

SUBSTITUTE SENATE BILL 6005

State of Washington 69th Legislature 2026 Regular Session

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

READ FIRST TIME 02/26/26.

1 AN ACT Relating to transportation fiscal matters; amending RCW
2 46.01.385, 46.68.067, 46.68.170, 46.68.280, 47.28.030, and 47.66.140;
3 amending 2025 c 416 ss 105, 108, 109, 110, 114, 201, 202, 203, 204,
4 205, 206, 207, 208, 209, 210, 211, 213, 214, 215, 216, 217, 218, 219,
5 220, 221, 222, 223, 224, 302, 303, 304, 305, 306, 307, 308, 309, 310,
6 311, 401, 402, 403, 404, 405, 406, 407, 601, 606, 609, and 701
7 (uncodified); adding new sections to 2025 c 416 (uncodified); making
8 appropriations and authorizing expenditures for capital improvements;
9 and declaring an emergency.

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

2025-2027 FISCAL BIENNIUM

GENERAL GOVERNMENT AGENCIES—OPERATING

13 **Sec. 101.** 2025 c 416 s 105 (uncodified) is amended to read as
14 follows:

FOR THE DEPARTMENT OF AGRICULTURE

16 Motor Vehicle Account—State Appropriation. (~~(\$1,530,000)~~)
17 \$1,547,000

1 the joint transportation committee in accordance with section 814,
2 chapter 417, Laws of 2025 (transportation resources).

3 (5) \$29,744,000 of the carbon emissions reduction account—state
4 appropriation is provided solely for grants for the development of
5 community electric vehicle charging infrastructure.

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

11 (b) Projects that receive funding under this subsection must be
12 implemented by, or include partners from, one or more of the
13 following: Local governments, federally recognized tribal
14 governments, or public and private electrical utilities that serve
15 retail customers in the state.

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

21 (d) The department must prioritize funding for projects in the
22 following order: (i) Multifamily housing; (ii) publicly available
23 charging at any location; (iii) schools and school districts; (iv)
24 state and local government buildings and public hospitals; and (v)
25 all other eligible projects.

26 (e) The department must coordinate with other electrification
27 programs, including projects developed by the department of
28 transportation, to determine the most effective distribution of the
29 systems. The department must also collaborate with the interagency
30 electric vehicle coordinating council established in RCW 43.392.030
31 to implement this subsection and must work to meet benchmarks
32 established in chapter 182, Laws of 2022.

33 (f) The department may: (i) Provide information to applicants
34 about available clean energy tax credits and incentives, including
35 elective pay, that may be applicable to the project for which state
36 funding is being sought; (ii) inquire, as part of the application,
37 which tax credits and incentives the applicant plans to seek for the
38 project; (iii) prioritize projects seeking any applicable clean
39 energy tax credits and incentives when developing and applying
40 competitive criteria for selecting recipients under this section; and

1 (iv) consider the availability of any federal tax credits or other
2 federal or nonfederal grants or incentives that the applicant may
3 benefit from in review of the application.

4 (g) Funding awards made under this subsection may not exceed 100
5 percent of the cost of the project.

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

8 (i) Of the amounts provided in this subsection (5), \$5,000,000 is
9 provided solely for federally recognized tribal governments, with
10 first priority to applicants previously selected for but not awarded
11 grants under federal discretionary grant programs for electric
12 vehicle charging infrastructure.

13 (6) \$100,000 of the carbon emissions reduction account—state
14 appropriation is provided solely for the department to administer a
15 pilot program to cover installation costs of residential chargers for
16 take-home state fleet electric vehicles. Cost reimbursements may not
17 exceed \$1,000 for each installation. The department may not apply
18 amounts appropriated under this subsection toward expenses to
19 administer the program. The department must provide a report to the
20 transportation committees of the legislature on the number of
21 residential chargers installed under the pilot program by December
22 15, 2026.

23 (7) \$1,000,000 of the multimodal transportation account—state
24 appropriation is provided solely for the department to conduct a
25 review under the state environmental policy act (chapter 43.21C RCW)
26 and issue a programmatic final environmental impact statement (EIS)
27 evaluating zoning changes and related issues for the jurisdictions
28 subject to RCW 36.70A.840 regarding transit-oriented development. The
29 department shall publish the programmatic final EIS by July 1, 2027.
30 Issuance of the programmatic final EIS does not affect or modify the
31 requirements of chapter 43.21C RCW, including the obligations of
32 cities.

33 (8) (a) \$5,000,000 of the electric vehicle account—state
34 appropriation is provided solely for instant rebates that reduce the
35 purchase or lease costs of used electric vehicles for vulnerable
36 populations under chapter . . . (Senate Bill No. 6354), Laws of 2026.

37 (b) If chapter . . . (Senate Bill No. 6354), Laws of 2026 is not
38 enacted by June 30, 2026, the amount provided in this subsection
39 lapses.

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

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

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

17 (2) (a) \$108,000 of highway safety account—state appropriation is
18 provided solely for the Washington state institute for public policy,
19 in consultation with the Washington traffic safety commission and
20 other entities as it deems appropriate, to develop an inventory of
21 evidence-based, research-based, policies and programs aimed at
22 reducing impaired driving and the resulting traffic fatalities and
23 serious injuries.

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

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

29 (ii) Sobriety checkpoints; and

30 (iii) Increased enforcement and penalties.

31 (c) By June 30, 2026, the institute shall publish a report with
32 information identifying the projected costs and benefits of
33 implementing the policies and programs identified in (b) of this
34 subsection, including an assessment of the comparative benefits
35 associated with each policy and program. The report may also include
36 recommendations on future research in this area.

37 (3) \$315,000 of the multimodal transportation account—state
38 appropriation is provided solely for the Washington state institute
39 for public policy, in consultation with the office of the insurance
40 commissioner, the department of licensing, and the Washington state

1 patrol, to review data on uninsured motorist rates both in Washington
2 state and nationally, perform an equity analysis of the uninsured
3 motorist population in Washington state, and review other factors
4 that may predict whether uninsured motorists purchase motor vehicle
5 liability insurance, including insurance premium costs and rates,
6 eligibility for coverage, and the availability of such insurance, to
7 the extent possible. The institute may evaluate the potential impacts
8 of requiring proof of liability insurance coverage at the time of
9 vehicle registration renewal. It is the intent of the legislature
10 that the institute must report its findings to the appropriate policy
11 and fiscal committees of the legislature by June 30, 2028.

