u>\$4,910,000</u>

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

Sec. 204. 2025 c 416 s 204 (uncodified) is amended to read as follows:

FOR THE JOINT TRANSPORTATION COMMITTEE

Carbon Emissions Reduction Account—State

Appropriation.	\$624,000
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Motor Vehicle Account—State Appropriation.	((\$3,379,000))
	<u>\$3,381,000</u>

Multimodal Transportation Account—State

Appropriation.	\$350,000
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TOTAL APPROPRIATION.	((\$4,353,000))
	<u>\$4,355,000</u>

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

(1) \$75,000 of the motor vehicle account—state appropriation is for the joint transportation committee, in collaboration with the

1 facilities program within the department of transportation, to
2 evaluate the cost and benefits associated with having the facilities
3 program take on full responsibility for planning and support of some
4 or all of the facilities currently operated by the Washington state
5 ferries. The joint transportation committee must provide a
6 preliminary assessment, including any recommendations, by December 1,
7 2025. The joint transportation committee must prepare a final report,
8 including any recommendations, by October 1, 2026.

9 (2) \$390,000 of the motor vehicle account—state appropriation is
10 for the joint transportation committee, from amounts set aside out of
11 statewide fuel taxes distributed to cities according to RCW
12 46.68.110(2), for the following activities:

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

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

35 (3) \$75,000 of the motor vehicle account—state appropriation is
36 for the joint transportation committee to continue the alternative
37 project delivery methods and innovative practices study under section
38 204(9), chapter 310, Laws of 2024. The next phase of the study must
39 provide additional consultation on collaborative procurement and
40 contracting approaches that may be used by the Washington state

1 department of transportation in public works contracting to increase
2 contract competition and support containing costs and project
3 delivery schedule. A supplemental report on findings and
4 recommendations, including any changes in current practice and
5 statutory requirements, is due to the transportation committees of
6 the legislature by December 1, 2025.

7 (4) \$274,000 of the carbon emissions reduction account—state
8 appropriation is reappropriated for the joint transportation
9 committee for a study of the impacts of implementing California's
10 emissions standards for ocean-going vessels at berth in Titles 13 and
11 17 of the California Code of Regulations in Washington. The joint
12 transportation committee must report to the transportation committees
13 of the legislature by December 31, 2025.

14 (5) \$250,000 of the motor vehicle account—state appropriation is
15 for the joint transportation committee to contract with the Freight
16 Policy Transportation Institute of Washington State University to
17 serve as the independent review team to work in coordination with the
18 Washington state department of transportation's analysis, funded in
19 section 217(5) (~~of this act~~), chapter 416, Laws of 2025, of
20 highway, road, and freight rail transportation needs, options, and
21 impacts from shifting the movement of freight and goods that
22 currently move by barge through the lower Snake river dams to
23 highways, other roads, and rail.

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

33 (b) The independent review team must conduct an independent
34 stakeholder engagement effort. The river transportation work group
35 must be formed to provide data and guidance to the independent review
36 team for the independent stakeholder engagement effort. The river
37 transportation work group must be made up of stakeholders, including
38 farming and agricultural production, fishing industry, tug and barge
39 operators, shippers and receivers, public ports, railroad operators,
40 cruise lines, the federal highway administration, and the army corps

1 of engineers. Consultations with federally recognized tribes must
2 also occur in coordination with the Washington state department of
3 transportation.

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

7 (6) \$200,000 of the motor vehicle account—state appropriation is
8 for the joint transportation committee to conduct a study and make
9 recommendations on alternative new methods for local governments to
10 fund sidewalk improvements, including but not limited to establishing
11 a sidewalk utility. The study must review revenue options utilized in
12 other states and make evaluations based on fairness, stability,
13 adequacy, regressivity, simplicity, and the effect on economic
14 vitality. The joint transportation committee must submit a
15 preliminary report of findings and recommendations to the
16 transportation committees of the legislature by December 15, 2025. A
17 final report is due to the office of the governor and the
18 transportation committees of the legislature by June 30, 2026.

19 (7) \$250,000 of the carbon emissions reduction account—state
20 appropriation is for the joint transportation committee to review and
21 evaluate administrative, performance, and delivery efficiencies for
22 alternative fuel and zero emission vehicle and vessel and
23 infrastructure programs and other transportation electrification
24 programs funded under the climate commitment act. As part of its
25 review, the committee must analyze previously and currently funded
26 programs under the omnibus operating, capital, and transportation
27 appropriations acts. By October 1, 2026, the committee must provide
28 to the transportation committees of the legislature a report on
29 evaluation findings and recommendations on improvements to program
30 delivery, including the consolidation of any programs, and as to
31 which agency or agencies are appropriate and optimal to administer
32 such climate commitment act funded programs.

33 (8)(a) \$100,000 of the multimodal transportation account—state
34 appropriation is for the joint transportation committee to continue
35 its 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 as described under section
39 204(13), chapter 310, Laws of 2024.

(b) The review must also analyze transit-oriented development housing supply and affordability strategies within chapter 267, Laws of 2025, and include any recommendations on how such legislation may be most effectively implemented by local governments. The contracted party shall provide its review to the appropriate committees of the legislature by December 15, 2025.

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

Sec. 205. 2025 c 416 s 205 (uncodified) is amended to read as follows:

FOR THE TRANSPORTATION COMMISSION

Motor Vehicle Account—State Appropriation.	((\$2,105,000))
	<u>\$2,124,000</u>
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation.	\$150,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$488,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$178,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation.	\$368,000
TOTAL APPROPRIATION.	((\$3,289,000))
	<u>\$3,308,000</u>

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

((+2)) (1) Within the parameters established under RCW 47.56.880, the commission shall review toll revenue performance on the Interstate 405 and state route number 167 corridor and adjust

1 Interstate 405 tolls as appropriate to increase toll revenue to
2 provide sufficient funds for payments of future debt pursuant to RCW
3 47.10.896 and to support improvements to the corridor. The commission
4 shall consider adjusting maximum toll rates, minimum toll rates, day-
5 of-week rates and time-of-day rates, and restricting direct access
6 ramps to transit and HOV vehicles only, or any combination thereof,
7 in setting tolls to increase toll revenue. The commission is
8 encouraged to make any adjustments to toll rates in coordination with
9 the planned expansion of express toll lanes between the cities of
10 Renton and Bellevue.

11 ~~((+3))~~ (2) The commission must evaluate and consider temporary
12 toll rate adjustments for the state route number 99 tunnel to support
13 management of increased demand leading up to and during the 2026
14 World Cup.

15 ~~((+4))~~ (3)(a) \$200,000 of the state route number 520 corridor
16 account—state appropriation and \$200,000 of the Alaskan Way viaduct
17 replacement project account—state appropriation are provided solely
18 for the commission, in coordination with the department of
19 transportation, to conduct a pilot or pilots of advanced tolling
20 technology provided by the private sector. The purpose of this pilot
21 or pilots will be to assess the viability and accuracy of advanced
22 technologies that may reduce the implementation and long-term costs
23 of the toll system or enable more flexible operations. The commission
24 shall retain a separate independent third-party vendor or vendors who
25 can provide expert oversight, guidance, and advisement on the work,
26 including: The pilot design; the evaluation plan; data analysis; and
27 reporting on findings.

28 (b) A final report of findings is due to the transportation
29 committees of the legislature by July 1, 2026. The report must, at a
30 minimum: Outline the technology tested; provide a comparison of
31 system performance, operations, costs, and revenue collection
32 efficiencies between the test system or test systems and the roadway
33 toll system in use today; assess the requirements for achieving
34 compatibility with the existing back-office system; provide a summary
35 of how lessons learned from the pilot or pilots were incorporated
36 into the planned procurement of new roadside toll systems; and
37 provide recommendations on next steps.

38 ~~((+5))~~ (4) The commission shall partner with the department of
39 transportation to design and implement a toll relief program based
40 upon income qualification. Implementation must start with facilities

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

10 ((+6)) (5) The commission shall provide regular updates on the
11 status of ongoing coordination with the state of Oregon regarding
12 toll rates and exemptions. Prior to finalizing tolling proposals, the
13 commission shall advise on the status of any bistate agreements to
14 the joint transportation committee beginning in September 2025 and
15 quarterly thereafter until any agreements are finalized.

16 **Sec. 206.** 2025 c 416 s 206 (uncodified) is amended to read as
17 follows:

18 **FOR THE FREIGHT MOBILITY STRATEGIC INVESTMENT BOARD**

19 Freight Mobility Investment Account—State

20 Appropriation. ((~~\$1,412,000~~))
21 \$1,422,000

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

33 **Sec. 207.** 2025 c 416 s 207 (uncodified) is amended to read as
34 follows:

35 **FOR THE WASHINGTON STATE PATROL**

36 Alaskan Way Viaduct Replacement Project Account—

37 State Appropriation. \$42,000

1	State Patrol Highway Account—State Appropriation.	((\$710,586,000))
2		<u>\$746,608,000</u>
3	State Patrol Highway Account—Federal Appropriation.	((\$24,001,000))
4		<u>\$24,152,000</u>
5	State Patrol Highway Account—Private/Local	
6	Appropriation.	\$4,603,000
7	Highway Safety Account—State Appropriation.	((\$10,276,000))
8		<u>\$10,275,000</u>
9	Ignition Interlock Device Revolving Account—State	
10	Appropriation.	((\$2,705,000))
11		<u>\$2,704,000</u>
12	Multimodal Transportation Account—State	
13	Appropriation.	\$328,000
14	State Route Number 520 Corridor Account—State	
15	Appropriation.	\$90,000
16	Tacoma Narrows Toll Bridge Account—State	
17	Appropriation.	\$274,000
18	I-405 and SR 167 Express Toll Lanes Account—State	
19	Appropriation.	\$2,894,000
20	TOTAL APPROPRIATION.	((\$755,799,000))
21		<u>\$791,970,000</u>

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

24 (1) \$580,000 of the state patrol highway account—state
25 appropriation is provided solely for the operation of and
26 administrative support to the license investigation unit to enforce
27 vehicle registration laws in southwestern Washington. The Washington
28 state patrol, in consultation with the department of revenue, shall
29 maintain a running estimate of the additional vehicle registration
30 fees, sales and use taxes, and local vehicle fees remitted to the
31 state pursuant to activity conducted by the license investigation
32 unit. Beginning October 1, 2025, and semiannually thereafter, the
33 Washington state patrol shall submit a report detailing the
34 additional revenue amounts generated since July 1, 2023, to the
35 director of the office of financial management and the transportation
36 committees of the legislature. At the end of the fiscal quarter in
37 which it is estimated that more than \$625,000 in state sales and use
38 taxes have been remitted to the state since July 1, 2023, the
39 Washington state patrol shall notify the state treasurer and the

1 state treasurer shall transfer funds pursuant to section ((406—of
2 ~~this act~~)) 407, chapter 416, Laws of 2025.

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

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

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

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

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

27 (ii) The number of transportation funded staff vacancies by major
28 category;

29 (iii) The number of applicants for each of the positions by these
30 categories;

31 (iv) The composition of workforce;

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

34 (vi) Activities related to the implementation of the agency's
35 workforce diversity plan, including short-term and long-term,
36 specific comprehensive outreach, and recruitment strategies to
37 increase populations underrepresented within both commissioned and
38 noncommissioned employee groups.

39 (b) During the 2025-2027 fiscal biennium, the office of financial
40 management, with assistance of the Washington state patrol, must

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

11 (5) (a) (~~(\$8,504,000)~~) \$10,273,000 of the state patrol highway
12 account—state appropriation is provided solely for the land mobile
13 radio system replacement, upgrade, and other related activities.

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

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

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

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

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

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

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

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

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

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

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

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

39 (12) It is the intent of the legislature to address any
40 demographic disparities that might exist regarding traffic stops

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

16 (13) \$800,000 of the highway safety account—state appropriation
17 is provided solely for increased chain enforcement on Interstate 90
18 in the area around Snoqualmie Pass. The legislature intends that the
19 Washington state patrol, pursuant to RCW 46.37.005, require
20 commercial vehicles to carry chains statewide during winter months
21 and, in coordination with the department of transportation, develop a
22 process for monitoring compliance at weigh stations.

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

30 (15) \$3,000,000 of the state patrol highway account—state
31 appropriation is provided solely for hiring additional staff ((and)),
32 increased overtime, increased contracting to maintain adequate
33 service levels, purchasing equipment, and other related costs for the
34 toxicology laboratory to reduce the DUI processing backlog, with the
35 expectation that processing times will be reduced. Beginning December
36 1, 2025, and semiannually thereafter, the state patrol must report on
37 the activities undertaken and planned with the funding provided in
38 this subsection and current DUI processing times compared to those as
39 of June 2025.

1 (16) (~~(\$4,500,000)~~) \$9,300,000 of the state patrol highway
2 account—state appropriation is provided solely for updates and
3 improvements to the agency's wide area and local area network.

4 (17) \$5,000,000 of the state patrol highway account—state
5 appropriation is provided solely to enhance the vehicle replacement
6 cycle for higher mileage vehicles in the agency's fleet.

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

20 (b) The state trooper expedited recruitment incentive program
21 must include:

22 (i) Thorough hiring procedures to ensure that only the highest
23 quality candidates are selected as cadets and as lateral hires,
24 including extensive review of past law enforcement employment history
25 through extensive reference checks, Brady list identification, and
26 any other issues that may impact the performance, credibility, and
27 integrity of the individual;

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

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

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

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

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

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

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

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

(d) For the purposes of this subsection:

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

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

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

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

Sec. 208. 2025 c 416 s 208 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF LICENSING

Driver Licensing Technology Support Account—State

Appropriation. ((~~\$1,765,000~~))
\$1,680,000

Marine Fuel Tax Refund Account—State Appropriation. \$34,000

Motorcycle Safety Education Account—State

Appropriation. ((~~\$5,382,000~~))

1		<u>\$5,430,000</u>
2	Limited Fish and Wildlife Account—State	
3	Appropriation.	((\$495,000))
4		<u>\$509,000</u>
5	Highway Safety Account—State Appropriation.	((\$289,511,000))
6		<u>\$304,787,000</u>
7	Highway Safety Account—Federal Appropriation.	\$1,311,000
8	Motor Vehicle Account—State Appropriation.	((\$94,639,000))
9		<u>\$95,273,000</u>
10	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
11	Ignition Interlock Device Revolving Account—State	
12	Appropriation.	((\$6,831,000))
13		<u>\$6,838,000</u>
14	Department of Licensing Services Account—State	
15	Appropriation.	((\$8,585,000))
16		<u>\$7,686,000</u>
17	License Plate Technology Account—State	
18	Appropriation.	((\$3,747,000))
19		<u>\$4,668,000</u>
20	Abandoned Recreational Vehicle Account—State	
21	Appropriation.	((\$3,109,000))
22		<u>\$3,083,000</u>
23	Limousine Carriers Account—State Appropriation.	((\$128,000))
24		<u>\$147,000</u>
25	Electric Vehicle Account—State Appropriation.	\$459,000
26	DOL Technology Improvement & Data Management	
27	Account—State Appropriation.	((\$968,000))
28		<u>\$967,000</u>
29	Agency Financial Transaction Account—State	
30	Appropriation.	((\$16,317,000))
31		<u>\$13,699,000</u>
32	Move Ahead WA Flexible Account—State Appropriation.	((\$1,506,000))
33		<u>\$1,471,000</u>
34	Driver's Education Safety Improvement Account—State	
35	Appropriation.	((\$10,460,000))
36		<u>\$10,143,000</u>
37	TOTAL APPROPRIATION.	((\$446,583,000))
38		<u>\$459,521,000</u>

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

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

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

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

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

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

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

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

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

35 (4) (a) (~~(\$3,109,000)~~) \$3,083,000 of the abandoned recreational
36 vehicle disposal account—state appropriation is provided solely for
37 providing reimbursements in accordance with the department's
38 abandoned recreational vehicle disposal reimbursement program. It is
39 the intent of the legislature that the department prioritize this

1 funding for allowable and approved reimbursements and not to build a
2 reserve of funds within the account. During the 2025-2027 fiscal
3 biennium, the department must report any amounts recovered to the
4 office of financial management and appropriate committees of the
5 legislature on a quarterly basis.

6 (b) Within the amounts appropriated under this subsection, the
7 department, after consulting with abandoned recreational vehicle
8 disposal reimbursement program participants, must assess current
9 practices and reimbursement rates associated with the fiscal
10 sustainability of the program. By December 1, 2025, the department
11 must submit a financial plan demonstrating sustainability for a
12 minimum of two subsequent fiscal biennia at current or proposed fee
13 rates.