12 NEW SECTION. Sec. 106. A new section is added to 2025 c 416
13 (uncodified) to read as follows:

14 **FOR THE MILITARY DEPARTMENT**

15 RV Account—State Appropriation. \$2,000,000

16 The appropriation in this section is subject to the following
17 conditions and limitations: The entire RV account—state appropriation
18 is provided solely for the military department to establish a vehicle
19 flood relief grant program to assist owners of recreational vehicles,
20 including motor homes, campers, and travel trailers, significantly
21 damaged or destroyed as a result of the December 2025 weather events.
22 Applicants for grants under this section must establish that the
23 damaged or destroyed recreational vehicle, motor home, camper, or
24 travel trailer was their primary residence, their income is no more
25 than 80 percent of the area median income for the county in which
26 they reside, and their insurance coverage, if any, does not cover the
27 damage or loss. Individual grants may be awarded up to \$25,000.

28 NEW SECTION. Sec. 107. A new section is added to 2025 c 416
29 (uncodified) to read as follows:

30 (1) The joint legislative audit and review committee shall
31 conduct an independent audit and review of the Washington state
32 patrol toxicology laboratory that assesses:

33 (a) The impact of toxicology processing delays on investigations,
34 court proceedings, and public health outcomes;

35 (b) How the lab prioritizes toxicology analyses and whether
36 prioritization complies with statutory and court requirements;

1 (c) The impact of funding from the omnibus appropriations act and
2 omnibus transportation appropriations act on case processing and
3 resource allocation;
4 (d) Recommended staffing levels relative to workload growth and
5 use of temporary or contract staffing;
6 (e) Potential alternative strategies used to manage service
7 backlogs; and
8 (f) Recommended performance measures for backlog reduction and
9 turnaround times.
10 (2) It is the intent of the legislature that the joint
11 legislative audit and review committee must report audit and review
12 findings and recommendations to the appropriate committees of the
13 legislature by December 1, 2027.

(End of part)

1 **TRANSPORTATION AGENCIES—OPERATING**

2 **Sec. 201.** 2025 c 416 s 201 (uncodified) is amended to read as
3 follows:

4 **FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION**

5 Highway Safety Account—State Appropriation. (~~(\$9,794,000)~~)
6 \$11,841,000
7 Highway Safety Account—Federal Appropriation. (~~(\$39,998,000)~~)
8 \$50,001,000
9 Highway Safety Account—Private/Local Appropriation. \$60,000
10 Cooper Jones Active Transportation Safety Account—
11 State Appropriation. \$400,000
12 School Zone Safety Account—State Appropriation. \$850,000
13 TOTAL APPROPRIATION. (~~(\$51,102,000)~~)
14 \$63,152,000

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

17 (1) \$600,000 of the highway safety account—state appropriation is
18 provided solely for the commission to purchase telematics data from a
19 qualified vendor that provides anonymized information on vehicle
20 speeds and driver behaviors, such as hard braking, on a statewide
21 basis and in selected geographical areas based upon demographic
22 characteristics and crash history. The commission must provide an
23 annual report summarizing findings from the telematics data to the
24 transportation committees of the legislature beginning by June 30,
25 2025, and until June 30, 2027. It is the intent of the legislature to
26 continue current funding levels and annual reporting requirements for
27 the commission for the purposes of this subsection through the
28 2027-2029 fiscal biennium.

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

1 final report due by June 30, 2027. It is the intent of the
2 legislature to continue to fund the pilot program into the 2027-2029
3 fiscal biennium for purposes of completing program activities.

4 (3) (~~(\$2,000,000)~~) \$2,500,000 of the highway safety account—state
5 appropriation is provided solely to implement a multifaceted approach
6 to supplement existing funding targeted at impaired driving and other
7 enforcement. The areas of emphasis expected to be funded include
8 additional high visibility enforcement and indigenous knowledge-
9 informed tribal traffic safety support. \$500,000 of the amount
10 appropriated under this subsection is provided solely for indigenous
11 knowledge-informed tribal traffic safety support. Funding is also
12 provided for the commission to administer and provide oversight of
13 these activities. The commission must provide a preliminary report to
14 the transportation committees of the legislature and the office of
15 financial management on these funded activities and any outcome
16 information by December 1, 2025, with (~~a final report due by~~
17 ~~December 1, 2026~~) an interim report due by December 1, 2026, and a
18 final report due by June 30, 2027. It is the intent of the
19 legislature to continue current funding levels and reporting
20 requirements for the commission for indigenous knowledge-informed
21 tribal traffic safety support through the 2027-2029 fiscal biennium.

22 (4) \$350,000 of the highway safety account—state appropriation is
23 provided solely to complete an annual report on impacts of the
24 automated traffic safety cameras used in the state as required in RCW
25 46.63.220(6)(b)(ii), beginning July 1, 2026.

26 (5) \$200,000 of the highway safety account—state appropriation is
27 provided solely for the commission, in collaboration with the
28 department of licensing and Washington state patrol, to review
29 practices regarding ignition interlock device financing program
30 eligibility screening and fund distribution and to provide
31 recommendations on improving access to and increased funding for the
32 program. The commission must submit a report to the transportation
33 committees of the legislature by December 15, 2026.

34 (6) \$660,000 of the highway safety account—state appropriation is
35 provided solely for implementation of chapter . . . (Engrossed
36 Substitute Senate Bill No. 5374), Laws of 2026 (tribal traffic safety
37 coordinator program). If chapter . . . (Engrossed Substitute Senate
38 Bill No. 5746), Laws of 2026 is not enacted by June 30, 2026, the
39 amount provided in this subsection lapses.

1 (7) \$200,000 of the highway safety account—state appropriation is
2 provided solely for implementation of chapter . . . (Substitute
3 Senate Bill No. 5067), Laws of 2026 (impaired driving). If
4 chapter . . . (Substitute Senate Bill No. 5067), Laws of 2026 is not
5 enacted by June 30, 2026, the amount provided in this subsection
6 lapses.

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

9 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

10	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$267,000</u>
11	Rural Arterial Trust Account—State Appropriation.	(\$4,059,000)
12		<u>\$1,558,000</u>
13	Motor Vehicle Account—State Appropriation.	(\$3,532,000)
14		<u>\$6,058,000</u>
15	County Arterial Preservation Account—State	
16	Appropriation.	(\$4,549,000)
17		<u>\$4,548,000</u>
18	TOTAL APPROPRIATION.	(\$12,140,000)
19		<u>\$12,431,000</u>

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

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

31 (2) \$2,500,000 of the (~~rural arterial trust~~) motor vehicle
32 account—state appropriation and \$2,500,000 of the county arterial
33 preservation account—state appropriation are provided solely for a
34 grant program to assist counties and cities with the costs associated
35 with obtaining a new federal highway administration load rating for
36 bridges to accommodate legal loads as authorized under RCW 46.44.041.

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

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

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

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

32 (3) \$75,000 of the motor vehicle account—state appropriation is
33 for the joint transportation committee to continue the alternative
34 project delivery methods and innovative practices study under section
35 204(9), chapter 310, Laws of 2024. The next phase of the study must
36 provide additional consultation on collaborative procurement and
37 contracting approaches that may be used by the Washington state
38 department of transportation in public works contracting to increase
39 contract competition and support containing costs and project
40 delivery schedule. A supplemental report on findings and

1 recommendations, including any changes in current practice and
2 statutory requirements, is due to the transportation committees of
3 the legislature by December 1, 2025.

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

11 (5) \$250,000 of the motor vehicle account—state appropriation is
12 for the joint transportation committee to contract with the Freight
13 Policy Transportation Institute of Washington State University to
14 serve as the independent review team to work in coordination with the
15 Washington state department of transportation's analysis, funded in
16 section 217(5) (~~of this act~~), chapter 416, Laws of 2025, of
17 highway, road, and freight rail transportation needs, options, and
18 impacts from shifting the movement of freight and goods that
19 currently move by barge through the lower Snake river dams to
20 highways, other roads, and rail.

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

30 (b) The independent review team must conduct an independent
31 stakeholder engagement effort. The river transportation work group
32 must be formed to provide data and guidance to the independent review
33 team for the independent stakeholder engagement effort. The river
34 transportation work group must be made up of stakeholders, including
35 farming and agricultural production, fishing industry, tug and barge
36 operators, shippers and receivers, public ports, railroad operators,
37 cruise lines, the federal highway administration, and the army corps
38 of engineers. Consultations with federally recognized tribes must
39 also occur in coordination with the Washington state department of
40 transportation.

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

4 (6) \$200,000 of the motor vehicle account—state appropriation is
5 for the joint transportation committee to conduct a study and make
6 recommendations on alternative new methods for local governments to
7 fund sidewalk improvements, including but not limited to establishing
8 a sidewalk utility. The study must review revenue options utilized in
9 other states and make evaluations based on fairness, stability,
10 adequacy, regressivity, simplicity, and the effect on economic
11 vitality. The joint transportation committee must submit a
12 preliminary report of findings and recommendations to the
13 transportation committees of the legislature by December 15, 2025. A
14 final report is due to the office of the governor and the
15 transportation committees of the legislature by June 30, 2026.

16 (7) \$250,000 of the carbon emissions reduction account—state
17 appropriation is for the joint transportation committee to review and
18 evaluate administrative, performance, and delivery efficiencies for
19 alternative fuel and zero emission vehicle and vessel and
20 infrastructure programs and other transportation electrification
21 programs funded under the climate commitment act. As part of its
22 review, the committee must analyze previously and currently funded
23 programs under the omnibus operating, capital, and transportation
24 appropriations acts. By October 1, 2026, the committee must provide
25 to the transportation committees of the legislature a report on
26 evaluation findings and recommendations on improvements to program
27 delivery, including the consolidation of any programs, and as to
28 which agency or agencies are appropriate and optimal to administer
29 such climate commitment act funded programs.

30 (8)(a) \$100,000 of the multimodal transportation account—state
31 appropriation is for the joint transportation committee to continue
32 its contract with a national expert on developing inclusive, mixed-
33 income, mixed-use transit-oriented housing to complete a review of
34 transit-oriented development conditions in cities in King, Pierce,
35 Spokane, Clark, and Snohomish counties as described under section
36 204(13), chapter 310, Laws of 2024.

37 (b) The review must also analyze transit-oriented development
38 housing supply and affordability strategies within chapter 267, Laws
39 of 2025, and include any recommendations on how such legislation may

1 be most effectively implemented by local governments. The contracted
2 party shall provide its review to the appropriate committees of the
3 legislature by December 15, 2025.

4 (9) \$100,000 of the carbon emissions reduction account—state
5 appropriation is for the joint transportation committee to oversee
6 the development of tools and methodologies to assist in program
7 delivery evaluation for fuel conversion activity programs that
8 receive appropriations from the carbon emissions reduction account.
9 Program delivery evaluation must include carbon emissions reduction
10 estimates by program and by unit of time, program cost per unit of
11 emission reduction, quantified benefits to vulnerable populations and
12 overburdened communities by program cost, any additional appropriate
13 qualitative and quantitative metrics, and actionable recommendations
14 for improvements in program delivery. A report is due to the
15 transportation committees of the legislature by October 1, 2025.

16 (10)(a) \$100,000 of the multimodal transportation account—state
17 appropriation is for the joint transportation committee to contract
18 with an independent third party to conduct a study and make
19 recommendations to modify or maintain the credit provided by the
20 department of transportation on bid proposals for hybrid diesel-
21 electric ferry vessels constructed in the state of Washington. The
22 study must consider economic and cost factors including, but not
23 limited to:

24 (i) The economic and revenue loss to the state of Washington from
25 constructing vessels outside the state of Washington; and

26 (ii) Additional costs of transport, potential delay, and owner
27 oversight incurred for construction at shipyards outside of
28 Washington.

29 (b) Final recommendations from the independent study must be
30 provided to the department, the office of the governor, and the
31 transportation committees of the legislature by June 30, 2027.