14 ((+6)) (5) The department shall report on a quarterly basis on
15 licensing service office operations, associated workload, and
16 information with comparative information with recent comparable
17 months in prior years. The report must include detailed statewide and
18 by licensing service office information on staffing levels, average
19 monthly wait times, the number of enhanced drivers' licenses and
20 enhanced identicards issued and renewed, and the number of primary
21 drivers' licenses and identicards issued and renewed. By November 1,
22 2025, the department must update a report with recommendations on the
23 future of licensing service office operations based on the recent
24 implementation of efficiency measures designed to reduce the time for
25 licensing transactions and wait times, and the implementation of
26 statutory and policy changes.

27 ((+7)) (6) \$6,000 of the motorcycle safety education account—
28 state appropriation, \$1,000 of the limited fish and wildlife account—
29 state appropriation, \$406,000 of the highway safety account—state
30 appropriation, \$137,000 of the motor vehicle account—state
31 appropriation, \$5,000 of the ignition interlock device revolving
32 account—state appropriation, and \$6,000 of the department of
33 licensing services account—state appropriation are provided solely
34 for the department of licensing for additional finance and budget
35 staff. By December 1, 2025, the department shall submit a report to
36 the governor and appropriate committees of the legislature on the
37 specific steps the department has taken to address the findings of
38 the State Auditor's Office FY2022 Accountability Audit Report No.
39 1032793.

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

10 ~~((+9))~~ (8)(a) \$300,000 of the highway safety account—state
11 appropriation is provided solely for the department to enter into an
12 interagency agreement with the commission on Asian Pacific American
13 affairs to contract with one or more private nonprofit organizations
14 with appropriate expertise and experience to provide REAL ID
15 compliance support to residents of the state who are compact of free
16 association citizens, comprised of citizens of the Federated States
17 of Micronesia, the Republic of the Marshall Islands, and the Republic
18 of Palau, by providing the following assistance using a culturally
19 and linguistically appropriate approach:

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

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

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

36 (b) To qualify for assistance under (a)(ii) of this subsection
37 ~~((+9))~~ (8), a compact of free association citizen who resides in the
38 state of Washington must be:

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

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

3 ~~((10) \$173,000))~~ (9) \$222,000 of the motor vehicle account—state
4 appropriation is provided solely for implementation of chapter 332,
5 Laws of 2025 (improving collector vehicle regulations). ~~((If~~
6 ~~chapter . . . (Substitute Senate Bill No. 5127), Laws of 2025 is not~~
7 ~~enacted by June 30, 2025, the amount provided in this subsection~~
8 ~~lapses.~~

9 ~~(12) \$44,000))~~ (10) \$113,000 of the motor vehicle account—state
10 appropriation is provided solely for implementation of
11 ~~((chapter . . . (Substitute Senate Bill No. 5410), Laws of 2025~~
12 ~~(veteran parking privileges) or))~~ chapter 295, Laws of 2025 (veteran
13 parking privileges). ~~((If neither chapter . . . (Substitute Senate~~
14 ~~Bill No. 5410), Laws of 2025 or chapter . . . (Substitute House Bill~~
15 ~~No. 1371), Laws of 2025 are enacted by June 30, 2025, the amount~~
16 ~~provided in this subsection lapses.~~

17 ~~(13))~~ (11) \$4,971,000 of the motor vehicle account—state
18 appropriation is provided solely for implementation of chapter 385,
19 Laws of 2025 (special license plates). ~~((If chapter . . . (Substitute~~
20 ~~Senate Bill No. 5444), Laws of 2025 is not enacted by June 30, 2025,~~
21 ~~the amount provided in this subsection lapses.~~

22 ~~(14) \$36,000))~~ (12) \$41,000 of the motor vehicle account—state
23 appropriation is provided solely for implementation of chapter 10,
24 Laws of 2025 (vehicle inspection backlog). ~~((If chapter . . . (Senate~~
25 ~~Bill No. 5462), Laws of 2025 is not enacted by June 30, 2025, the~~
26 ~~amount provided in this subsection lapses.~~

27 ~~(15) \$64,000))~~ (13) \$72,000 of the highway safety account—state
28 appropriation is provided solely for implementation of chapter 217,
29 Laws of 2025 (blood type information). ~~((If chapter . . . (Engrossed~~
30 ~~Senate Bill No. 5689), Laws of 2025 is not enacted by June 30, 2025,~~
31 ~~the amount provided in this subsection lapses.~~

32 ~~(16))~~ (14) \$150,000 of the motor vehicle account—state
33 appropriation is provided solely for the department to send periodic
34 notifications to vehicle owners with significantly expired vehicle
35 registrations to increase compliance with annual vehicle registration
36 requirements. Notifications must contain information about vehicle
37 registration requirements and possible penalties associated with
38 operating a vehicle with an expired registration.

1 ~~((17) \$726,000))~~ (15) \$1,093,000 of the highway safety account—
2 state appropriation is provided solely for implementation of chapter
3 417, Laws of 2025 (transportation resources). ~~((If chapter . . .~~
4 ~~(Engrossed Substitute Senate Bill No. 5801), Laws of 2025 is not~~
5 ~~enacted by June 30, 2025, the amount provided in this subsection~~
6 ~~lapses.))~~ Of this amount:

7 (a) ~~((256,000))~~ \$526,000 is provided solely for the
8 implementation of new revenues; and

9 (b) ~~((470,000))~~ \$567,000 is provided solely for the department
10 to implement a program to compensate registered tow truck operators
11 for private property impounds.

12 ~~((18))~~ (16) \$50,000 of the highway safety account—state
13 appropriation is provided solely for the department to translate the
14 driver licensing examination manual and knowledge test into Dari,
15 Farsi, and Somali.

16 ~~((20) \$106,000))~~ (17) \$143,000 of the highway safety account—
17 state appropriation is provided solely for the implementation of
18 chapter 175, Laws of 2025 (driver training alternative). ~~((If~~
19 ~~chapter . . ., Laws of 2025 (House Bill No. 1244) is not enacted by~~
20 ~~June 30, 2025, the amount provided in this subsection lapses.~~

21 ~~(21))~~ (18) \$1,081,000 of the highway safety account—state
22 appropriation is provided solely for the implementation of chapter
23 228, Laws of 2025 (speeding). ~~((If chapter . . ., Laws of 2025~~
24 ~~(Engrossed Substitute House Bill No. 1596) is not enacted by June 30,~~
25 ~~2025, the amount provided in this subsection lapses.~~

26 ~~(23) \$2,000,000))~~ (19) \$3,577,000 of the highway safety account—
27 state appropriation is provided solely to continue the DOL2Go
28 program, bringing driver licensing and identicard services to
29 underrepresented and rural communities.

30 ~~((24))~~ (20) \$464,000 of the highway safety account—state
31 appropriation is provided solely for the department's costs to
32 provide an interagency transfer to the Washington center for deaf and
33 hard of hearing youth to continue efforts to make driver training
34 education more accessible for deaf and hard of hearing youth in the
35 state.

36 ~~((25))~~ (21) \$300,000 of the highway safety account—state
37 appropriation is provided solely for additional actions in accordance
38 with the recently completed evaluation of ways to implement an older
39 and medically at-risk driver program.

~~((26) \$10,460,000))~~ (22) \$10,143,000 of the driver education safety improvement account—state appropriation is provided solely for the implementation of chapter 299, Laws of 2025 (young driver safety). ~~((If chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No. 1878) is not enacted by June 30, 2025, the amount provided in this subsection lapses.~~

~~((27))~~ (23) \$22,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter 229, Laws of 2025 (transportation network companies). ~~((If chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No. 1332) is not enacted by June 30, 2025, the amount provided in this subsection lapses.))~~

(24) \$922,000 of the motor vehicle account—state appropriation is provided solely for the department to finalize the upgrade and improvements to its prorated and fuel tax system, and is subject to the conditions, limitations, and review requirements of section 701 of this act.

Sec. 209. 2025 c 416 s 209 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TOLL OPERATIONS AND MAINTENANCE
—PROGRAM B

Puget Sound Gateway Facility Account—State

Appropriation.	\$7,701,000
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State Route Number 520 Corridor Account—State

Appropriation. ((\$50,261,000))

\$51,426,000

State Route Number 520 Civil Penalties Account—State

Appropriation.	\$2,378,000
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Tacoma Narrows Toll Bridge Account—State

Appropriation. ((\$38,652,000))

\$39,154,000

Alaskan Way Viaduct Replacement Project Account—

State Appropriation. ((\$26,683,000))

\$27,336,000

Interstate 405 and State Route Number 167 Express

Toll Lanes Account—State Appropriation. (~~(\$42,255,000)~~)

\$42,761,000

TOTAL APPROPRIATION. ((\$167,930,000))

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

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

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

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

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

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

(4) As part of the department's 2027-2029 biennial budget request, the department shall update the cost allocation recommendations that assign appropriate costs to each of the toll

funds for services provided by relevant Washington state department of transportation programs, the Washington state patrol, and the transportation commission. The recommendations shall be based on updated traffic and toll transaction patterns and other relevant factors.

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

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

(7) The legislature intends that tolling commence as soon as possible on the I-405 express toll lanes Renton to Bellevue corridor. The legislature intends to provide additional funding for operations and maintenance expenditures on the corridor if such funding is necessary due to earlier than expected tolling commencement.

Sec. 210. 2025 c 416 s 210 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM C

Move Ahead WA Account—State Appropriation. \$11,970,000

Transportation Partnership Account—State

1	Appropriation.	\$2,472,000
2	Motor Vehicle Account—State Appropriation.	((\$127,544,000))
3		<u>\$130,528,000</u>
4	Puget Sound Ferry Operations Account—State	
5	Appropriation.	\$307,000
6	Multimodal Transportation Account—State	
7	Appropriation.	((\$3,059,000))
8		<u>\$3,062,000</u>
9	Transportation 2003 Account (Nickel Account)—State	
10	Appropriation.	\$1,488,000
11	TOTAL APPROPRIATION.	((\$146,840,000))
12		<u>\$149,827,000</u>

13 **Sec. 211.** 2025 c 416 s 211 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—FACILITY MAINTENANCE,**
16 **OPERATIONS, AND CONSTRUCTION—PROGRAM D—OPERATING**

17	Motor Vehicle Account—State Appropriation.	((\$43,820,000))
18		<u>\$45,191,000</u>
19	Move Ahead WA Account—State Appropriation.	\$2,044,000
20	State Route Number 520 Corridor Account—State	
21	Appropriation.	\$34,000
22	TOTAL APPROPRIATION.	((\$45,898,000))
23		<u>\$47,269,000</u>

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

26 (1) \$2,000,000 of the motor vehicle account—state appropriation
27 is provided solely for tenant improvements and other costs associated
28 with administrative space efficiency actions taken throughout the
29 agency. The department must continue to aggressively pursue office
30 and administrative space efficiency as detailed in recent reports
31 identifying opportunities for savings and cost avoidance, including:

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

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

37 (c) Evaluating specific additional opportunities for space
38 efficiency, consolidations, and colocation opportunities associated

with the Bellingham engineering field office, the Corson Avenue regional headquarters campus, the Dayton Avenue northwest regional headquarters, and the transportation building in Olympia.

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

(3) \$1,251,000 of the motor vehicle account—state appropriation is provided solely for the department to build new parking at an existing agency owned property for approximately 20 large, oversized vehicles displaced from the relocation by June 30, 2026, out of the Edna Lucille Goodrich Building.

Sec. 212. 2025 c 416 s 213 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F

Aeronautics Account—State Appropriation.	((\$13,398,000))
	<u>\$15,441,000</u>
Aeronautics Account—Federal Appropriation.	((\$2,597,000))
	<u>\$3,154,000</u>
Aeronautics Account—Private/Local Appropriation.	\$60,000
TOTAL APPROPRIATION.	((\$16,055,000))
	<u>\$18,655,000</u>

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

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

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

1 (2) \$500,000 of the aeronautics account—state appropriation is
2 provided solely for Snohomish county to conduct a study to plan for
3 and identify on-site or off-site improvements necessary to implement
4 capacity expansion at Paine Field to meet future regional commercial
5 passenger demand.

6 (3) \$300,000 of the aeronautics account—state appropriation is
7 provided solely for the Port of Bremerton to conduct the second phase
8 of a feasibility study on the possibility of offering commercial
9 service at the Bremerton National Airport. The department may not
10 require a match for this project.

11 (4) \$750,000 of the aeronautics account—state appropriation is
12 provided solely for the city of Yakima for an overflow parking lot at
13 the Yakima Air Terminal. The department may not require a match for
14 this project.

15 (5) \$1,774,000 of the aeronautics account—state appropriation is
16 provided solely for the commercial aviation work group created in
17 chapter 463, Laws of 2023, specifically for the following activities:

18 (a) The state commercial aviation work group shall
19 comprehensively evaluate the long-range commercial aviation needs of
20 Washington within the broader context of state transportation needs
21 and the specific needs of western Washington taking into
22 consideration airport capacity in adjacent states and provinces. The
23 work group shall review existing data and conduct research to
24 determine Washington's long-range commercial aviation facility needs
25 while considering alternatives to additional airport capacity.

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

37 (A) Community members and quality of life;

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

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

7 (D) Current airspace operations.

8 (ii) The work group shall:

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

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

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

19 (III) The environmental community;

20 (IV) Local communities;

21 (V) Economic development agencies;

22 (VI) Other states and provinces as appropriate;

23 (B) Identify potential site infrastructure shortfalls and make
24 recommendations as to how they could be most suitably addressed,
25 including the feasibility of the specific transportation
26 infrastructure required to move people to the potential site. This
27 process includes the delivery of an adequate supply of aircraft fuel
28 and supporting infrastructure along with facilities needed to
29 transition to the use of sustainable aviation fuels;

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

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

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

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

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

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

(c) The work group shall not consider:

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

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

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

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

(6) (~~(\$2,100,000)~~) \$2,553,000 of the aeronautics account—state appropriation is provided solely for the move ahead WA aviation grants. The department shall prioritize projects eligible for federal funding.

Sec. 213. 2025 c 416 s 214 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—PROGRAM DELIVERY MANAGEMENT AND SUPPORT—PROGRAM H

Motor Vehicle Account—State Appropriation.	((\$70,272,000))
	<u>\$70,315,000</u>
Motor Vehicle Account—Federal Appropriation.	\$500,000
Multimodal Transportation Account—State	
Appropriation.	\$1,176,000
Move Ahead WA Flexible Account—State Appropriation.	\$572,000
TOTAL APPROPRIATION.	((\$72,520,000))
	<u>\$72,563,000</u>

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

(1) During the 2025-2027 fiscal biennium, if the department takes possession of the property situated in the city of Edmonds for which a purchase agreement was executed between Unocal and the department in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department

1 confirms that the property is still no longer needed for
2 transportation purposes, the department shall provide the city of
3 Edmonds with the first right of purchase at fair market value in
4 accordance with RCW 47.12.063(3) for the city's intended use of the
5 property to rehabilitate near-shore habitat for salmon and related
6 species.

7 (2) (a) \$572,000 of the move ahead WA flexible account—state
8 appropriation is provided solely to track and maximize clean fuels
9 credits and revenue generated by state agencies pursuant to chapter
10 70A.535 RCW.

11 (b) (~~((The LEAP Transportation Document 2025-2 ALL PROJECTS as~~
12 ~~developed April 26, 2025))~~ OFM Transportation Document 2026-1:
13 Proposed Transportation Project List as developed December 19, 2025,
14 anticipates fulfillment of the requirements under chapter 70A.535 RCW
15 of generating credits and revenue for transportation investments
16 funded in an omnibus transportation appropriations act, including the
17 move ahead WA transportation package. The omnibus transportation
18 appropriations act anticipates credits for ferry electrification for
19 new hybrid electric vessels, active transportation, transit programs
20 and projects, alternative fuel infrastructure, connecting
21 communities, and multimodal investments.

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

26 (3) \$350,000 of the multimodal transportation account—state
27 appropriation is reappropriated and provided solely for the
28 department to explore alternative uses of the state's highway rights-
29 of-way consistent with section 214(7), chapter 310, Laws of 2024.