32 (11)(a) The joint transportation committee must conduct the
33 following activities on transportation-related liability issues:

34 (i) Evaluate and review other state laws on minimum liability
35 insurance requirements, to determine if current minimum requirements
36 for drivers in Washington state should be modified;

37 (ii) Evaluate and review other state laws related to failure to
38 wear a seat belt as evidence of negligence in any civil action, to
39 determine if current state laws in this regard should be modified or
40 tailored to narrower evidentiary standards; and

1 (iii) Evaluate and review other state laws related to state
2 defenses involving claims for injury or wrongful death when the
3 person was engaged in a felony, to determine if the current state
4 defense in this regard should be expanded to include traffic-related
5 misdemeanors, including impaired driving, reckless driving, and
6 racing.

7 (b) The joint transportation committee must report on its
8 findings, including any recommendations, by December 15, 2026.

9 (12) The joint transportation committee must convene a work group
10 to study and recommend options to streamline and enhance reporting
11 and data sharing between the department of transportation and the
12 legislature.

13 (a) The work group's recommendations should aim to:

14 (i) Identify recurring, legislatively directed department of
15 transportation reporting that can be streamlined or eliminated;

16 (ii) Establish processes to make data sharing more efficient,
17 including by transmitting data through electronic systems instead of
18 static documents whenever possible;

19 (iii) Identify prioritized options to implement the communication
20 and transparency recommendations of the committee's project delivery
21 and innovative practices studies; and

22 (iv) Leverage recent investments in department of transportation
23 information technology systems to improve reporting and data sharing.

24 (b) The work group must consist of one or more representatives
25 from the following entities:

26 (i) The office of financial management;

27 (ii) The department of transportation;

28 (iii) The office of program research;

29 (iv) Senate committee services; and

30 (v) The legislative evaluation and accountability program.

31 (13) (a) \$250,000 of the multimodal transportation account—state
32 appropriation is for the joint transportation committee to evaluate
33 the costs and benefits associated with the use of a short- or long-
34 term lease of a hydrogen or hybrid hydrogen powered vessel for the
35 state ferry system. The evaluation must include an analysis of the
36 following:

37 (i) Whether hydrogen fueling would assist in electrification of
38 the state ferry fleet;

39 (ii) Whether a lease-to-purchase option would assist in
40 fulfilling the obligations of the WSF 2040 long range ferry plan; and

1 (iii) Whether a lease option would assist the state in meeting
2 the state's goals for stability and reliability of the ferry system,
3 while fulfilling other transportation preservation and maintenance
4 obligations.

5 (b) The joint transportation committee must consult with
6 companies that design, build, and lease hybrid vessels, including
7 hydrogen-powered vessels. The joint transportation committee must
8 provide a report with findings and recommendations to the governor
9 and the transportation committees of the legislature by December 1,
10 2027.

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

13 **FOR THE TRANSPORTATION COMMISSION**

14	Motor Vehicle Account—State Appropriation.	((\$2,105,000))
15		<u>\$1,916,000</u>
16	Interstate 405 and State Route Number 167 Express	
17	Toll Lanes Account—State Appropriation.	\$150,000
18	State Route Number 520 Corridor Account—State	
19	Appropriation.	\$488,000
20	Tacoma Narrows Toll Bridge Account—State	
21	Appropriation.	\$178,000
22	Alaskan Way Viaduct Replacement Project Account—	
23	State Appropriation.	\$368,000
24	TOTAL APPROPRIATION.	((\$3,289,000))
25		<u>\$3,100,000</u>

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

28 ((+2)) (1) Within the parameters established under RCW
29 47.56.880, the commission shall review toll revenue performance on
30 the Interstate 405 and state route number 167 corridor and adjust
31 Interstate 405 tolls as appropriate to increase toll revenue to
32 provide sufficient funds for payments of future debt pursuant to RCW
33 47.10.896 and to support improvements to the corridor. The commission
34 shall consider adjusting maximum toll rates, minimum toll rates, day-
35 of-week rates and time-of-day rates, and restricting direct access
36 ramps to transit and HOV vehicles only, or any combination thereof,
37 in setting tolls to increase toll revenue. The commission is
38 encouraged to make any adjustments to toll rates in coordination with

1 the planned expansion of express toll lanes between the cities of
2 Renton and Bellevue.

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

7 ~~((4))~~ (3)(a) \$200,000 of the state route number 520 corridor
8 account—state appropriation and \$200,000 of the Alaskan Way viaduct
9 replacement project account—state appropriation are provided solely
10 for the commission, in coordination with the department of
11 transportation, to conduct a pilot or pilots of advanced tolling
12 technology provided by the private sector. The purpose of this pilot
13 or pilots will be to assess the viability and accuracy of advanced
14 technologies that may reduce the implementation and long-term costs
15 of the toll system or enable more flexible operations. The commission
16 shall retain a separate independent third-party vendor or vendors who
17 can provide expert oversight, guidance, and advisement on the work,
18 including: The pilot design; the evaluation plan; data analysis; and
19 reporting on findings.

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

30 ~~((5))~~ (4) The commission shall partner with the department of
31 transportation to design and implement a toll relief program based
32 upon income qualification. Implementation must start with facilities
33 where tolling begins in fiscal year 2026 or later. The commission
34 shall work with the department of transportation to assess potential
35 impacts of extending the toll relief program based upon income
36 qualification to existing tolled facilities that opened prior to
37 fiscal year 2026. The assessment, at a minimum, must determine
38 potential impacts to meeting current financial and legal requirements
39 in place for each facility. The commission, in partnership with the

1 department of transportation, shall provide annual updates on the
2 program to the transportation committees of the legislature.

3 ~~((+6))~~ (5) The commission shall provide regular updates on the
4 status of ongoing coordination with the state of Oregon regarding
5 toll rates and exemptions. Prior to finalizing tolling proposals, the
6 commission shall advise on the status of any bistate agreements to
7 the joint transportation committee beginning in September 2025 and
8 quarterly thereafter until any agreements are finalized.

9 (6) The total appropriation in this section reflects efficiencies
10 resulting from the enactment of chapter . . . (Substitute Senate Bill
11 No. 6335), Laws of 2026 (transportation commission responsibilities).

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

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

15 Freight Mobility Investment Account—State

16 Appropriation. (~~(\$1,412,000)~~)
17 \$1,417,000

18 The appropriation in this section is subject to the following
19 conditions and limitations: Within appropriated funds, the freight
20 mobility strategic investment board may opt in as provided under RCW
21 70A.02.030 to assume all of the substantive and procedural
22 requirements of covered agencies under chapter 70A.02 RCW. The board
23 shall include in its 2025 and 2026 annual reports to the legislature
24 a progress report on opting into the healthy environment for all act
25 and a status report on diversity, equity, and inclusion within the
26 board's jurisdiction. The freight mobility strategic investment board
27 may revise program standards, as needed, with legislative
28 consultation.

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

31 **FOR THE WASHINGTON STATE PATROL**

32 Alaskan Way Viaduct Replacement Project Account—

33 State Appropriation. \$42,000

34 State Patrol Highway Account—State Appropriation. . . (~~(\$710,586,000)~~)

35 \$730,223,000

36 State Patrol Highway Account—Federal Appropriation. . (~~(\$24,001,000)~~)

37 \$24,150,000

1	State Patrol Highway Account—Private/Local	
2	Appropriation.	\$4,603,000
3	Highway Safety Account—State Appropriation.	((\$10,276,000))
4		<u>\$10,275,000</u>
5	Ignition Interlock Device Revolving Account—State	
6	Appropriation.	((\$2,705,000))
7		<u>\$2,304,000</u>
8	Multimodal Transportation Account—State	
9	Appropriation.	\$328,000
10	State Route Number 520 Corridor Account—State	
11	Appropriation.	\$90,000
12	Tacoma Narrows Toll Bridge Account—State	
13	Appropriation.	\$274,000
14	I-405 and SR 167 Express Toll Lanes Account—State	
15	Appropriation.	\$2,894,000
16	TOTAL APPROPRIATION.	((\$755,799,000))
17		<u>\$775,183,000</u>

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

20 (1) \$580,000 of the state patrol highway account—state
21 appropriation is provided solely for the operation of and
22 administrative support to the license investigation unit to enforce
23 vehicle registration laws in southwestern Washington. The Washington
24 state patrol, in consultation with the department of revenue, shall
25 maintain a running estimate of the additional vehicle registration
26 fees, sales and use taxes, and local vehicle fees remitted to the
27 state pursuant to activity conducted by the license investigation
28 unit. Beginning October 1, 2025, and semiannually thereafter, the
29 Washington state patrol shall submit a report detailing the
30 additional revenue amounts generated since July 1, 2023, to the
31 director of the office of financial management and the transportation
32 committees of the legislature. At the end of the fiscal quarter in
33 which it is estimated that more than \$625,000 in state sales and use
34 taxes have been remitted to the state since July 1, 2023, the
35 Washington state patrol shall notify the state treasurer and the
36 state treasurer shall transfer funds pursuant to section ((406 of
37 ~~this act~~) 407, chapter 416, Laws of 2025.

38 (2) (a) \$250,000 of the state patrol highway account—state
39 appropriation is provided solely for the activities of a vehicle

1 registration pilot program in the Puget Sound region. The pilot
2 program must emphasize compliance with annual vehicle registration
3 requirements. By February 15, 2026, the Washington state patrol must
4 provide a status report on pilot program implementation.

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

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

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

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

23 (ii) The number of transportation funded staff vacancies by major
24 category;

25 (iii) The number of applicants for each of the positions by these
26 categories;

27 (iv) The composition of workforce;

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

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

35 (b) During the 2025-2027 fiscal biennium, the office of financial
36 management, with assistance of the Washington state patrol, must
37 conduct two surveys regarding the competitiveness with law
38 enforcement agencies within the boundaries of the state of Washington
39 pursuant to RCW 43.43.380, with the first survey being informational
40 regarding the change since the last survey was conducted and the

1 second survey used as part of the collective bargaining process.
2 Prior to the 2026 legislative session, the office of financial
3 management, with assistance of the Washington state patrol, must also
4 provide comparison information regarding recruitment bonus amounts
5 currently being offered by local law enforcement agencies in the
6 state.

7 (5) (a) (~~(\$8,504,000)~~) \$11,337,000 of the state patrol highway
8 account—state appropriation is provided solely for the land mobile
9 radio system replacement, upgrade, and other related activities.

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

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

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

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

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

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

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

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

15 (8) \$1,668,000 of the state patrol highway account—state
16 appropriation is provided solely for three accelerated training
17 programs for lateral hires. It is the intent of the legislature that
18 the three accelerated training programs for lateral hires offered in
19 the 2025-2027 fiscal biennium achieve at least 30 qualified graduates
20 based on the Washington state patrol aggressively recruiting,
21 advertising bonus policies, and taking other steps to achieve this
22 outcome.

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

27 (10) \$7,572,000 of the state patrol highway account—state
28 appropriation is provided solely for ~~((one additional trooper basic
29 training class with troopers graduating in the 2025-2027 fiscal
30 biennium and funding to initiate an additional trooper basic training
31 class with troopers graduating in the 2027-2029 fiscal biennium))~~
32 additional trooper basic training classes starting or graduating in
33 the 2025-2027 fiscal biennium.

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

38 (12)(a) It is the intent of the legislature to address any
39 demographic disparities that might exist regarding traffic stops
40 initiated by troopers, including traffic stops of indigenous

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

16 (b) It is the intent of the legislature to learn more about the
17 demographic per capita disparities regarding traffic stops initiated
18 by troopers, including traffic stops of indigenous motorists,
19 documented in the traffic stop demographic report submitted on
20 October 1, 2025, and any actions taken or planned to be taken by the
21 state patrol to address historic disparities. Within the amounts
22 provided in this section, the state patrol must provide an update of
23 this report to the joint transportation committee detailing the
24 demographic breakout of traffic stops with the three years of
25 information provided in the October 2025 report. The updated report
26 must be submitted by October 1, 2026, and include counts and per
27 capita rates for each demographic group on: (i) Traffic stops; (ii)
28 verbal warnings; (iii) written warnings; (iv) citation issuance; (v)
29 arrests; and (vi) searches where available. This information must be
30 reported as granular as possible.