30 (4) The department may not execute a state highway route transfer
31 under RCW 36.75.090 and 47.24.010 without approval from the receiving
32 city or county from July 1, 2025, until June 30, 2026. The department
33 may continue discussions with local jurisdictions regarding state
34 highway route transfers to local jurisdictions that may occur after
35 consideration of the final report and recommendations of the
36 Washington State Route Jurisdiction Study expected by December 2025.

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

(6) \$250,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter 298, Laws of 2025 (lease of unused highway land). ~~((If chapter . . . , Laws of 2025 (Substitute House Bill No. 1774) is not enacted by June 30, 2025, the amount provided in this subsection lapses.))~~

(7) \$285,000 of the motor vehicle account—state appropriation is provided solely for the implementation of chapter 365, Laws of 2025 (streamlining of permitting for transportation projects work group). ~~((If chapter . . . , Laws of 2025 (Engrossed Substitute House Bill No. 1902) is not enacted by June 30, 2025, the amount provided in this subsection lapses.))~~

(8) During the 2025-2027 fiscal biennium, if the department completes the final design for the North Spokane Corridor Project - I-90 Connection Phase, the department shall provide the Carl Maxey Center the option to lease WSDOT property along I-90 in the East Central Neighborhood for the purposes of affordable housing in accordance with RCW 47.12.120.

Sec. 214. 2025 c 416 s 215 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC-PRIVATE PARTNERSHIPS—
PROGRAM K**

Motor Vehicle Account—State Appropriation.	(((\$1,647,000))
	<u>\$1,648,000</u>
Multimodal Transportation Account—State Appropriation.	\$200,000
Multimodal Transportation Account—Federal Appropriation.	(((\$51,526,000))
	<u>\$83,733,000</u>
Carbon Emissions Reduction Account—State Appropriation.	(((\$167,962,000))
	<u>\$169,967,000</u>
TOTAL APPROPRIATION.	(((\$221,335,000))
	<u>\$255,548,000</u>

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

(1) \$25,000,000 of the carbon emissions reduction account—state appropriation is provided solely for the clean alternative fuel

1 vehicle charging and refueling infrastructure program described in
2 RCW 47.04.350.

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

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

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

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

25 (iv) A centralized user and manufacturer portal for information,
26 application, and assistance;

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

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

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

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

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

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

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

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

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

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

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

9 (4) \$400,000 of the carbon emissions reduction account—state
10 appropriation is reappropriated and provided solely for the cities of
11 Bellevue and Redmond to each purchase an electric fire engine.

12 (5) \$1,725,000 of the carbon emissions reduction account—state
13 appropriation is reappropriated and provided solely for a Tacoma
14 Public Utilities medium-duty zero-emission utility service vehicle
15 pilot project that includes charging infrastructure and mobile
16 battery units.

17 (6) \$890,000 of the motor vehicle account—state appropriation is
18 provided solely for implementation of chapter 417, Laws of 2025
19 (transportation resources). ~~((If chapter . . . , Laws of 2025~~
20 ~~(Engrossed Substitute Senate Bill No. 5801) is not enacted by June~~
21 ~~30, 2025, the amount provided in this subsection lapses.))~~

22 (7) \$8,342,000 of the multimodal transportation account—federal
23 appropriation is provided solely for the electric vehicle charger
24 reliability and accessibility accelerator program for projects to
25 support the repair or replacement of existing broken or
26 nonoperational publicly accessible chargers.

27 (8) \$3,164,000 of the multimodal transportation account—federal
28 appropriation is provided solely for funding for the west coast
29 charging and fueling corridor project for two medium and heavy-duty
30 vehicle electric vehicle charging station sites and one site with a
31 hydrogen refueling station along the I-5 corridor.

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

1 **Sec. 215.** 2025 c 416 s 216 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—HIGHWAY MAINTENANCE—PROGRAM M**

4	Motor Vehicle Account—State Appropriation.	((\$571,090,000))
5		<u>\$572,740,000</u>
6	Motor Vehicle Account—Federal Appropriation.	\$7,000,000
7	Move Ahead WA Account—State Appropriation.	\$53,675,000
8	Puget Sound Gateway Facility Account—State	
9	Appropriation.	((\$3,402,000))
10		<u>\$3,202,000</u>
11	((RV)) <u>Recreational Vehicle</u> Account—State Appropriation. .	\$1,100,000
12	State Route Number 520 Corridor Account—State	
13	Appropriation.	((\$4,726,000))
14		<u>\$4,732,000</u>
15	Tacoma Narrows Toll Bridge Account—State	
16	Appropriation.	\$1,585,000
17	Alaskan Way Viaduct Replacement Project Account—	
18	State Appropriation.	\$10,752,000
19	Interstate 405 and State Route Number 167 Express	
20	Toll Lanes Account—State Appropriation.	\$2,624,000
21	<u>Preserve Washington Account—State Appropriation.</u>	<u>\$40,000,000</u>
22	TOTAL APPROPRIATION.	((\$655,954,000))
23		<u>\$697,410,000</u>

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.

38 (3) \$11,500,000 of the motor vehicle account—state appropriation
39 is provided solely for lane striping using ((the most reflective

1 ~~paint available to maximize the visibility of lane striping,~~
2 ~~especially at night)) materials that meet or exceed the federal~~
3 ~~minimum retro reflectivity requirements established in the Manual on~~
4 ~~Uniform Traffic Control Devices (MUTCD) to ensure adequate nighttime~~
5 ~~and low visibility lane-marking performance.~~

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

29 (b) Beginning November 1, 2025, and semiannually thereafter, the
30 Washington state patrol and the department of transportation must
31 jointly submit a report to the governor and the transportation
32 committees of the legislature on the status of these efforts,
33 including:

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

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

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

4 (5) \$1,000,000 of the motor vehicle account—state appropriation
5 is provided solely for a partnership program between the department
6 and the city of Spokane, to be administered in conjunction with
7 subsection (4) of this section. The program must address the safety
8 and public health problems created by homeless encampments on the
9 department's property along state highways within the city limits. Of
10 the amounts provided in this subsection, \$555,000 is for dedicated
11 department maintenance staff and associated clean-up costs. The
12 department and the city of Spokane shall enter into a reimbursable
13 agreement to cover up to \$445,000 of the city's expenses for clean-up
14 crews and landfill costs.

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

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

1 (8) \$3,675,000 of the move ahead WA account—state appropriation
2 is provided solely for initial and ongoing implementation costs of
3 the department's Snoqualmie winter operations study recommendations,
4 which include installation of large regulatory signs, installation of
5 a remote avalanche control system, developing chain enforcement
6 processes in coordination with the Washington state patrol, improving
7 cost recovery from violators, and securing an on-call class C towing
8 company.

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

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

22 (b) The city must coordinate and work with the department and
23 local governments and social service organizations who provide
24 services and direct people to housing alternatives that are not in
25 highway rights-of-way to help prevent future encampments from forming
26 on highway rights-of-way. State funds may be used to reimburse the
27 organizations doing this outreach assistance who transition people
28 into treatment or housing that is not on the rights-of-way or for
29 debris clean up on highway rights-of-way.

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

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

38 (e) It is the intent of the legislature that the city and
39 collaborating partners should place particular emphasis on utilizing

available funds for addressing large scale and multiple homeless encampments that impact public safety and health. Funding for initiatives associated with such encampments may include targeted assistance to local governments and social service organizations, directing moneys toward not only initial efforts to clear encampments, clean up debris and restore sightlines, but to ongoing work, monitoring, and maintenance of efforts to place individuals in housing, treatment, and services, and to better ensure individuals experiencing homelessness receive needed assistance while sites remain safe and secure for the traveling public.

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

(12) \$35,000,000 of the preserve Washington account—state appropriation is provided to support essential maintenance activities necessary for timely repairs, adequate equipment and materials, and the reliable operation of Washington's transportation system.

Sec. 216. 2025 c 416 s 217 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—

PROGRAM Q—OPERATING

Highway Safety Fund—State Appropriation.	\$10,621,000
Motor Vehicle Account—State Appropriation.	((\$88,980,000))
	<u>\$91,138,000</u>
Motor Vehicle Account—Federal Appropriation.	((\$2,088,000))
	<u>\$2,087,000</u>
Motor Vehicle Account—Private/Local Appropriation.	\$294,000
Move Ahead WA Account—State Appropriation.	\$8,124,000
Multimodal Transportation Account—State	
Appropriation.	\$5,000,000
State Route Number 520 Corridor Account—State	
Appropriation.	\$247,000
Tacoma Narrows Toll Bridge Account—State	
Appropriation.	\$44,000
Alaskan Way Viaduct Replacement Project Account—	
State Appropriation.	\$1,122,000
Interstate 405 and State Route Number 167 Express	
Toll Lanes Account—State Appropriation.	\$36,000

TOTAL APPROPRIATION. ((~~\$116,556,000~~))
\$118,713,000

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

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

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

(c) The department shall expand the high occupancy vehicle lane access pilot program to for hire nonemergency medical transportation vehicles, when in use for medical purposes, as described in section 208(20), chapter 472, Laws of 2023. Under the pilot program, when the

1 department reserves a portion of a highway based on the number of
2 passengers in a vehicle, nonemergency medical transportation vehicles
3 that meet the requirements identified in section 208(20), chapter
4 472, Laws of 2023 must be authorized to use the reserved portion of
5 the highway.

6 (d) The department shall expand the high occupancy vehicle lane
7 access pilot program to private, for hire vehicles regulated under
8 chapter 81.72 RCW that have been specially manufactured, designed, or
9 modified for the transportation of a person who has a mobility
10 disability and uses a wheelchair or other assistive device. Under the
11 pilot program, when the department reserves a portion of a highway
12 based on the number of passengers in a vehicle, wheelchair-accessible
13 taxicabs that are clearly and identifiably marked as such on all
14 sides of the vehicle are considered public transportation vehicles
15 and must be authorized to use the reserved portion of the highway.

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

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

26 (3) \$10,621,000 of the highway safety account—state appropriation
27 is provided solely for implementation of chapter 17, Laws of 2023
28 (speed safety cameras). Pursuant to the reporting requirements of RCW
29 46.63.200(10), the department, in collaboration with the Washington
30 state patrol and the Washington traffic safety commission, must
31 report to the transportation committees of the legislature by July 1,
32 2027, on the data and efficacy of speed safety camera system use in
33 state highway work zones. A preliminary report on the pilot
34 activities is due to the transportation committees of the legislature
35 by December 1, 2025, and must include, but is not limited to: (a) The
36 number of deployments and locations of the speed safety cameras, (b)
37 staffing workload, (c) number of violations issued, (d) detailed
38 expenses incurred by each agency in the pilot, and (e) efficiency
39 measures each agency has taken in operating the pilot program in the
40 most cost-effective manner possible.

1 (4) \$1,279,000 of the move ahead WA account—state appropriation
2 is provided solely for maintenance and operations of the virtual
3 coordination center. The department is encouraged to apply for
4 federal grant funds for the virtual coordination center and may use
5 state funds as a match. By December 1, 2026, the department shall
6 report to the transportation committees of the legislature: (a)
7 Recommendations to expand the center's operations, including specific
8 additional jurisdictions and corridors across the state; and (b)
9 amounts received and dates of receipt of any new cash and in-kind
10 matches from virtual coordination center partners including, but not
11 limited to, the city of Seattle, King county, other state and local
12 jurisdictions, and private sector partners.

13 (5) \$1,900,000 of the motor vehicle account—state appropriation
14 is reappropriated and provided solely for the department, in
15 coordination with the independent review team of the joint
16 transportation committee, to conduct an analysis of highway, road,
17 and freight rail transportation needs, options, and impacts from
18 shifting the movement of freight and goods that currently move by
19 barge through the lower Snake river dams to highways, other roads,
20 and rail, consistent with section 217(9), chapter 310, Laws of 2024.
21 The department shall provide status updates on a quarterly basis in
22 coordination with the joint transportation committee. The department
23 must submit a final report to the governor and the transportation
24 committees of the legislature by December 31, 2026.

25 (6) \$4,000,000 of the move ahead WA account—state appropriation
26 is provided solely for transportation operations activities to help
27 keep people and goods moving during the 2026 World Cup. These
28 activities include, but are not limited to, transportation management
29 center operations and upgrades, additional incident response team
30 coverage, trail crossing improvements, and updated guide signage/
31 wayfinding.

32 (7) \$5,000,000 of the multimodal transportation account—state
33 appropriation is provided solely for the department to address
34 emergent issues related to safety for pedestrians and bicyclists.
35 Funds may only be spent after approval from the office of financial
36 management. By December 15th of each odd-numbered year, the
37 department shall provide a report to the legislature listing all
38 emergent issues addressed in the prior fiscal biennium.

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

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

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

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

Sec. 217. 2025 c 416 s 218 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND SUPPORT—PROGRAM S

Motor Vehicle Account—State Appropriation.	((\$45,218,000))
	<u>\$48,319,000</u>
Motor Vehicle Account—Federal Appropriation.	\$780,000
Motor Vehicle Account—Private/Local Appropriation.	\$500,000
Move Ahead WA Account—State Appropriation.	\$3,650,000

1	Move Ahead WA Flexible Account—State Appropriation. . . .	\$5,400,000
2	Puget Sound Ferry Operations Account—State	
3	Appropriation.	\$510,000
4	Multimodal Transportation Account—State	
5	Appropriation.	((\$7,920,000))
6		<u>\$12,079,000</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.	((\$64,575,000))
16		<u>\$71,835,000</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 every even-numbered year to the
37 transportation committees of the legislature on efforts to increase
38 diversity in the transportation construction workforce.

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

3 (2) \$1,512,000 of the motor vehicle account—state appropriation
4 and \$488,000 of the Puget Sound ferry operations account—state
5 appropriation are provided solely for monitoring, assistance,
6 engagement, reporting, and other activities consistent with section
7 218(2), chapter 310, Laws of 2024.

8 (3) \$3,650,000 of the move ahead WA account—state appropriation
9 is provided solely for activities to help keep people and goods
10 moving during the 2026 World Cup. These activities include, but are
11 not limited to, digital advertising for traveler information, Title
12 VI compliance and language access, and Americans with disabilities
13 act compliance and training.

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

27 (5) Within amounts provided in this section, a maximum of \$75,000
28 is for the department's office of equity and civil rights to contract
29 with Western Washington University to analyze the economic benefit of
30 utilizing small businesses on department projects to the Washington
31 state economy.

32 (6) For department small works roster projects under RCW
33 39.04.151, the department may only allow firms certified as public
34 works small business enterprises, under RCW 39.19.030, to bid on the
35 project contract, unless the department determines there would be
36 insufficient bidders for a particular project. The department shall
37 report on the effectiveness of this policy to the transportation
38 committees of the legislature by December 1, 2026.

(7) (~~(\$6,791,000)~~) \$10,950,000 of the multimodal transportation account—state appropriation (~~(is)~~) and \$3,075,000 of the motor vehicle account—state appropriation are provided solely for the department to complete the transportation reporting and accounting information system to the current cloud version of the software and is subject to the conditions, limitations, and review requirements of section 701 of this act.

Sec. 218. 2025 c 416 s 219 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION PLANNING, DATA, AND RESEARCH—PROGRAM T

Interstate 405 and State Route Number 167 Express

Toll Lanes Account—State Appropriation.	\$1,500,000
Motor Vehicle Account—State Appropriation.	((\$32,682,000))
	<u>\$33,889,000</u>
Motor Vehicle Account—Federal Appropriation.	((\$43,115,000))
	<u>\$43,876,000</u>
Motor Vehicle Account—Private/Local Appropriation.	\$400,000
Move Ahead WA Account—State Appropriation.	\$6,900,000
Move Ahead WA Flexible Account—State Appropriation.	\$6,348,000
Multimodal Transportation Account—State Appropriation.	\$1,489,000
Multimodal Transportation Account—Federal Appropriation.	\$2,816,000
Multimodal Transportation Account—Private/Local Appropriation.	\$100,000
State Route Number 520 Corridor Account—State Appropriation.	\$657,000
TOTAL APPROPRIATION.	((\$96,007,000))
	<u>\$97,975,000</u>

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

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

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

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

6 (b) Advancing seismic vulnerability analyses;

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

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

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

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

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

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

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

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

29 (9) (~~(\$657,000)~~) \$400,000 of the state route number 520 corridor
30 account—state appropriation is provided solely for the department to
31 contract with the University of Washington department of mechanical
32 engineering, to further study measures to reduce noise impacts from
33 the state route number 520 bridge expansion joints. (~~The field~~
34 ~~testing shall be scheduled during existing construction, maintenance,~~
35 ~~or other scheduled closures to minimize impacts. The testing must~~
36 ~~also ensure safety of the traveling public. The study shall examine~~
37 ~~the types and durability of the materials used to provide noise~~
38 ~~mitigation and the costs associated with the differing types of~~
39 ~~materials. A draft report~~)) To address the safety of the traveling

public and mitigate for potential joint damage, the study must include laboratory-based testing of a highly durable sound attenuation system based on the system developed in the WSDOT Modular Bridge Expansion Joints - Phase 2 study. A draft report, including test results and recommendations describing and identifying the duration of future studies, must be submitted to the transportation committees of the legislature and the governor by ~~((March))~~ October 1, 2026. A final report must be submitted to the transportation committees of the legislature and the governor by December 31, 2026.