31 (c) In conjunction with the governor's office of Indian affairs,
32 the state patrol must also submit to the joint transportation
33 committee by November 1, 2026, details of the best practices that the
34 state patrol implemented or will implement, including any timeline
35 for implementation to reduce demographic per capita disparities that
36 exist or existed regarding traffic stops.

37 (13) \$800,000 of the highway safety account—state appropriation
38 is provided solely for increased chain enforcement on Interstate 90
39 in the area around Snoqualmie Pass. The legislature intends that the
40 Washington state patrol, pursuant to RCW 46.37.005, require

1 commercial vehicles to carry chains statewide during winter months
2 and, in coordination with the department of transportation, develop a
3 process for monitoring compliance at weigh stations.

4 (14) \$3,500,000 of the state patrol highway account—state
5 appropriation is provided solely to address emergent issues that may
6 arise due to the high level of commissioned and noncommissioned
7 vacancies. Potential uses of the funding include the following:
8 Employee leave buyouts, increased contracting to maintain adequate
9 service levels, unanticipated facility and equipment needs, increased
10 overtime, travel, and other related costs.

11 (15) (~~(\$3,000,000)~~) \$1,600,000 of the state patrol highway
12 account—state appropriation is provided solely for hiring additional
13 staff (~~and~~), increased overtime, increased contracting to maintain
14 adequate service levels, purchasing equipment, and other related
15 costs for the toxicology laboratory to reduce the DUI processing
16 backlog, with the expectation that processing times will be reduced.
17 Beginning December 1, 2025, and semiannually thereafter, the state
18 patrol must report on the activities undertaken and planned with the
19 funding provided in this subsection and current DUI processing times
20 compared to those as of June 2025.

21 (16) (~~(\$4,500,000)~~) \$9,300,000 of the state patrol highway
22 account—state appropriation is provided solely for updates and
23 improvements to the agency's wide area and local area network. The
24 office of financial management, in consultation with Washington
25 technology solutions, must actively monitor the expenditure of funds
26 provided in this subsection to ensure that the state patrol is
27 staying within the scope, schedule, and budget of the project and has
28 adequately addressed issues identified by Washington technology
29 solutions in its review of the budget request. These issues include
30 the appropriate phasing of the equipment replacement, conducting a
31 cost-benefit analysis of leasing versus purchasing the equipment, and
32 the utilization of existing state patrol staff compared to
33 contracting for certain functions and activities to achieve the
34 desired outcomes. The office of financial management may unallot any
35 unused funding or pause the project at any time based on its
36 assessment and monitoring.

37 (17) \$5,000,000 of the state patrol highway account—state
38 appropriation is provided solely to enhance the vehicle replacement
39 cycle for higher mileage vehicles in the agency's fleet.

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

14 (b) The state trooper expedited recruitment incentive program
15 must include:

16 (i) Thorough hiring procedures to ensure that only the highest
17 quality candidates are selected as cadets and as lateral hires,
18 including extensive review of past law enforcement employment history
19 through extensive reference checks, Brady list identification, and
20 any other issues that may impact the performance, credibility, and
21 integrity of the individual;

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

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

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

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

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

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

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

37 (c) The expenditures on the state trooper expedited recruitment
38 incentive program are contingent upon execution of an appropriate
39 memorandum of understanding between the governor or the governor's

1 designee and the exclusive bargaining representative, consistent with
2 the terms of this section.

3 (d) For the purposes of this subsection:

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

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

10 (19) (~~(\$2,178,000)~~) \$1,865,000 of the state patrol highway
11 account—state appropriation is provided solely to continue the bonus
12 policy for commissioned staff who reach 26 or more years of service
13 in the Washington state retirement system pursuant to chapter 237,
14 Laws of 2024.

15 (20) \$600,000 of the state patrol highway account—state
16 appropriation is provided solely for staffing and security equipment
17 for Washington state patrol to staff the international border
18 crossing and provide support for the department of homeland security,
19 during the months of June and July 2026 for the purposes of the World
20 Cup, to facilitate border crossings and screening against human
21 trafficking, narcotics trafficking, unlawful crossings, and other
22 unlawful activity.

23 (21) \$84,000 of the state patrol highway account—state
24 appropriation is provided solely for implementation of chapter . . .
25 (Substitute Senate Bill No. 5067), Laws of 2026 (impaired driving).
26 If chapter . . . (Substitute Senate Bill No. 5067), Laws of 2026 is
27 not enacted by June 30, 2026, the amount provided in this subsection
28 lapses.

29 (22) \$53,000 of the state patrol highway account—state
30 appropriation is provided solely for implementation of chapter . . .
31 (Substitute Senate Bill No. 6032), Laws of 2026 (vehicle loads). If
32 chapter . . . (Substitute Senate Bill No. 6032), Laws of 2026 is not
33 enacted by June 30, 2026, the amount provided in this subsection
34 lapses.

35 (23) \$998,000 of the state patrol highway account—state
36 appropriation is provided solely for staffing and other related costs
37 to support video coordination and processing for public disclosure
38 and discovery requests. Within the amounts provided under this

1 subsection, the department must research and evaluate technology and
2 automation enhancements to gain efficiency and reduce costs.