(10) Within existing resources, the department shall complete an analysis of bridge strikes in Washington state within the last three years and of best practices of interventions utilized by other jurisdictions. By September 1, 2026, the department shall develop and submit recommendations to reduce the number of bridge strikes. Recommendations should include potential improvements to physical infrastructure, information and training campaigns for drivers, and scalable options for costs for each recommendation.

Sec. 219. 2025 c 416 s 220 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—CHARGES FROM OTHER AGENCIES—
PROGRAM U**

Aeronautics Account—State Appropriation.	\$7,000
Transportation Partnership Account—State Appropriation.	\$147,000
Motor Vehicle Account—State Appropriation.	(((\$103,363,000))
	<u>\$241,367,000</u>
Puget Sound Ferry Operations Account—State Appropriation.	\$1,120,000
State Route Number 520 Corridor Account—State Appropriation.	\$86,000
Connecting Washington Account—State Appropriation.	\$1,180,000
Multimodal Transportation Account—State Appropriation.	(((\$5,835,000))
	<u>\$16,822,000</u>
Tacoma Narrows Toll Bridge Account—State Appropriation.	\$51,000
Alaskan Way Viaduct Replacement Project Account— State Appropriation.	\$38,000

Interstate 405 and State Route Number 167 Express

Toll Lanes Account—State Appropriation. \$66,000

TOTAL APPROPRIATION. (~~(\$111,893,000)~~)

\$260,884,000

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

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

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

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

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

1 **Sec. 220.** 2025 c 416 s 221 (uncodified) is amended to read as
2 follows:

3 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**

4 Carbon Emissions Reduction Account—State

5 Appropriation. ((~~\$275,545,000~~))
6 \$276,498,000

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

8 Rural Mobility Grant Program Account—State

9 Appropriation. \$32,223,000

10 Multimodal Transportation Account—State

11 Appropriation. ((~~\$101,683,000~~))
12 \$101,696,000

13 Multimodal Transportation Account—Federal

14 Appropriation. ((~~\$4,459,000~~))
15 \$4,457,000

16 Multimodal Transportation Account—Private/Local

17 Appropriation. \$100,000

18 TOTAL APPROPRIATION. ((~~\$414,794,000~~))
19 \$415,758,000

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

22 (1) (a) \$62,698,000 of the multimodal transportation account—state
23 appropriation and ((~~\$78,525,000~~)) \$79,077,000 of the carbon emissions
24 reduction account—state appropriation are provided solely for a grant
25 program for special needs transportation distributed in accordance
26 with RCW 47.66.150. Fuel type may not be a factor in the grant
27 selection process. For grant awards not yet under contract, as a
28 condition of special needs transportation grants provided pursuant to
29 this subsection, public transportation agencies may not delay,
30 divert, supplant, or suspend the collection of approved local sales
31 and use taxes for the purpose of public transportation during the
32 2025-2027 fiscal biennium.

33 (b) ((~~\$425,000~~)) Of the amounts provided in this subsection (1),
34 \$977,000 of the carbon emissions reduction account—state
35 appropriation is provided solely for the reappropriation of amounts
36 provided for this purpose in the 2023-2025 fiscal biennium.

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

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

9 (4) \$500,000 of the carbon emissions reduction account—state
10 appropriation is provided solely for an interagency transfer to the
11 Washington State University extension energy program to administer a
12 technical assistance and education program for public agencies on the
13 use of alternative fuel vehicles. The Washington State University
14 extension energy program shall prepare a report regarding the
15 utilization of the program and submit this report to the
16 transportation committees of the legislature by November 15, 2025.

17 (5) \$32,223,000 of the rural mobility grant program account—state
18 appropriation is provided solely for grants to aid small cities in
19 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
20 factor in the grant selection process. For grant awards not yet under
21 contract, as a condition of rural mobility transportation grants
22 provided pursuant to this subsection, public transportation agencies
23 may not delay, divert, supplant, or suspend the collection of
24 approved local sales and use taxes for the purpose of public
25 transportation during the 2025-2027 fiscal biennium.

26 (6) \$3,300,000 of the carbon emissions reduction account—state
27 appropriation, \$5,700,000 of the multimodal transportation account—
28 state appropriation, and \$784,000 of the state vehicle parking
29 account—state appropriation are provided solely for CTR grants and
30 activities. Fuel type may not be a factor in the grant selection
31 process. For grant awards not yet under contract, as a condition of
32 CTR grants provided pursuant to this subsection, public
33 transportation agencies may not delay, divert, supplant, or suspend
34 the collection of approved local sales and use taxes for the purpose
35 of public transportation during the 2025-2027 fiscal biennium.

36 (7) (~~(\$188,900,000))~~ \$189,301,000 of the carbon emissions
37 reduction account—state appropriation is provided solely for transit
38 support grants. The department must confirm zero-fare policies are in
39 effect at transit agencies to be eligible for biennial distributions.

1 For grant awards not yet under contract, as a condition of transit
2 support grants provided pursuant to this subsection, public
3 transportation agencies may not delay, divert, supplant, or suspend
4 the collection of approved local sales and use taxes for the purpose
5 of public transportation during the 2025-2027 fiscal biennium.

6 (8) \$3,400,000 of the carbon emissions reduction account—state
7 appropriation is reappropriated and provided solely for the pilot
8 program established under RCW 47.04.355 to provide clean alternative
9 fuel vehicle use opportunities to underserved communities and low to
10 moderate-income members of the workforce not readily served by
11 transit or located in transportation corridors with emissions that
12 exceed federal or state emissions standards.

13 (9) \$900,000 of the carbon emissions reduction account—state
14 appropriation is provided solely for the department to implement
15 certain recommendations from the 2023 frequent transit service study.
16 The department shall define levels and types of demand-response
17 service and measure access to these services within Washington for
18 the purpose of gaining a fuller picture of transit access. The
19 department must collect ongoing transportation data and develop
20 systems to allow for analysis of disparities in access to existing
21 fixed route transit. The data collection should prioritize collecting
22 information on accessibility and inclusion of people with
23 disabilities, vulnerable populations in overburdened communities, and
24 other underserved communities. The department shall submit a report
25 on data collection efforts to the transportation committees of the
26 legislature and the office of financial management by June 30, 2026.

27 (10) \$9,000,000 of the multimodal transportation account—state
28 appropriation is provided solely for grants to transit agencies for
29 enhanced services between June 1, 2026, and July 30, 2026.

30 (a) Enhanced services consist of:

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

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

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

1 (i) Forty percent to King County metro;

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

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

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

17 (11) \$10,000,000 of the multimodal transportation account—state
18 appropriation is provided solely for King county metro as part of a
19 federal funds exchange pilot. Amounts provided in this subsection
20 must be held in unallotted status until notification has been
21 received by the department's public transportation division from
22 Washington state ferries that the conditions outlined in section
23 222(13) ~~((of this act))~~, chapter 416, Laws of 2025 have been met. The
24 pilot must be conducted in coordination with the Puget Sound regional
25 council, who has programming authority for the federal funds to be
26 exchanged. By January 15, 2026, King county metro must report to the
27 office of financial management and the transportation committees of
28 the legislature a summary of projects funded or planned to be funded,
29 and recommendations for continuation of the federal funds exchange
30 pilot through the 2025-2027 fiscal biennium, including additional
31 amounts eligible to be exchanged.

32 (12) \$350,000 of the multimodal transportation account—state
33 appropriation is provided solely for Pierce county to support public
34 transportation services on the Key Peninsula.

35 (13) \$950,000 of the multimodal transportation account—state
36 appropriation is provided solely for RiverCities Transit to operate
37 weekday transit service from Longview to Vancouver.

38 (14) \$5,000,000 of the multimodal transportation account—state
39 appropriation is provided solely for intercity bus expansion in

1 preparation for the 2026 World Cup. The department must report to the
2 transportation committees of the legislature and the office of
3 financial management annually on each January 15th with expansion
4 status and performance updates.

5 **Sec. 221.** 2025 c 416 s 222 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—MARINE—PROGRAM X**

8 Puget Sound Ferry Operations Account—State

9 Appropriation. ((~~\$643,803,000~~))

10 \$644,429,000

11 Puget Sound Ferry Operations Account—Federal

12 Appropriation. \$126,642,000

13 Puget Sound Ferry Operations Account—Private/Local

14 Appropriation. \$121,000

15 TOTAL APPROPRIATION. ((~~\$770,566,000~~))

16 \$771,192,000

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

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

29 (2)(a) \$74,374,000 of the Puget Sound ferry operations account—
30 federal appropriation and \$45,523,000 of the Puget Sound ferry
31 operations account—state appropriation are provided solely for auto
32 ferry vessel operating fuel in the 2025-2027 fiscal biennium. The
33 amount provided in this subsection represents the fuel budget for the
34 purposes of calculating any ferry fare fuel surcharge.

35 (b) The Washington state ferries must develop a renewable diesel
36 demonstration project for a representative group of diesel vessels.
37 By September 15, 2026, Washington state ferries must submit findings
38 and recommendations to the office of financial management and the

1 transportation committees of legislature that includes, but is not
2 limited to, performance results of the demonstration project,
3 recommendations for renewable diesel usage across the fleet, and
4 possible procurement options for renewable diesel.

5 (3) During negotiations of the 2027-2029 collective bargaining
6 agreements, (a) the department must identify provisions that create
7 barriers for, or contribute to creating a disparate impact on, newly
8 hired ferry employees, including those who are women, people of
9 color, veterans, and other employees belonging to communities that
10 have historically been underrepresented in the workforce; (b) and the
11 department must create a forum for direct discussion between the
12 governor, labor leadership, the office of financial management and
13 the Washington state ferries to collaboratively identify and resolve
14 compensation and staffing issues, with the goal of service
15 improvements for ferry riders. By January 1, 2027, the department
16 must report to the transportation committees of the legislature on
17 progress in incorporating the finding and recommendations from the
18 December 2022 joint transportation committee study on the Washington
19 state ferries' workforce.

20 (4) \$50,000 of the Puget Sound ferry operations account—state
21 appropriation is provided solely for the department to conduct an
22 actuarial evaluation to determine the amount of funds needed in
23 reserve to provide an acceptable amount of self-insurance coverage as
24 compared to the commercial insurance option for the ferry system. The
25 evaluation must also include an analysis of the short and long-term
26 costs and benefits of self-insurance. By December 15, 2026, the
27 department shall report evaluation results to the transportation
28 committees of the legislature.

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

36 (6) \$500,000 of the Puget Sound ferry operations account—state
37 appropriation is provided solely for operating costs related to
38 moving vessels for emergency capital repairs. Funds may only be spent
39 after approval by the office of financial management.

1 (7) \$11,962,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the Washington state ferries
3 workforce development activities.

4 (8) \$6,950,000 of the Puget Sound ferry operations account—state
5 appropriation is provided solely for overtime and familiarization
6 expenses incurred by engine, deck, and terminal staff. The department
7 must provide updated staffing cost estimates for fiscal years 2026
8 and 2027 with its annual budget submittal and updated estimates by
9 January 1, 2026.

10 (9) \$2,548,000 of the Puget Sound ferry operations account—state
11 appropriation is provided solely for security services at Colman
12 Dock.

13 (10) \$600,000 of the Puget Sound ferry operations account—state
14 appropriation is provided solely for traffic control at ferry
15 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
16 Bainbridge Island, during peak ferry travel times, with a particular
17 focus on Sundays and holiday weekends. If local law enforcement
18 entities are available, the Washington state ferries may contract
19 with local agencies for traffic control services.

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

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

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

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

36 (12) \$75,000 of the Puget Sound ferry operations account—state
37 appropriation is provided solely for the department to contract with
38 the Evans School of Public Policy at the University of Washington to
39 conduct a study and develop recommendations to design a modernized

1 and more inclusive Washington state ferries' customer advisory
2 process. The study must prioritize ease of customer feedback,
3 inclusion of groups that have been historically underrepresented in
4 customer feedback and engagement processes, and capturing input from
5 passengers using the system for varying purposes. The study must also
6 look at customer engagement models developed by other comparable
7 ferry systems, both domestic and international, for best practices. A
8 report with findings and recommendations is due to the office of
9 financial management and the transportation committees of the
10 legislature by December 15, 2026.

11 (13) \$12,000,000 of the Puget Sound ferry operations account—
12 federal appropriation is provided solely for a federal fund exchange
13 pilot with King county metro. The pilot must be conducted in
14 coordination with the Puget Sound regional council, who has
15 programming authority for the federal funds to be exchanged.
16 Washington state ferries must work with the Puget Sound regional
17 council to identify eligible projects for the exchanged federal funds
18 and amend the statewide transportation improvement program (STIP).
19 Upon approval of the amended plan and confirmation of distribution of
20 federal funds from the Puget Sound regional council, Washington state
21 ferries must notify the department's public transportation division
22 for release of state funds to King county metro in section ((221))
23 220(11) of this act. By January 15, 2026, Washington state ferries
24 must report to the office of financial management and transportation
25 committees of the legislature recommendations for expanding the
26 exchange in current and future biennia.

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

32 (15) \$2,600,000 of the Puget Sound ferry operations account—state
33 appropriation is provided solely for winter service enhancements in
34 the San Juan Islands. By December 1, 2026, the department must report
35 to the transportation committees of the legislature and the office of
36 financial management impacts of the service increase including, but
37 not limited to, ridership impacts, service reliability, and whether
38 service changes have induced permanent relocation of workforce
39 serving San Juan Island routes.

1 (16) \$855,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for a workforce development pilot at
3 the Seattle maritime academy for the 2025-2027 fiscal biennium.
4 Amounts provided in this subsection must be utilized for programs
5 that are a benefit to the Washington state ferries or the prospective
6 workforce pipeline of the Washington state ferries. Funding may not
7 be expended until Washington state ferries certifies to the office of
8 financial management that a memorandum of agreement with Seattle
9 central community college has been executed.

10 (a) The memorandum of agreement with Seattle central community
11 college must address:

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

15 (ii) Development of a joint recruitment plan with Seattle central
16 community college aimed at increasing enrollment of women and people
17 of color, with specific strategies to recruit existing community and
18 technical college students, maritime skills center students, high
19 school students from maritime programs, including maritime skills
20 center students, foster care graduates, and former juvenile
21 rehabilitation and adult incarcerated individuals; and

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

25 (b) Washington state ferries must submit the joint training and
26 recruitment plan to the appropriate policy and fiscal committees of
27 the legislature and the office of financial management by December 1,
28 2025. The Washington state ferries must submit findings of program
29 effectiveness and recommendations for continuation of the pilot, to
30 the appropriate committees of the legislature and the office of
31 financial management by December 1, 2025.

32 (17) \$375,000 of the Puget Sound ferry operations account—state
33 appropriation is provided solely for the implementation of chapter
34 296, Laws of 2025 (ferry system salaries). ~~((If chapter . . ., Laws
35 of 2025 (Substitute House Bill No. 1264) is not enacted by June 30,
36 2025, the amount provided in this subsection lapses.))~~

37 (18) \$19,700,000 of the Puget Sound ferry operations account—
38 state appropriation is provided solely for the department to increase
39 deck and engine positions across the system, prioritizing positions

that will mitigate crew related cancellations and reduce overtime expenditures. The department must consider data related to staffing cancellations, as well as current and forecasted staffing levels of deck and engine positions, and mitigation for job classes with the highest overtime costs when adding positions. Funds provided in this subsection are eligible to be used for all deck or engine job classes. The department must include an update on the number of positions hired by job class as part of the annual performance report.

Sec. 222. 2025 c 416 s 223 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—OPERATING

Carbon Emissions Reduction Account—State

Appropriation. \$2,000,000

Multimodal Transportation Account—State

Appropriation. ((~~\$81,085,000~~))

\$81,092,000

Multimodal Transportation Account—Private/Local

Appropriation. \$46,000

TOTAL APPROPRIATION. ((~~\$83,131,000~~))

\$83,138,000

Sec. 223. 2025 c 416 s 224 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—OPERATING

Carbon Emissions Reduction Account—State

Appropriation. \$274,000

Motor Vehicle Account—State Appropriation. ((~~\$15,164,000~~))

\$15,165,000

Motor Vehicle Account—Federal Appropriation. ((~~\$2,644,000~~))

\$2,643,000

Multimodal Transportation Account—State

Appropriation. \$1,780,000

Multiuse Roadway Safety Account—State Appropriation. . . . \$1,800,000

TOTAL APPROPRIATION. \$21,662,000

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

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

4 (2) \$750,000 of the multimodal transportation account—state
5 appropriation is provided solely to continue the civilian
6 intervention grant program in accordance with program requirements
7 under section 224(7), chapter 472, Laws of 2023.

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

12 (4) \$930,000 of the motor vehicle account—state appropriation is
13 provided solely for the department, from amounts set aside out of
14 statewide fuel taxes distributed to counties according to RCW
15 46.68.120(3), to contract with the Washington state association of
16 counties to:

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

20 (b) Partner with the county road administration board to update
21 the road cost factor unit costs used in the calculation of the
22 allocation factor for the county's portion of the motor vehicle fuel
23 tax;

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

30 (d) Continue partnering with the board of registration for
31 professional engineers and land surveyors and contract with the
32 Washington state transportation center at the University of
33 Washington to identify best practices within public works for the
34 recruitment and retention of employees, including recommendations for
35 improving outreach and recruitment to underrepresented populations,
36 methods to partner with local community colleges and universities,
37 ways to expand apprenticeship and internship programs, strategies to
38 increase training and development opportunities, and recommendations

1 for career advancement programs and better work life balance
2 outcomes.

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

9 (6) \$60,000 of the multimodal transportation account—state
10 appropriation is provided solely for support of a United States Coast
11 Guard-compliant basic safety program with Crawford nautical training.

12 (7) \$309,000 of the motor vehicle account—state appropriation is
13 provided solely for the department to fund one full-time equivalent
14 liaison position within the local program multiagency permit program.
15 The department shall provide a report with an update on activities in
16 the program to the transportation committees of the legislature by
17 December 1, 2026.

18 (8) \$70,000 of the multimodal transportation account—state
19 appropriation is provided solely for the department to contract with
20 the Puget Sound harbor committee to support the development of the
21 Puget Sound harbor safety plan.

(End of part)

TRANSPORTATION AGENCIES—CAPITAL

Sec. 301. 2025 c 416 s 302 (uncodified) is amended to read as follows:

FOR THE COUNTY ROAD ADMINISTRATION BOARD

Move Ahead WA Account—State Appropriation.	((\$9,333,000))
	<u>\$11,333,000</u>
Rural Arterial Trust Account—State Appropriation.	\$51,573,000
Motor Vehicle Account—State Appropriation.	((\$2,103,000))
	<u>\$2,456,000</u>
County Arterial Preservation Account—State	
Appropriation.	\$30,242,000
TOTAL APPROPRIATION.	((\$93,251,000))
	<u>\$95,604,000</u>

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

Sec. 302. 2025 c 416 s 304 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—FACILITIES—PROGRAM D—
(DEPARTMENT OF TRANSPORTATION-ONLY PROJECTS)—CAPITAL

Motor Vehicle Account—State Appropriation.	((\$20,158,000))
	<u>\$24,439,000</u>
Move Ahead WA Account—State Appropriation.	((\$21,487,000))
	<u>\$21,850,000</u>
<u>Multimodal Transportation Account—State</u>	
<u>Appropriation.</u>	<u>\$395,000</u>
TOTAL APPROPRIATION.	((\$41,645,000))
	<u>\$46,684,000</u>

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

(1)(a) (~~(\$9,487,000)~~) \$10,498,000 of the move ahead WA account—state appropriation is provided solely for the department to improve its ability to keep facility assets in a state of good repair. In

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

20 (b) In using the funds appropriated in this subsection, the
21 department must utilize the prioritization of facility capital
22 preservation needs and repair projects used in developing the
23 2025-2027 fiscal biennium agency budget submittal.

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

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

39 (3) Within existing resources, in consultation with the office of
40 financial management, the department must continue to use criteria

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

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

Sec. 303. 2025 c 416 s 305 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I

Alaskan Way Viaduct Replacement Project Account—

State Appropriation.	((\$7,406,000))
	<u>\$9,808,000</u>

Carbon Emissions Reduction Account—State

Appropriation.	((\$13,331,000))
	<u>\$14,632,000</u>

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

Puget Sound Gateway Facility Account—State

Appropriation.	((\$88,200,000))
	<u>\$51,530,000</u>

State Route Number 520 Civil Penalties Account—State

<u>Appropriation.</u>	<u>\$10,000,000</u>
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Transportation 2003 Account (Nickel Account)—State

<u>Appropriation.</u>	<u>\$545,000</u>
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Transportation Partnership Account—State

Appropriation.	((\$8,948,000))
	<u>\$24,443,000</u>

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

\$303,442,000

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

\$650,563,000

Coronavirus State Fiscal Recovery Fund—Federal

1	Appropriation.	((\$54,334,000))
2		<u>\$54,403,000</u>
3	Motor Vehicle Account—Private/Local Appropriation. .	((\$53,581,000))
4		<u>\$95,416,000</u>
5	Connecting Washington Account—State Appropriation. ((\$1,710,931,000))	
6		<u>\$1,701,092,000</u>
7	Special Category C Account—State Appropriation. . .	((\$114,708,000))
8		<u>\$161,111,000</u>
9	Multimodal Transportation Account—State	
10	Appropriation.	((\$7,557,000))
11		<u>\$7,152,000</u>
12	Multimodal Transportation Account—Federal	
13	Appropriation.	((\$1,842,000))
14		<u>\$3,600,000</u>
15	State Route Number 520 Corridor Account—State	
16	Appropriation.	\$1,100,000
17	Interstate 405 and State Route Number 167 Express	
18	Toll Lanes Account—State Appropriation.	((\$547,950,000))
19		<u>\$523,850,000</u>
20	Move Ahead WA Account—State Appropriation.	((\$1,161,189,000))
21		<u>\$1,162,629,000</u>
22	Move Ahead WA Account—Federal Appropriation.	((\$467,532,000))
23		<u>\$381,476,000</u>
24	Model Toxics Control Stormwater Account—State. . . .	((\$10,563,000))
25		<u>\$13,609,000</u>
26	TOTAL APPROPRIATION.	((\$5,375,986,000))
27		<u>\$5,538,317,000</u>

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

30 (1) Except as provided otherwise in this section, the entire
31 connecting Washington account—state appropriation, the entire move
32 ahead WA account—federal appropriation, the entire move ahead WA
33 account—state appropriation, and the entire transportation
34 partnership account—state appropriation are provided solely for the
35 projects and activities as listed by fund, project, and amount in
36 ((~~LEAP Transportation Document 2025-1 as developed April 26, 2025,~~
37 ~~Program — Highway Improvements Program (I)~~)) OFM Transportation
38 Document 2026-1: Proposed Transportation Project List - Highway
39 Improvements Program (I) as developed December 19, 2025. However,

1 limited transfers of specific line-item project appropriations may
2 occur between projects for those amounts listed subject to the
3 conditions and limitations in section 601 (~~(of this act)~~), chapter
4 416, Laws of 2025.

5 (2) Except as provided otherwise in this section, the entire
6 motor vehicle account—state appropriation and motor vehicle account—
7 federal appropriation are provided solely for the projects and
8 activities listed in (~~LEAP Transportation Document 2025-2 ALL~~
9 ~~PROJECTS as developed April 26, 2025, Program - Highway Improvements~~
10 ~~Program (I))~~ OFM Transportation Document 2026-1: Proposed
11 Transportation Project List - Highway Improvements Program (I) as
12 developed December 19, 2025. Any federal funds gained through
13 efficiencies, adjustments to the federal funds forecast, or the
14 federal funds redistribution process must then be applied to highway
15 and bridge preservation activities.

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

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

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

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

31 (4) The connecting Washington account—state appropriation
32 includes up to (~~(\$1,422,447,000)~~) \$1,698,447,000 in proceeds from the
33 sale of bonds authorized in RCW 47.10.889.

34 (5) The special category C account—state appropriation includes
35 up to (~~(\$101,986,000)~~) \$104,572,000 in proceeds from the sale of
36 bonds authorized in RCW 47.10.812.

37 (6) The Puget Sound gateway facility account—state appropriation
38 includes up to (~~(\$88,200,000)~~) \$51,530,000 in proceeds from the sale
39 of bonds authorized in RCW 47.10.896.

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

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

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

(10) The move ahead WA account—state appropriation includes up to ~~((\$164,000,000))~~ \$28,000,000 in proceeds from the sale of bonds authorized in RCW 47.10.889.

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

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

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

(14)(a) ~~((\$54,334,000))~~ \$54,403,000 of the coronavirus state fiscal recovery fund—federal appropriation, ~~((\$118,178,000))~~ \$118,424,000 of the motor vehicle account—federal appropriation, ~~((\$796,352,000))~~ \$795,004,000 of the move ahead WA account—state appropriation, ~~((\$112,263,000))~~ \$99,394,000 of the connecting Washington account—state appropriation, ~~((\$2,698,000))~~ \$4,622,000 of the motor vehicle account—private/local appropriation, and ~~((\$8,621,000))~~ \$8,730,000 of the motor vehicle account—state

1 appropriation are provided solely for the Fish Passage Barrier
2 Removal project (0BI4001) with the intent of fully complying with the
3 federal *U.S. v. Washington* court injunction by 2030.

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

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

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

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

31 (15)(a) (~~(\$368,461,000)~~) \$138,049,000 of the move ahead WA
32 account—federal appropriation, (~~(\$127,504,000)~~) \$357,916,000 of the
33 move ahead WA account—private/local appropriation, and \$84,223,000 of
34 the move ahead WA account—state appropriation are provided solely for
35 the I-5 Columbia river bridge project (L4000054). The legislature
36 finds that the replacement of the I-5 Columbia river bridge is a
37 project of national significance and is critical for the movement of
38 freight. One span is now more than a century old, at risk for
39 collapse in the event of a major earthquake, and no longer satisfies

1 the needs of commerce and travel. Replacing the aging interstate
2 bridge with a modern, seismically resilient, multimodal structure
3 that provides improved mobility for people, goods, and services is a
4 high priority. Therefore, the legislature intends to support the
5 replacement of the I-5 Columbia river bridge with an investment of
6 \$1,000,000,000.

7 (b) The department shall provide regular updates on the status of
8 ongoing coordination with the state of Oregon on any bistate
9 agreements regarding sharing of revenues, use of revenues, and fiscal
10 responsibilities of each state. Prior to finalizing any such
11 agreement, the department shall provide a draft of the agreement to
12 the transportation committees of the legislature for review and
13 input. Additionally, the department shall continue to advise
14 quarterly on the status of any bistate agreements to the joint
15 transportation committee until any agreements are finalized.

16 (16)(a) (~~(\$37,322,000)~~) \$19,014,000 of the move ahead WA account—
17 state appropriation is provided solely for the SR 3 Freight Corridor
18 (T30400R) project. The legislature intends to provide a total of
19 \$78,910,000 for this project, including an increase of \$12,000,000 in
20 future biennia to safeguard against inflation and supply/labor
21 interruptions and ensure that:

22 (i) The northern terminus remains at Lake Flora Road and the
23 southern terminus at the intersection of state route number 3 and
24 state route number 302; and

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

28 (b) With respect to right-of-way acquisition and the construction
29 of the SR 3 Freight Corridor project (T30400R), tribal consultation
30 with the Suquamish tribe must begin at the earliest stage of
31 planning, including, without limitation, on all funding decisions and
32 funding programs, to provide a government-to-government mechanism for
33 the tribe to evaluate, identify, and expressly notify governmental
34 entities of any potential impacts to tribal cultural resources,
35 archaeological sites, sacred sites, fisheries, or other rights and
36 interests in tribal lands and lands within which the tribe possesses
37 rights reserved or protected by federal treaty, statute, or executive
38 order. The consultation is independent of, and in addition to, any
39 public participation process required under state law, or by a state
40 agency, including the requirements of Executive Order 21-02 related

1 to archaeological and cultural resources, and regardless of whether
2 the agency receives a request for consultation from the Suquamish
3 tribe. Regularly scheduled tribal consultation meetings with the
4 Suquamish tribe shall continue throughout the duration of any funding
5 or program decisions and proposed project approval.

6 (17) (~~(\$8,500,000)~~) \$8,105,000 of the move ahead WA account—state
7 appropriation and (~~(\$5,000,000)~~) \$4,928,000 of the move ahead WA
8 account—federal appropriation are provided solely for the SR 3/Gorst
9 Area - Widening project (L4000017).

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

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

30 (18) \$23,000,000 of the move ahead WA account—state
31 appropriation, \$10,000,000 of the move ahead WA account—private/local
32 appropriation, and (~~(\$6,387,000)~~) \$13,960,000 of the connecting
33 Washington account—state appropriation are provided solely for the
34 US-12/Walla Walla Corridor Improvements project (T20900R). The
35 legislature recognizes the importance of this project and intends to
36 provide additional matching funds if additional competitive federal
37 funding is awarded for the final remaining four-lane section between
38 Wallula and Nine Mile Hill and the Port of Walla Walla provides
39 right-of-way at no cost to the state for this project. The

department, in consultation with local governments in the vicinity, must pursue any federal funding available.

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

(20) (~~(\$136,984,000)~~) \$152,805,000 of the connecting Washington account—state appropriation, (~~(\$1,527,000)~~) \$1,717,000 of the multimodal transportation account—state appropriation, (~~(\$28,103,000)~~) \$34,803,000 of the motor vehicle account—private/local appropriation, (~~(\$324,483,000)~~) \$238,499,000 of the move ahead WA account—federal appropriation, (~~(\$110,723,000)~~) \$147,853,000 of the move ahead WA account—state appropriation, (~~(\$88,200,000)~~) \$51,530,000 of the Puget Sound gateway facility account—state appropriation, and (~~(\$212,157,000)~~) \$326,523,000 of the motor vehicle account—federal appropriation are provided solely for the SR 167/SR 509 Puget Sound Gateway project (M00600R).

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

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

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

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

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

(21) (~~(\$15,988,000)~~) \$25,978,000 of the connecting Washington account—state appropriation is provided solely for the SR 224/Red Mountain Vicinity Improvement project (L1000291). The department shall provide funding to the city of West Richland to complete the project within the project scope identified by the legislature and within the total amount provided by the legislature. The department shall not amend the project's scope of work to add pavement preservation on state route number 224 from the West Richland city limits to Antinori Road.

(22) \$100,000,000 of the special category C account—state appropriation, (~~(\$272,820,000)~~) \$177,788,000 of the connecting Washington account—state appropriation, and (~~(\$71,000)~~) \$164,000 of the motor vehicle account—private/local appropriation are provided solely for the US 395 North Spokane Corridor project (M00800R). Of the amounts provided in this subsection, \$300,000 is for an environmental justice assessment to determine if traffic noise abatement will reduce environmental harm to the East Central Neighborhood as a result of this project.

(23) (~~(\$578,139,000)~~) \$617,789,000 of the connecting Washington account—state appropriation, \$1,100,000 of the state route number 520 corridor account—state appropriation, and (~~(\$7,278,000)~~) \$11,951,000 of the motor vehicle account—private/local appropriation are provided solely for the SR 520 Seattle Corridor Improvements - West End project (M00400R) and are subject to the following conditions and limitations:

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

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

(24) (~~(\$10,416,000)~~) \$11,000,000 of the move ahead WA account—state appropriation, \$5,229,000 of the connecting Washington account—

1 state appropriation, and (~~(\$1,548,000)~~) \$6,796,000 of the motor
2 vehicle account—state appropriation are provided solely for the SR
3 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/
4 Engineering) project (NPARADI), specifically for design of,
5 preliminary engineering, and right-of-way acquisition for the
6 interchange and widening as a single project. The department must
7 consider reserving portions of state route number 522, including
8 designated lanes or ramps, for the exclusive or preferential use of
9 public transportation vehicles, privately owned buses, motorcycles,
10 private motor vehicles carrying not less than a specified number of
11 passengers, or private transportation provider vehicles pursuant to
12 RCW 47.52.025.

13 (25) (~~(\$24,000)~~) \$9,000 of the motor vehicle account—state
14 appropriation and (~~(\$304,000)~~) \$5,469,000 of the motor vehicle
15 account—federal appropriation are provided solely for the SR 900
16 Safety Improvements project (L2021118). The department must: (a) Work
17 in collaboration with King county and the Skyway coalition to align
18 community assets, transportation infrastructure needs, and initial
19 design for safety improvements along state route number 900; and (b)
20 work with the Skyway coalition to lead community planning engagement
21 and active transportation activities.

22 (26) \$17,500,000 of the motor vehicle account—federal
23 appropriation is provided solely for a federal fund exchange pilot
24 program. The pilot program must allow exchanges of federal surface
25 transportation block grant population funding and state funds at an
26 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
27 The projects receiving the exchanged federal funds must adhere to all
28 federal requirements, including the applicable disadvantaged business
29 enterprise goals. The entirety of the appropriation in this
30 subsection must be held in unallotted status until surface
31 transportation block grant population funding has been offered to the
32 state, and the department determines that a federalized project or
33 projects funded in this section is eligible to spend the surface
34 transportation block grant population funding. \$16,625,000 from
35 existing state appropriations identified elsewhere within this
36 section are available to be used as part of the exchange. Upon
37 determination that a project or projects funded in this section is
38 eligible to spend the offered surface transportation block grant
39 population funding, state funds appropriated in this section for the

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

7 (27) (~~(\$5,030,000)~~) \$3,601,000 of the multimodal transportation
8 account—state appropriation and (~~(\$1,842,000)~~) \$3,600,000 of the
9 multimodal transportation account—federal appropriation are provided
10 solely for the department to develop and implement a technology-based
11 truck parking availability system along the Interstate 5 corridor in
12 partnership with Oregon state and California state to maximize
13 utilization of existing truck parking capacity and deliver real-time
14 parking availability information to truck drivers (L1000375). The
15 department may use a portion of the appropriation in this subsection
16 for grant proposal development and as state match funding for
17 technology-based truck parking availability system federal grant
18 applications. The department must update the transportation
19 committees of the legislature on agency activities and their status
20 by December 1, 2026.

21 (28) \$57,593,000 of the motor vehicle account—state appropriation
22 is provided solely for the payment of deferred sales and use taxes on
23 activities related to the state route number 16 corridor improvements
24 project (TNB001A) pursuant to RCW 47.46.060. It is the intent of the
25 legislature that any nontoll accounts used to pay the deferred sales
26 and use taxes will be reimbursed by toll revenues no later than
27 December 31, 2032, which reflects prior legislative intent regarding
28 the use of toll revenues for this purpose.

29 (29) \$159,480,000 of the motor vehicle account—state
30 appropriation is provided solely for the payment of deferred sales
31 and use taxes on the state route number 520 bridge replacement and
32 HOV project (8BI1009) pursuant to RCW 47.01.412. It is the intent of
33 the legislature that any nontoll accounts used to pay the deferred
34 sales and use taxes will be reimbursed by toll revenues no later than
35 December 31, 2050, which reflects prior legislative intent regarding
36 the use of toll revenues for this purpose.

37 (30) \$1,000,000 of the multimodal transportation account—state
38 appropriation is provided solely for matching funds for the
39 department to apply to the federal highway administration's wildlife

crossings pilot program for wildlife crossing underpasses on U.S. 97 between Tonasket and Riverside (L1000373).

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

(32) The preserve Washington account—state appropriation includes up to \$43,629,000 in proceeds from the sale of bonds authorized in Z-0551/26.

Sec. 304. 2025 c 416 s 306 (uncodified) is amended to read as follows:

FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P

Move Ahead WA Account—State Appropriation.	((\$154,883,000))
	<u>\$156,644,000</u>

Recreational Vehicle Account—State Appropriation.	((\$751,000))
	<u>\$1,058,000</u>

Motor Vehicle Account—State Appropriation.	((\$62,975,000))
	<u>\$66,129,000</u>

Motor Vehicle Account—Federal Appropriation.	\$600,864,000
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Motor Vehicle Account—Private/Local Appropriation.	\$7,935,000
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Connecting Washington Account—State Appropriation.	((\$41,159,000))
	<u>\$47,679,000</u>

State Route Number 520 Corridor Account—State Appropriation.	((\$7,924,000))
	<u>\$8,055,000</u>

Tacoma Narrows Toll Bridge Account—State Appropriation.	((\$1,871,000))
	<u>\$2,796,000</u>

Alaskan Way Viaduct Replacement Project Account— State Appropriation.	((\$5,376,000))
	<u>\$7,490,000</u>

Interstate 405 and State Route Number 167 Express Toll Lanes Account—State Appropriation.	((\$9,648,000))
	<u>\$7,303,000</u>

<u>Transportation 2003 Account (Nickel Account)—State Appropriation.</u>	<u>\$19,780,000</u>
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Transportation Partnership Account—State	
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1	Appropriation.	((\$10,000,000))
2		<u>\$14,886,000</u>
3	<u>Preserve Washington Account—State Appropriation.</u>	<u>\$300,000,000</u>
4	TOTAL APPROPRIATION.	((\$903,386,000))
5		<u>\$1,240,619,000</u>

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

8 (1) Except as provided otherwise in this section, the entire
9 motor vehicle account—state appropriation and motor vehicle account—
10 federal appropriation are provided solely for the projects and
11 activities listed in ~~((LEAP Transportation Document 2025-2 ALL~~
12 ~~PROJECTS as developed April 26, 2025, Program — Highway Preservation~~
13 ~~Program—(P))~~ OFM Transportation Document 2026-1: Proposed
14 Transportation Project List - Highway Preservation Program (P) as
15 developed December 19, 2025. Any federal funds gained through
16 efficiencies, adjustments to the federal funds forecast, or the
17 federal funds redistribution process must then be applied to highway
18 and bridge preservation activities.

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

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

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

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

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

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

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

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

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

27 (7) \$17,500,000 of the motor vehicle account—federal
28 appropriation is provided solely for a federal fund exchange pilot
29 program. The pilot program must allow exchanges of federal surface
30 transportation block grant population funding and state funds at an
31 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
32 The projects receiving the exchanged federal funds must adhere to all
33 federal requirements, including the applicable disadvantaged business
34 enterprise goals. The entirety of the appropriation in this
35 subsection must be held in unallotted status until surface
36 transportation block grant population funding has been offered to the
37 state and the department determines that a federalized project or
38 projects funded in this section is eligible to spend the surface
39 transportation block grant population funding. \$16,625,000 from
40 existing state appropriations identified elsewhere within this

section are available to be used as part of the exchange. Upon determination that a project or projects funded in this section is eligible to spend the offered surface transportation block grant population funding, state funds appropriated in this section for the eligible state project or projects in an amount equal to 100 percent of the offered surface transportation block grant population funding must be placed in unallotted status. The legislature intends to evaluate utilization and efficacy of this program, and if underutilized, the program is intended to not continue into future biennia.

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

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

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

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

Sec. 305. 2025 c 416 s 307 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—
PROGRAM Q—CAPITAL**

Motor Vehicle Account—State Appropriation.	((\$5,845,000))
	<u>\$7,465,000</u>
Motor Vehicle Account—Federal Appropriation.	((\$8,374,000))
	<u>\$14,537,000</u>
Motor Vehicle Account—Private/Local Appropriation.	((\$635,000))
	<u>\$1,135,000</u>
TOTAL APPROPRIATION.	((\$14,854,000))
	<u>\$23,137,000</u>

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

20 (b) To be eligible to receive a grant under (a) of this
21 subsection during the 2027-2029 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.

24 (c) For purposes of this subsection:

25 (i) "Private transportation provider" means an auto
26 transportation company regulated under chapter 81.68 RCW; a passenger
27 charter carrier regulated under chapter 81.70 RCW, except marked or
28 unmarked stretch limousines and stretch sport utility vehicles as
29 defined under department of licensing rules; a private nonprofit
30 transportation provider regulated under chapter 81.66 RCW; or a
31 private employer transportation service provider; and

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

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

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

(3) (~~(\$11,636,000)~~) \$14,936,000 of the carbon emissions reduction account—state appropriation is provided solely for move ahead WA tribal transit grant projects. Of the amounts provided in this subsection, (~~(\$1,635,000)~~) \$2,036,000 is for the reappropriation of amounts provided for this purpose in the 2023-2025 fiscal biennium. \$100,000 of the amount provided in this subsection may be used for program administration and staffing. Grants to federally recognized tribes may be for any transit purpose, including planning, operating costs, maintenance, and capital costs. By December 15, 2026, the department must submit a prioritized list to the office of financial management and the transportation committees of the legislature of new projects totaling no more than \$5,762,000.

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

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

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

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

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

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

(6) (~~(\$6,673,000)~~) \$5,324,000 of the multimodal transportation account—state appropriation is provided solely for a public transit ride share grant program. For grant awards not yet under contract, as a condition of public transit ride share grants provided pursuant to this subsection, public transportation agencies may not delay,

divert, supplant, or suspend the collection of approved local sales and use taxes for the purpose of public transportation during the 2025-2027 fiscal biennium. Of the amounts provided in this subsection, (~~(\$1,673,000)~~) \$324,000 of the multimodal transportation account—state appropriation is for the reappropriation of amounts provided for a public transit ride share grant program in the 2023-2025 fiscal biennium.

(7) (~~(\$11,189,000)~~) \$13,638,000 of the multimodal transportation account—state appropriation is provided solely for connecting Washington transit projects. Of the amounts provided in this subsection, (~~(\$3,407,000)~~) \$5,856,000 is for the reappropriation of amounts provided for this purpose in the 2023-2025 fiscal biennium. Entities identified to receive funding in the (~~(LEAP)~~) OFM document referenced in this section receive the amounts specified in the time frame specified in that (~~(LEAP)~~) OFM document. If an entity has already completed a project in the (~~(LEAP)~~) OFM document referenced in this section before the time frame identified, the entity may substitute another transit project or projects that cost a similar or lesser amount.

(8) (~~(\$1,649,000)~~) \$2,927,000 of the multimodal transportation account—state appropriation and (~~(\$50,799,000)~~) \$51,748,000 of the carbon emissions reduction account—state appropriation are provided solely for green transportation capital projects identified in (~~(LEAP~~ Transportation Document 2025-2 ALL PROJECTS as developed April 26, ~~2025, Program - Public Transportation Program (V))~~) OFM Transportation Document 2026-1: Proposed Transportation Project List - Public Transportation Program (V) as developed December 19, 2025. Of the amounts provided in this subsection, the entire multimodal transportation account—state amount and (~~(\$18,536,000)~~) \$19,485,000 of the carbon emissions reduction account—state amount are for the reappropriation of amounts provided for this purpose in the 2023-2025 fiscal biennium. Of the amount of carbon emissions reduction account—state funds appropriated in this subsection, \$938,000 may be used for program administration and staffing. For grant awards not yet under contract, as a condition of green transportation capital grants provided pursuant to this subsection, public transportation agencies may not delay, divert, supplant, or suspend the collection of approved local sales and use taxes for the purpose of public transportation during the 2025-2027 fiscal biennium.

(9) For grant awards not yet under contract, as a condition of bus and bus facility grants identified in (~~LEAP Transportation Document 2025-2 ALL PROJECTS as developed April 26, 2025, Program - Public Transportation Program (V))~~) OFM Transportation Document 2026-1: Proposed Transportation Project List - Public Transportation Program (V) as developed December 19, 2025, public transportation agencies may not delay, divert, supplant, or suspend the collection of approved local sales and use taxes for the purpose of public transportation during the 2025-2027 fiscal biennium.

Sec. 307. 2025 c 416 s 309 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—WASHINGTON STATE FERRIES
CONSTRUCTION—PROGRAM W**

Carbon Emissions Reduction Account—State

Appropriation. ((~~\$229,747,000~~))
\$216,376,000

Move Ahead WA Account—State Appropriation. ((~~\$109,408,000~~))
\$120,236,000

Puget Sound Capital Construction Account—State

Appropriation. ((~~\$385,229,000~~))
\$458,203,000

Puget Sound Capital Construction Account—Federal

Appropriation. ((~~\$31,830,000~~))
\$56,319,000

Puget Sound Capital Construction Account—

Private/Local Appropriation. ((~~\$1,679,000~~))
\$2,779,000

Transportation Partnership Account—State

Appropriation. ((~~\$5,395,000~~))
\$6,864,000

Connecting Washington Account—State Appropriation. ((~~\$8,424,000~~))
\$14,834,000

Capital Vessel Replacement Account—State

Appropriation. ((~~\$122,000,000~~))
\$111,000,000

TOTAL APPROPRIATION. ((~~\$893,712,000~~))
\$986,611,000

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

3 (1) Except as provided otherwise in this section, the entire
4 appropriations in this section are provided solely for the projects
5 and activities as listed in (~~LEAP Transportation Document 2025-2 ALL~~
6 ~~PROJECTS as developed April 26, 2025, Program - Washington State~~
7 ~~Ferries Capital Program (W))~~ OFM Transportation Document 2026-1:
8 Proposed Transportation Project List - Washington State Ferries
9 Capital Program (W) as developed December 19, 2025.

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

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

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

21 (i) Anticipated cost increases and cost savings;

22 (ii) Anticipated cash flow and schedule changes; and

23 (iii) Explanations for the changes.

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

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

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

37 (5) The appropriations in this section include savings assumed
38 under section 719 (~~(of this act)~~), chapter 416, Laws of 2025. By
39 October 15, 2026, Washington state ferries must report to the

1 transportation committees of the legislature and the office of
2 financial management any estimated savings, efficiencies realized,
3 and recommendations for further improvements.

4 (6) (~~(\$6,000,000)~~) \$6,471,000 of the Puget Sound capital
5 construction account—state appropriation is provided solely for
6 modernization of the ticketing and reservation system (990052C). The
7 department must prioritize integration of ORCA payment, Good to Go!
8 payment, and mobile payment platforms into the new system at the
9 earliest possible phase.

10 (7) The legislature intends to consider alternative forms of
11 financing including, but not limited to, certificates of
12 participation (lease-purchase) and leasing for the purpose of
13 securing up to five hybrid electric vessels for the Washington state
14 ferry system.

15 (8) The move ahead WA account—state appropriation includes up to
16 \$92,371,000 in proceeds from the sale of bonds authorized in
17 Z-0551/26.

18 **Sec. 308.** 2025 c 416 s 310 (uncodified) is amended to read as
19 follows:

20 **FOR THE DEPARTMENT OF TRANSPORTATION—RAIL—PROGRAM Y—CAPITAL**

21 Carbon Emissions Reduction Account—State

22 Appropriation. (~~(\$91,132,000)~~)
23 \$93,718,000

24 Essential Rail Assistance Account—State

25 Appropriation. (~~(\$1,518,000)~~)
26 \$1,695,000

27 Motor Vehicle Account—State Appropriation. (~~(\$316,000)~~)
28 \$365,000

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

30 Move Ahead WA Flexible Account—State Appropriation. . (~~(\$18,731,000)~~)
31 \$36,985,000

32 Transportation Infrastructure Account—State

33 Appropriation. (~~(\$7,223,000)~~)
34 \$8,525,000

35 Multimodal Transportation Account—State

36 Appropriation. (~~(\$79,468,000)~~)
37 \$108,429,000

38 Multimodal Transportation Account—Federal

1	Appropriation.	((\$113,163,000))
2		<u>\$129,088,000</u>
3	TOTAL APPROPRIATION.	((\$311,877,000))
4		<u>\$379,131,000</u>

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 by project and amount in ((~~LEAP~~
10 ~~Transportation Document 2025-2 ALL PROJECTS as developed April 26,~~
11 ~~2025, Program - Rail Program (Y)~~)) OFM Transportation Document
12 2026-1: Proposed Transportation Project List - Rail Program (Y) as
13 developed December 19, 2025.

14 (2) \$1,500,000 of the transportation infrastructure account—state
15 appropriation is provided solely for new low-interest loans approved
16 by the department through the freight rail investment bank (FRIB)
17 program identified in the ((~~LEAP~~)) OFM transportation document
18 referenced in subsection (1) of this section.

19 (3) ((~~\$6,899,000~~)) \$9,763,000 of the multimodal transportation
20 account—state appropriation is provided solely for new statewide
21 emergent freight rail assistance projects identified in the ((~~LEAP~~))
22 OFM transportation document referenced in subsection (1) of this
23 section.

24 (4) (a) \$7,500,000 of the carbon emissions reduction account—state
25 appropriation and ((~~\$25,076,000~~)) \$29,648,000 of the multimodal
26 transportation account—federal appropriation are provided solely to
27 support the department's continued work on a service development plan
28 for a new ultra high-speed ground transportation corridor under the
29 federal corridor identification and development program (L2021074).
30 The department may not move forward with programmatic environmental
31 review unless authorized to do so by the legislature.

32 (b) The department must coordinate with the chairs and ranking
33 members of the transportation committees of the legislature to
34 provide periodic updates and check-in points on progress made over
35 the course of the biennium, with updates available no less frequently
36 than semiannually, and must include written status updates to be
37 provided with sufficient time for review prior to any update meetings
38 held. An annual report on ultra high-speed ground transportation
39 corridor identification and development program efforts must be

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

4 (5) \$3,600,000 of the multimodal transportation account—state
5 appropriation (~~((is))~~) and \$8,000,000 of the multimodal transportation
6 account—federal appropriation are provided solely for the Cascades
7 corridor delivery program for advancing the Cascades corridor
8 (R00003A), including through planning and project development
9 activities conducted as part of the federal corridor identification
10 and development program. The department must continue to pursue
11 funding opportunities for the Cascades corridor through the corridor
12 identification and development program and the federal-state
13 partnership programs at the federal rail administration. The
14 department must notify the office of the governor and the
15 transportation committees of the legislature of funding opportunities
16 from the programs and any corresponding state match needs.

17 (6) (~~((\$18,731,000))~~) \$36,985,000 of the move ahead WA flexible
18 account—state appropriation, (~~((\$54,785,000))~~) \$55,639,000 of the
19 multimodal transportation account—federal appropriation, and \$326,000
20 of the motor vehicle account—local appropriation are provided solely
21 for rehabilitation of the Palouse River and Coulee City Railroad
22 (L4000079).

23 (7) \$5,000,000 of the carbon emissions reduction account—state
24 appropriation is provided solely to fund the replacement of two
25 Tacoma rail diesel-electric switcher locomotives with zero emission
26 battery-electric switcher locomotives and to install on-site charging
27 equipment at a Tacoma rail facility (L1000327). Local funds
28 sufficient to fully fund this project must be contributed to the
29 project, and any agreements required for the project must be secured.

30 (8) (~~((\$26,200,000))~~) \$26,293,000 of the carbon emissions reduction
31 account—state appropriation is provided solely for port
32 electrification competitive grants (L2021182). All public ports are
33 eligible to receive funds under this subsection. A port seeking to
34 use funds under this subsection to install shore power must adopt a
35 policy that requires vessels that dock at the port facility to use
36 shore power if such vessel is capable of using such power and when
37 such power is available at the port facility.

38 (9) (~~((\$1,000,000))~~) \$1,995,000 of the carbon emissions reduction
39 account—state appropriation is provided solely for port

electrification at the port of Bremerton (L1000337), which may include the purchase and installation of zero emission port shore power systems and other zero emission infrastructure, equipment, and technology.

(10) (~~(\$1,855,000)~~) \$1,831,000 of the carbon emissions reduction account—state appropriation is provided solely for port electrification at the port of Anacortes (L1000338), which may include the purchase and installation of zero emission port shore power systems and other zero emission infrastructure, equipment, and technology.

(11) (~~(\$24,800,000)~~) \$25,300,000 of the carbon emissions reduction account—state appropriation is provided solely to fund a zero emission shore power infrastructure demonstration project at Northwest seaport alliance facilities (L1000325). Local funds sufficient to fully fund this project must be contributed to the project, and any agreements required for the project must be secured.

(12) (~~(\$5,277,000)~~) \$6,300,000 of the carbon emissions reduction account—state appropriation is provided solely to fund a zero emission drayage truck demonstration project (L1000324) at Northwest seaport alliance facilities.

(13) \$15,000,000 of the multimodal transportation account—state appropriation is provided solely for the state of Washington's contribution to dredging the Columbia river in partnership with the state of Oregon and in accordance with the lower Columbia river channel maintenance plan.

Sec. 309. 2025 c 416 s 311 (uncodified) is amended to read as follows:

**FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—
CAPITAL**

Carbon Emissions Reduction Account—State

Appropriation. (~~(\$281,202,000)~~)
\$353,973,000

Freight Mobility Investment Account—State

Appropriation. (~~(\$19,335,000)~~)
\$23,014,000

Freight Mobility Multimodal Account—State

Appropriation. (~~(\$24,952,000)~~)
\$25,376,000

1	Highway Infrastructure Account—Federal Appropriation. . .	\$1,500,000
2	Move Ahead WA Account—State Appropriation.	((\$170,384,000))
3		<u>\$192,095,000</u>
4	Move Ahead WA Flexible Account—State Appropriation. .	((\$37,500,000))
5		<u>\$43,815,000</u>
6	Motor Vehicle Account—State Appropriation.	((\$31,840,000))
7		<u>\$37,819,000</u>
8	Motor Vehicle Account—Federal Appropriation.	((\$106,461,000))
9		<u>\$145,553,000</u>
10	Motor Vehicle Account—Private/Local Appropriation. . . .	\$75,000,000
11	Connecting Washington Account—State Appropriation. .	((\$99,002,000))
12		<u>\$142,644,000</u>
13	Multimodal Transportation Account—State	
14	Appropriation.	((\$115,518,000))
15		<u>\$148,874,000</u>
16	TOTAL APPROPRIATION.	((\$962,694,000))
17		<u>\$1,189,663,000</u>

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 by project and amount in ((~~LEAP~~
23 ~~Transportation Document 2025-2 ALL PROJECTS as developed April 26,~~
24 ~~2025, Program — Local Programs Program (Z)~~)) OFM Transportation
25 Document 2026-1: Proposed Transportation Project List - Local
26 Programs (Z) as developed December 19, 2025.

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

30 (a) ((~~\$38,380,000~~)) \$51,227,000 of the multimodal transportation
31 account—state appropriation and ((~~\$43,372,000~~)) \$63,885,000 of the
32 carbon emissions reduction account—state appropriation are provided
33 solely for pedestrian and bicycle safety program projects (L2000188
34 and L1000335). Of the amount of carbon emissions reduction account
35 funds appropriated in this subsection, up to one percent may be used
36 for program administration and staffing.

37 (b) ((~~\$16,933,000~~)) \$28,865,000 of the motor vehicle account—
38 federal appropriation, ((~~\$53,139,000~~)) \$70,004,000 of the carbon
39 emissions reduction account—state appropriation, and ((~~\$13,321,000~~))

1 \$18,548,000 of the multimodal transportation account—state
2 appropriation are provided solely for safe routes to school projects
3 (L2000189 and L1000334). Of the amount of carbon emissions reduction
4 account funds appropriated in this subsection, up to one percent may
5 be used for program administration and staffing.

6 (c) For future rounds of grant selection, the department must
7 reevaluate the criteria to increase geographic diversity of
8 jurisdictions consistent with the requirements of the healthy
9 environment for all (HEAL) act.

10 (3) (~~(\$35,528,000)~~) \$43,473,000 of the motor vehicle account—
11 federal appropriation is provided solely for acceleration of local
12 preservation projects that ensure the reliable movement of freight on
13 the national highway freight system (G2000100). The department will
14 select projects as part of its update of the state freight plan, in
15 consultation with the freight mobility strategic investment board and
16 other stakeholders.

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

22 (5) (~~(\$27,200,000)~~) \$28,455,000 of the carbon emissions reduction
23 account—state appropriation is provided solely for the statewide
24 school-based bicycle education grant program (L1000309). The
25 department may partner with a statewide nonprofit to deliver
26 programs. Of the amounts appropriated in this subsection, up to one
27 percent may be used for program support.

28 (6) (~~(\$22,000,000)~~) \$23,750,000 of the motor vehicle account—
29 state appropriation is provided solely for a federal fund exchange
30 pilot program (LXXEXST). The pilot program will allow exchanges of
31 federal surface transportation block grant population funding and
32 state funds at an exchange rate of 95 cents in state funds per \$1.00
33 in federal funds. The entirety of the appropriation in this
34 subsection must be held in unallotted status until: Surface
35 transportation block grant population funding has been offered to the
36 state, the department determines that a federalized project or
37 projects funded in section 305 or 306 (~~(of this act)~~), chapter 416,
38 Laws of 2025, is eligible to spend the surface transportation block
39 grant population funding, and state funds appropriated in section 305

1 or 306 (~~(of this act)~~), chapter 416, Laws of 2025, for the eligible
2 state project or projects in an amount equal to 100 percent of the
3 offered surface transportation block grant population funding have
4 been placed in unallotted status. A report on the effectiveness of
5 the exchange program, the total estimated cost of program
6 administration, and recommendations for continuing the pilot program
7 is due to the governor and transportation committees of the
8 legislature by December 1, 2026. The department may issue additional
9 calls for projects with any remaining funds provided in this
10 subsection. The legislature intends to evaluate utilization and
11 efficacy of this program, and if underutilized, the program is
12 intended not to continue into future biennia.

13 (7) (~~(\$33,200,000)~~) \$46,415,000 of the carbon emissions reduction
14 account—state appropriation is provided solely for the Sandy Williams
15 connecting communities pilot program (L1000308) to deliver projects
16 to reconnect communities that have been bifurcated by state highways.
17 Priority must be given to historically marginalized or overburdened
18 communities. The department may consult with the Cooper Jones active
19 transportation safety council to identify geographic locations where
20 there are high incidences of serious injuries and fatalities of
21 active transportation users among vulnerable populations. Of the
22 amounts appropriated in this subsection, up to one percent may be
23 used for program support.

24 (8) (~~(\$500,000)~~) \$1,000,000 of the multimodal transportation
25 account—state appropriation is provided solely for the department to
26 award grants to local jurisdictions to implement network-wide traffic
27 conflict screening programs using video analytics in controlled
28 intersections with a disproportionate number of traffic violations
29 and injuries to active transportation users (L2021149). Grants must
30 be awarded proportionally across the state and include controlled
31 intersections in both urban and rural environments and along state
32 highways and county roads. Grant recipients must report back to the
33 department all traffic violation and active transportation facility
34 data acquired during the grant period and provide the department with
35 appropriate next steps for the state and the local jurisdiction to
36 improve traffic safety for active transportation users in such
37 intersections. The department must report such findings and
38 recommendations to the transportation committees of the legislature
39 by December 1, 2026.

1 (9) (a) (~~(\$7,000,000)~~) \$9,082,000 of the carbon emissions
2 reduction account—state appropriation is provided solely for the
3 department to continue providing rebates to qualifying persons who
4 purchase e-bikes and qualifying equipment and services from a
5 qualifying retailer in accordance with rebate program qualification,
6 application, retailer, and reimbursement requirements under section
7 310(16) (a), chapter 472, Laws of 2023. Of this amount, (~~(\$4,000,000)~~)
8 \$5,082,000 is for rebate amounts as described under (a)(i) of this
9 subsection and (~~(\$3,000,000)~~) \$4,000,000 is for rebate amounts as
10 described under (a)(ii) of this subsection.

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

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

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

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

26 (10) (~~(\$19,335,000)~~) \$23,014,000 of the freight mobility
27 investment account—state appropriation and (~~(\$24,952,000)~~)
28 \$25,376,000 of the freight mobility multimodal account—state
29 appropriation are provided solely for freight mobility strategic
30 investment board projects listed in the (~~(LEAP)~~) OFM transportation
31 document referenced in subsection (1) of this section.

32 (11) (~~(\$170,000)~~) \$200,000 of the multimodal transportation
33 account—state appropriation is provided solely for the Seattle office
34 of planning and community development to finish updating the 2020 I-5
35 Lid Feasibility Study (L2021140).

36 (12) The legislature intends to fund the Ballard and Magnolia
37 Bridge project (L4000123), as described in section 911(18), chapter
38 472, Laws of 2023.

1 (13) (~~(\$5,100,000)~~) \$5,540,000 of the move ahead WA flexible
2 account—state appropriation is provided solely for development of an
3 applied sustainable aviation evaluation center (L2021135). Snohomish
4 county, in partnership with Washington State University, shall plan
5 and establish facilities to evaluate, qualify or certify, and
6 research technologies that can minimize the impact of aviation on
7 human health and the environment. Funds may be used for, but are not
8 limited to, planning, construction, and land acquisition for
9 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),
10 research on the impact of SAF on the environment and human health,
11 and SAF storage for the purpose of advancing sustainable aviation. At
12 a minimum, three sustainable aviation platforms must be considered:

13 (a) Sustainable aviation fuel;

14 (b) Hydrogen; and

15 (c) Battery electric energy storage mechanisms.

16 (14) (~~(\$5,000,000)~~) \$7,000,000 of the multimodal transportation
17 account—state appropriation is provided solely for the department to
18 assist local jurisdictions in addressing emergent issues related to
19 safety for pedestrians and bicyclists (LXXXXPBF). Funds may only be
20 spent after approval from the office of financial management. By
21 December 15th of each odd-numbered year, the department shall provide
22 a report to the legislature listing all emergent issues addressed in
23 the prior fiscal biennium. Reporting may be done in conjunction with
24 the transportation operations division.

25 (15) (~~(\$45,000,000)~~) \$46,491,000 of the move ahead WA account—
26 state appropriation is provided solely for the Confluence Parkway
27 Infra Match project (L2021180). The legislature intends that in the
28 2027-2029 fiscal biennium, \$35,000,000 of the move ahead WA account—
29 state account funds will be provided for the project only if federal
30 project funding for Phase 2 of the Confluence Parkway project is
31 secured.

32 (16) (~~(\$40,000,000)~~) \$42,306,000 of the move ahead WA account—
33 state appropriation is provided solely for Columbia River Bridge
34 Replacement/Hood River to White Salmon (L4000046). The legislature
35 intends that in the 2027-2029 fiscal biennium and future biennia,
36 \$30,000,000 of the move ahead WA account—state account funds will be
37 provided for the project only if federal project funding and a match
38 from the state of Oregon are secured for construction.

(End of part)

1 TRANSFERS AND DISTRIBUTIONS

2 Sec. 401. 2025 c 416 s 401 (uncodified) is amended to read as
3 follows:

4 FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION

5 Motor Vehicle Account—State Appropriation: For motor
6 vehicle fuel tax statutory distributions to
7 cities and counties. ((~~\$443,860,000~~))
8 \$466,264,000
9 Multimodal Transportation Account—State
10 Appropriation: For distribution to cities and
11 counties. \$26,786,000
12 Motor Vehicle Account—State Appropriation: For
13 distribution to cities and counties. \$23,438,000
14 TOTAL APPROPRIATION. ((~~\$494,084,000~~))
15 \$516,488,000

16 Sec. 402. 2025 c 416 s 402 (uncodified) is amended to read as
17 follows:

18 FOR THE STATE TREASURER—TRANSFERS

19 Motor Vehicle Account—State Appropriation: For motor
20 vehicle fuel tax refunds and statutory
21 transfers. ((~~\$1,877,014,000~~))
22 \$1,845,833,000

23 Sec. 403. 2025 c 416 s 403 (uncodified) is amended to read as
24 follows:

25 FOR THE DEPARTMENT OF LICENSING—TRANSFERS

26 Motor Vehicle Account—State Appropriation: For motor
27 vehicle fuel tax refunds and transfers. ((~~\$206,302,000~~))
28 \$229,064,000

29 Sec. 404. 2025 c 416 s 404 (uncodified) is amended to read as
30 follows:

31 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
32 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND
33 DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND
34 REVENUE

35 Transportation Partnership Account—State

1	Appropriation.	\$4,061,000
2	Motor Vehicle Account—State Appropriation.	\$150,000
3	Connecting Washington Account—State Appropriation.	\$15,234,000
4	Special Category C Account—State Appropriation.	\$510,000
5	Puget Sound Gateway Facility Account—State	
6	Appropriation.	\$350,000
7	Highway Bond Retirement Account—State Appropriation ((\$1,604,659,000))	
8		<u>\$1,609,050,000</u>
9	Transportation Improvement Board Bond Retirement	
10	Account—State Appropriation.	((\$5,619,000))
11		<u>\$8,793,000</u>
12	Nondebt-Limit Reimbursable Bond Retirement Account—	
13	State Appropriation.	\$28,212,000
14	Toll Facility Bond Retirement Account—State	
15	Appropriation.	((\$90,015,000))
16		<u>\$76,374,000</u>
17	Transportation 2003 Account (Nickel Account)—State	
18	Appropriation.	\$934,000
19	Interstate 405 and State Route Number 167 Express	
20	Toll Lanes Account—State Appropriation.	\$1,877,000
21	<u>Preserve Washington Account—State Appropriation.</u>	<u>\$684,000</u>
22	TOTAL APPROPRIATION.	((\$1,751,621,000))
23		<u>\$1,746,229,000</u>

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

26 (1) The toll facility bond retirement account—state appropriation
27 includes up to \$5,500,000 in proceeds from the sale of bonds
28 authorized in RCW 47.10.896.

29 (2) \$3,174,000 of the transportation improvement board bond
30 retirement account—state appropriation is provided solely for the
31 prepayment of certain outstanding bonds and debt service.

32 **Sec. 405.** 2025 c 416 s 406 (uncodified) is amended to read as
33 follows:

34 **FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING**
35 **BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND**
36 **FISCAL AGENT CHARGES**

37 Transportation Partnership Account—State
38 Appropriation. \$812,000

1	Motor Vehicle Account—State Appropriation.	\$30,000
2	Connecting Washington Account—State Appropriation.	\$3,046,000
3	Special Category C Account—State Appropriation.	\$230,000
4	Puget Sound Gateway Facility Account—State	
5	Appropriation.	\$450,000
6	Transportation 2003 Account (Nickel Account)—State	
7	Appropriation.	\$187,000
8	Interstate 405 and State Route Number 167 Express	
9	Toll Lanes Account—State Appropriation.	\$375,000
10	<u>Transportation Improvement Account—State</u>	
11	<u>Appropriation.</u>	<u>\$20,000</u>
12	<u>Preserve Washington Account—State Appropriation.</u>	<u>\$137,000</u>
13	TOTAL APPROPRIATION.	((\$5,130,000))
14		<u>\$5,287,000</u>

15 **Sec. 406.** 2025 c 416 s 407 (uncodified) is amended to read as
16 follows:

17 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**

18 (1)(a) Transportation Partnership Account—State
19 Appropriation: For transfer to the Move Ahead WA
20 Account—State. \$879,000,000

21 (b) The amount authorized in this subsection is a maximum amount
22 allowed and represents proceeds from the sale of bonds authorized in
23 RCW 47.10.873. Transfers under this subsection are deemed for
24 projects or improvements identified as transportation partnership
25 projects or improvements for purposes of RCW 47.10.873.
26 Appropriations in the amount of this transfer are made in this act to
27 reflect proceeds from the sale of bonds authorized in RCW 47.10.873.

28 (2) Transportation Partnership
29 Account—State Appropriation: For transfer to the
30 Tacoma Narrows Toll Bridge Account—State. \$4,436,000

31 (3)(a) Connecting Washington Account—State
32 Appropriation: For transfer to the Move Ahead WA
33 Account—State. ((~~\$164,000,000~~))
34 \$28,000,000

35 (b) The amount authorized in this subsection is a maximum amount
36 allowed and represents proceeds from the sale of bonds authorized in
37 RCW 47.10.889. Transfers under this subsection are deemed for
38 projects or improvements identified as connecting Washington projects

or improvements for purposes of RCW 47.10.889. Appropriations in the amount of this transfer are made in this act to reflect proceeds from the sale of bonds authorized in RCW 47.10.889.

(4) (a) Transportation 2003 Account (Nickel Account)—State
Appropriation: For transfer to the

Move Ahead WA Account—State. \$212,000,000

(b) The amount authorized in this subsection is a maximum amount allowed and represents proceeds from the sale of bonds authorized in RCW 47.10.861. Transfers under this subsection are deemed for projects or improvements identified as transportation 2003 (nickel) projects or improvements for purposes of RCW 47.10.861. Appropriations in the amount of this transfer are made in this act to reflect proceeds from the sale of bonds authorized in RCW 47.10.861.

(5) Move Ahead WA Account—State Appropriation:

For transfer to the Puget Sound Capital Construction

Account—State. \$40,000,000

(6) Move Ahead WA Account—State

Appropriation: For transfer to the Puget Sound Ferry

Operations Account—State. \$172,000,000

(7) Move Ahead WA Account—State

Appropriation: For transfer to the Transportation

Partnership Account—State. ((~~\$40,000,000~~))

\$35,821,000

(8) Move Ahead WA Flexible Account—State

Appropriation: For transfer to the Move Ahead

WA Account—State. ((~~\$192,000,000~~))

\$212,489,000

(9) Pilotage Account—State Appropriation:

For transfer to the Multimodal Transportation

Account—State. \$320,000

(10) Transportation Infrastructure Account—State

Appropriation: For transfer to the

Multimodal Transportation Account—State. \$9,000,000

(11) Regional Mobility Grant Program Account—State

Appropriation: For transfer to the Multimodal

Transportation Account—State. \$9,000,000

(12) Electric Vehicle Account—State

Appropriation: For transfer to Move Ahead WA

Flexible Account—State. \$3,600,000

1 Account—State Appropriation: For transfer to the Motor
 2 Vehicle Account—State. \$3,000,000
 3 ~~((+25))~~ (24) State Route Number 520 Civil Penalties
 4 Account—State Appropriation: For transfer to the
 5 State Route Number 520 Corridor Account—State. \$1,752,000
 6 ~~((+26))~~ (25) Multimodal Transportation Account—State
 7 Appropriation: For transfer to the Move Ahead WA
 8 Flexible Account—State. \$18,770,000
 9 ~~((+27))~~ (26) Multimodal Transportation Account—State
 10 Appropriation: For transfer to the Puget Sound
 11 Ferry Operations Account—State. (~~(\$64,000,000)~~)
 12 \$30,035,000
 13 ~~((+28))~~ (27) Multimodal Transportation Account—State
 14 Appropriation: For transfer to the Complete Streets
 15 Grant Program Account—State. \$14,670,000
 16 ~~((+29))~~ (28) Multimodal Transportation Account—State
 17 Appropriation: For transfer to the Freight Mobility
 18 Multimodal Account—State. \$8,511,000
 19 ~~((+30))~~ (29) Multimodal Transportation Account—State
 20 Appropriation: For transfer to the Puget Sound Capital
 21 Construction Account—State. (~~(\$105,000,000)~~)
 22 \$41,000,000
 23 ~~((+31))~~ (30) Multimodal Transportation Account—State
 24 Appropriation: For transfer to the Regional Mobility
 25 Grant Program Account—State. \$27,679,000
 26 ~~((+32))~~ (31) Multimodal Transportation Account—State
 27 Appropriation: For transfer to the Rural Mobility
 28 Grant Program Account—State. \$12,223,000
 29 ~~((+33))~~ (32) Multimodal Transportation Account—State
 30 Appropriation: For transfer to the Transportation
 31 Partnership Account—State. \$25,000,000
 32 ~~((+34))~~ (33) Carbon Emissions Reduction Account—State
 33 Appropriation: For transfer to the Puget Sound Ferry
 34 Operations Account—State. \$4,200,000
 35 ~~((+35))~~ (34) (a) General Fund Account—State
 36 Appropriation: For transfer to the State Patrol Highway
 37 Account—State. \$625,000

(b) The state treasurer shall transfer the funds under this subsection only after receiving notification from the Washington state patrol under section 207 (~~(of this act)~~), chapter 416, Laws of 2025.

~~((36))~~ (35) (a) Highway Safety Account—State Appropriation: For transfer to the Driver Education Safety Improvement Account—State for fiscal year 2026. \$2,000,000

(b) Driver Education Safety Improvement Account—State Appropriation: For transfer to the Highway Safety Account—State for fiscal year 2027. . . \$2,000,000

(36) Transportation Improvement Account—State Appropriation: For transfer to the Transportation Improvement Board Bond Retirement Account—State. \$3,174,000

(37) Highway Safety Account—State Appropriation: For transfer to the Preserve Washington Account—State. . . \$6,199,000

(38) Motor Vehicle Account—State Appropriation: For transfer to the Preserve Washington Account—State. . . \$20,331,000

(39) Motor Vehicle Account—State Appropriation: For transfer to Special Category C Account—State. \$38,920,000

(40) Multimodal Transportation Account—State Appropriation: For transfer to the Preserve Washington Account—State. \$100,094,000

(41) Move Ahead WA Account—State Appropriation: For transfer to the Preserve Washington Account—State. \$72,357,000

(42) Transportation 2003 Account (Nickel Account)—State Appropriation: For transfer to the Preserve Washington Account—State. \$6,019,000

(43) (a) Preserve Washington Account—State Appropriation: For transfer to the Move Ahead WA Account—State. \$136,000,000

(b) The amount authorized in this subsection (43) is a maximum amount allowed and represents proceeds from the sale of bonds authorized in Z-0551/26 (the preserve Washington act). Transfers made under this subsection are deemed for projects identified as transportation preservation projects for purposes of Z-0551/26 (the preserve Washington act). Appropriations in the amount of this transfer are made in this act to reflect proceeds from the sale of bonds authorized in Z-0551/26 (the preserve Washington act).

1 (44) Connecting Washington Account—State Appropriation:
2 For transfer to the Preserve Washington Account—State. . \$136,000,000
3 (45) Connecting Washington Account—State Appropriation:
4 For transfer to the Motor Vehicle Account—State
5 Appropriation. \$140,000,000

6 NEW SECTION. Sec. 407. CENTRAL SERVICE CHARGES
7 Motor Vehicle Account—State Appropriation. \$12,000
8 TOTAL APPROPRIATION. \$12,000

9 The appropriations in this section are subject to the following
10 conditions and limitations: Funding is provided for central service
11 charges for legislative branch agencies, as shown in OFM
12 transportation document 2026-2, dated December 19, 2025.

(End of part)

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IMPLEMENTING PROVISIONS

Sec. 601. 2025 c 416 s 601 (uncodified) is amended to read as follows:

MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN SESSION

(1) The 2005 transportation partnership projects or improvements, 2015 connecting Washington projects or improvements, and move ahead WA projects or improvements are listed in the (~~LEAP Transportation Document 2025-1 as developed April 26, 2025~~) OFM Transportation Document 2026-1 as developed December 19, 2025, which consists of a list of specific projects by fund source and amount over multiple biennia. Current fiscal biennium funding for each project is a line-item appropriation, while the outer year funding allocations represent a six-year plan. The department of transportation is expected to use the flexibility provided in this section to assist in the delivery and completion of all transportation partnership account, connecting Washington account, and move ahead WA account projects on the (~~LEAP~~) OFM transportation document referenced in this subsection. For the 2023-2025 and 2025-2027 project appropriations, unless otherwise provided in this act, the director of the office of financial management may provide written authorization for a transfer of appropriation authority between projects funded with transportation partnership account appropriations, connecting Washington account appropriations, or move ahead WA account appropriations to manage project spending and efficiently deliver all projects in the respective program under the following conditions and limitations:

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

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

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

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

(e) Transfers to a project may not occur if that project is a 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 \$100,000,000;

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

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

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

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

34 (3) At the time the department submits a request to transfer
35 funds under this section, a copy of the request must be submitted to
36 the chairs and ranking members of the transportation committees of
37 the legislature.

38 (4) Before approval, the office of financial management shall
39 work with legislative staff of the house of representatives and
40 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. 602.** 2025 c 416 s 602 (uncodified) is amended to read as
13 follows:

14 **BOND REIMBURSEMENT**

15 To the extent that any appropriation authorizes expenditures of
16 state funds from the motor vehicle account, special category C
17 account, Tacoma Narrows toll bridge account, transportation 2003
18 account (nickel account), transportation partnership account,
19 transportation improvement account, Puget Sound capital construction
20 account, multimodal transportation account, state route number 520
21 corridor account, connecting Washington account, preserve Washington
22 account, or other transportation capital project account in the state
23 treasury for a state transportation program that is specified to be
24 funded with proceeds from the sale of bonds authorized in chapter
25 47.10 RCW, the legislature declares that any such expenditures made
26 before the issue date of the applicable transportation bonds for that
27 state transportation program are intended to be reimbursed from
28 proceeds of those transportation bonds in a maximum amount equal to
29 the amount of such appropriation.

30 **Sec. 603.** 2025 c 416 s 606 (uncodified) is amended to read as
31 follows:

32 **TRANSIT, BICYCLE, AND PEDESTRIAN ELEMENTS REPORTING**

33 By November 15th of each year, the department of transportation
34 must report on amounts expended to benefit transit, bicycle, or
35 pedestrian elements within all connecting Washington projects in
36 programs I, P, and Z identified in (~~LEAP Transportation Document~~
37 ~~2025-2 ALL PROJECTS as developed April 26, 2025~~)) OFM Transportation
38 Document 2026-1 as developed December 19, 2025, in a manner

consistent with past practices as specified in section 602, chapter 186, Laws of 2022.

Sec. 604. 2025 c 416 s 609 (uncodified) is amended to read as follows:

LOCAL PARTNER COOPERATIVE AGREEMENTS

(1) If a transportation project, where the Washington state department of transportation is the lead and the project is scheduled to be delivered or completed in the 2025-2027 fiscal biennium as shown on the ~~((LEAP Transportation Document 2025-2 ALL PROJECTS as developed April 26, 2025))~~ OFM Transportation Document 2026-1 as developed December 19, 2025, is in jeopardy of being delayed because the department is unable to deliver or complete the project within the 2025-2027 fiscal biennium and other local jurisdictions are able to deliver or complete the work, the department must coordinate with the appropriate local jurisdictions to determine if a potential local partner is ready, willing, and able to execute delivery and completion of the project within the 2025-2027 fiscal biennium.

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

(End of part)

Sec. 701. 2025 c 416 s 701 (uncodified) is amended to read as follows:

INFORMATION TECHNOLOGY OVERSIGHT

The following transportation projects are subject to the conditions, limitations, and review provided in section 701 (2) through (12), chapter 424, Laws of 2025 (omnibus operating appropriations act):

(1) For the department of transportation: Washington state ferries dispatch system replacement (~~(and)~~); Washington state ferries ticketing and reservations modernization; the transportation reporting and accounting information system (TRAINS) upgrade; PROPEL - WSDOT support of one Washington; and capital systems replacement.

(2) For the department of licensing: Upgrade and improve prorate and fuel tax system.

Sec. 702. RCW 46.68.060 and 2023 c 472 s 705 are each amended to read as follows:

There is hereby created in the state treasury a fund to be known as the highway safety fund to the credit of which must be deposited all moneys directed by law to be deposited therein. This fund must be used for carrying out the provisions of law relating to driver licensing, driver improvement, financial responsibility, cost of furnishing abstracts of driving records and maintaining such case records, and to carry out the purposes set forth in RCW 43.59.010, chapters 46.72 and 46.72A RCW, and RCW 47.04.410. During the (~~(2021-2023 and 2023-2025)~~) 2025-2027 fiscal (~~(biennia)~~) biennium, the legislature may direct the state treasurer to make transfers of moneys in the highway safety fund to the (~~(multimodal transportation account and the state patrol highway)~~) preserve Washington account.

NEW SECTION. **Sec. 703.** Any agency receiving appropriations in this act from climate commitment act accounts created in RCW 70A.65.240 through 70A.65.280 must report to and coordinate with the department of ecology to track expenditures as described in RCW 70A.65.300 and chapter 173-446B WAC. If an expenditure is expected to result in greenhouse gas emissions reductions, the agency must use a department of ecology approved calculator tool or methodology.

1 NEW SECTION. **Sec. 704.** Appropriations and transfers in this act
2 to or from the preserve Washington account created in Z-0551/26 are
3 null and void if Z-0551/26 is not enacted by the effective date of
4 this bill.

(End of part)

1 MISCELLANEOUS

2 NEW SECTION. **Sec. 801.** If any provision of this act or its
3 application to any person or circumstance is held invalid, the
4 remainder of the act or the application of the provision to other
5 persons or circumstances is not affected.

6 NEW SECTION. **Sec. 802.** This act is necessary for the immediate
7 preservation of the public peace, health, or safety, or support of
8 the state government and its existing public institutions, and takes
9 effect immediately.

(End of part)

(End of Bill)

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