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

5 **FOR THE DEPARTMENT OF LICENSING**

6	Driver Licensing Technology Support Account—State	
7	Appropriation.	((\$1,765,000))
8		<u>\$1,680,000</u>
9	Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
10	Motorcycle Safety Education Account—State	
11	Appropriation.	((\$5,382,000))
12		<u>\$5,419,000</u>
13	Limited Fish and Wildlife Account—State	
14	Appropriation.	((\$495,000))
15		<u>\$509,000</u>
16	Highway Safety Account—State Appropriation.	((\$289,511,000))
17		<u>\$303,774,000</u>
18	Highway Safety Account—Federal Appropriation.	\$1,311,000
19	Motor Vehicle Account—State Appropriation.	((\$94,639,000))
20		<u>\$94,788,000</u>
21	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
22	Ignition Interlock Device Revolving Account—State	
23	Appropriation.	((\$6,831,000))
24		<u>\$6,836,000</u>
25	Department of Licensing Services Account—State	
26	Appropriation.	((\$8,585,000))
27		<u>\$7,653,000</u>
28	License Plate Technology Account—State Appropriation.	((\$3,747,000))
29		<u>\$3,847,000</u>
30	Abandoned Recreational Vehicle Account—State	
31	Appropriation.	((\$3,109,000))
32		<u>\$4,983,000</u>
33	Limousine Carriers Account—State Appropriation.	((\$128,000))
34		<u>\$147,000</u>
35	Electric Vehicle Account—State Appropriation.	\$459,000
36	DOL Technology Improvement & Data Management	
37	Account—State Appropriation.	((\$968,000))
38		<u>\$967,000</u>

1	Agency Financial Transaction Account—State	
2	Appropriation.	((\$16,317,000))
3		<u>\$13,699,000</u>
4	Move Ahead WA Flexible Account—State Appropriation. .	((\$1,506,000))
5		<u>\$1,471,000</u>
6	Driver's Education Safety Improvement Account—State	
7	Appropriation.	((\$10,460,000))
8		<u>\$10,143,000</u>
9	TOTAL APPROPRIATION.	((\$446,583,000))
10		<u>\$459,056,000</u>

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

13 (1) \$1,100,000 of the highway safety account—state appropriation
14 and \$1,100,000 of the move ahead WA flexible account—state
15 appropriation are provided solely for the department to provide an
16 interagency transfer to the department of children, youth, and
17 families for the purpose of providing driver's license support. In
18 addition to support services required under RCW 74.13.338(2), support
19 services may include reimbursement of:

20 (a) The cost for a youth in foster care of any eligible age to
21 complete a driver training education course, as outlined in chapter
22 46.82 or 28A.220 RCW;

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

25 (c) The costs of roadside assistance, motor vehicle insurance
26 deductibles, motor vehicle registration fees, towing services,
27 vehicle maintenance, comprehensive motor vehicle insurance, and gas
28 cards; and

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

31 (2) (a) (~~(\$2,200,000)~~) \$2,700,000 of the highway safety account—
32 state appropriation is provided solely for organizations providing
33 driver's license assistance and support services. Of the amount
34 provided in this subsection, \$500,000 is provided solely to expand
35 services to the number of people served or for additional contracted
36 providers in fiscal year 2027.

37 (b) By December 1st of each year during the 2025-2027 fiscal
38 biennium, the department must submit information on the contracted
39 providers, including: The annual budget of the contracted providers

1 in the preceding year; information regarding private and other
2 governmental support for the activities of the providers; and a
3 description of the number of people served, services delivered, and
4 outcome measures.

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

9 (4) (a) (~~(\$3,109,000)~~) \$4,083,000 of the abandoned recreational
10 vehicle disposal account—state appropriation is provided solely for
11 providing reimbursements in accordance with the department's
12 abandoned recreational vehicle disposal reimbursement program. It is
13 the intent of the legislature that the department prioritize this
14 funding for allowable and approved reimbursements and not to build a
15 reserve of funds within the account. During the 2025-2027 fiscal
16 biennium, the department must report any amounts recovered to the
17 office of financial management and appropriate committees of the
18 legislature on a quarterly basis.

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

27 (~~((+6))~~) (5) The department shall report on a quarterly basis on
28 licensing service office operations, associated workload, and
29 information with comparative information with recent comparable
30 months in prior years. The report must include detailed statewide and
31 by licensing service office information on staffing levels, average
32 monthly wait times, the number of enhanced drivers' licenses and
33 enhanced identicards issued and renewed, and the number of primary
34 drivers' licenses and identicards issued and renewed. By November 1,
35 2025, the department must update a report with recommendations on the
36 future of licensing service office operations based on the recent
37 implementation of efficiency measures designed to reduce the time for
38 licensing transactions and wait times, and the implementation of
39 statutory and policy changes.

1 ~~((7))~~ (6) \$6,000 of the motorcycle safety education account—
2 state appropriation, \$1,000 of the limited fish and wildlife account—
3 state appropriation, \$406,000 of the highway safety account—state
4 appropriation, \$137,000 of the motor vehicle account—state
5 appropriation, \$5,000 of the ignition interlock device revolving
6 account—state appropriation, and \$6,000 of the department of
7 licensing services account—state appropriation are provided solely
8 for the department of licensing for additional finance and budget
9 staff. By December 1, 2025, the department shall submit a report to
10 the governor and appropriate committees of the legislature on the
11 specific steps the department has taken to address the findings of
12 the State Auditor's Office FY2022 Accountability Audit Report No.
13 1032793.

14 ~~((8))~~ (7) \$50,000 of the motor vehicle account—state
15 appropriation is provided solely for the department to conduct a
16 study on the feasibility of implementing and administering a per mile
17 fee program. The study must identify the staffing and resources
18 needed to implement and administer the program, including possible
19 technical investments, leveraging existing technology platforms. The
20 legislature intends to require a final report that includes potential
21 third-party costs and options to the governor and the transportation
22 committees of the legislature by December 31, 2025.

23 ~~((9))~~ (8)(a) ~~(\$300,000)~~ \$900,000 of the highway safety
24 account—state appropriation is provided solely for the department to
25 enter into an interagency agreement with the commission on Asian
26 Pacific American affairs to contract with one or more private
27 nonprofit organizations with appropriate expertise and experience to
28 provide REAL ID compliance support to residents of the state who are
29 compact of free association citizens, comprised of citizens of the
30 Federated States of Micronesia, the Republic of the Marshall Islands,
31 and the Republic of Palau, by providing the following assistance
32 using a culturally and linguistically appropriate approach:

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

38 (ii) Case management assistance through the use of community
39 navigators who can provide assistance in the process to obtain

1 federally acceptable identification documents that will be required
2 for the purposes of domestic air travel when the REAL ID Act policy
3 is in effect, including in obtaining any documentation necessary for
4 the application process; and

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

10 (b) To qualify for assistance under (a)(ii) of this subsection
11 ~~((9))~~ (8), a compact of free association citizen who resides in the
12 state of Washington must be:

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

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

17 ~~((10))~~ (9) \$173,000 of the motor vehicle account—state
18 appropriation is provided solely for implementation of chapter 332,
19 Laws of 2025 (improving collector vehicle regulations). ~~((If~~
20 ~~chapter . . . (Substitute Senate Bill No. 5127), Laws of 2025 is not~~
21 ~~enacted by June 30, 2025, the amount provided in this subsection~~
22 ~~lapses.~~

23 ~~(12))~~ (10) \$44,000 of the motor vehicle account—state
24 appropriation is provided solely for implementation of
25 ~~((chapter . . . (Substitute Senate Bill No. 5410), Laws of 2025~~
26 ~~(veteran parking privileges) or)) chapter 295, Laws of 2025 (veteran~~
27 ~~parking privileges). ((If neither chapter . . . (Substitute Senate~~
28 ~~Bill No. 5410), Laws of 2025 or chapter . . . (Substitute House Bill~~
29 ~~No. 1371), Laws of 2025 are enacted by June 30, 2025, the amount~~
30 ~~provided in this subsection lapses.~~

31 ~~(13))~~ (11) \$4,971,000 of the motor vehicle account—state
32 appropriation is provided solely for implementation of chapter 385,
33 Laws of 2025 (special license plates). ~~((If chapter . . . (Substitute~~
34 ~~Senate Bill No. 5444), Laws of 2025 is not enacted by June 30, 2025,~~
35 ~~the amount provided in this subsection lapses.~~

36 ~~(14))~~ (12) \$36,000 of the motor vehicle account—state
37 appropriation is provided solely for implementation of chapter 10,
38 Laws of 2025 (vehicle inspection backlog). ~~((If chapter . . . (Senate~~

1 ~~Bill No. 5462), Laws of 2025 is not enacted by June 30, 2025, the~~
2 ~~amount provided in this subsection lapses.~~

3 ~~(15))~~ (13) \$64,000 of the highway safety account—state
4 appropriation is provided solely for implementation of chapter 217,
5 Laws of 2025 (blood type information). ~~((If chapter . . . (Engrossed~~
6 ~~Senate Bill No. 5689), Laws of 2025 is not enacted by June 30, 2025,~~
7 ~~the amount provided in this subsection lapses.~~

8 ~~(16))~~ (14) \$150,000 of the motor vehicle account—state
9 appropriation is provided solely for the department to send periodic
10 notifications to vehicle owners with significantly expired vehicle
11 registrations to increase compliance with annual vehicle registration
12 requirements. Notifications must contain information about vehicle
13 registration requirements and possible penalties associated with
14 operating a vehicle with an expired registration.

15 ~~((17) \$726,000))~~ (15) \$638,000 of the highway safety account—
16 state appropriation is provided solely for implementation of chapter
17 417, Laws of 2025 (transportation resources). ~~((If chapter . . .~~
18 ~~(Engrossed Substitute Senate Bill No. 5801), Laws of 2025 is not~~
19 ~~enacted by June 30, 2025, the amount provided in this subsection~~
20 ~~lapses.))~~ Of this amount:

21 (a) ~~((256,000))~~ \$331,000 is provided solely for the
22 implementation of new revenues; and

23 (b) ~~((470,000))~~ \$307,000 is provided solely for the department
24 to implement a program to compensate registered tow truck operators
25 for private property impounds.

26 ~~((18))~~ (16) \$50,000 of the highway safety account—state
27 appropriation is provided solely for the department to translate the
28 driver licensing examination manual and knowledge test into Dari,
29 Farsi, and Somali.

30 ~~((20))~~ (17) \$106,000 of the highway safety account—state
31 appropriation is provided solely for the implementation of chapter
32 175, Laws of 2025 (driver training alternative). ~~((If chapter . . .,~~
33 ~~Laws of 2025 (House Bill No. 1244) is not enacted by June 30, 2025,~~
34 ~~the amount provided in this subsection lapses.~~

35 ~~(21))~~ (18) \$1,081,000 of the highway safety account—state
36 appropriation is provided solely for the implementation of chapter
37 228, Laws of 2025 (speeding). ~~((If chapter . . ., Laws of 2025~~
38 ~~(Engrossed Substitute House Bill No. 1596) is not enacted by June 30,~~
39 ~~2025, the amount provided in this subsection lapses.~~

1 ~~(23))~~ (19) \$2,000,000 of the highway safety account—state
2 appropriation is provided solely to continue the DOL2Go program,
3 bringing driver licensing and identicard services to underrepresented
4 and rural communities.

5 ~~((24))~~ (20) \$464,000 of the highway safety account—state
6 appropriation is provided solely for the department's costs to
7 provide an interagency transfer to the Washington center for deaf and
8 hard of hearing youth to continue efforts to make driver training
9 education more accessible for deaf and hard of hearing youth in the
10 state.

11 ~~((25))~~ (21) \$300,000 of the highway safety account—state
12 appropriation is provided solely for additional actions in accordance
13 with the recently completed evaluation of ways to implement an older
14 and medically at-risk driver program.

15 ~~((26))~~ (22) \$10,460,000 of the driver education safety
16 improvement account—state appropriation is provided solely for the
17 implementation of chapter 299, Laws of 2025 (young driver safety).
18 ~~((If chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.
19 1878) is not enacted by June 30, 2025, the amount provided in this
20 subsection lapses.~~

21 ~~(27))~~ (23) \$22,000 of the motor vehicle account—state
22 appropriation is provided solely for the implementation of chapter
23 229, Laws of 2025 (transportation network companies). ~~((If
24 chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.
25 1332) is not enacted by June 30, 2025, the amount provided in this
26 subsection lapses.))~~

27 (24) \$1,345,000 of the highway safety account—state appropriation
28 is provided solely for the department to establish a program that
29 allows every qualifying applicant for a driver's license or
30 identicard the ability to acquire a mobile credential in addition to
31 the physical version of these documents by October 1, 2027. By
32 February 1, 2027, the department must adopt rules to implement this
33 program, to include, but not be limited to, issuance and verification
34 requirements, expiration date, security and privacy protections, and
35 the uses associated with the mobile credential.

36 (25) \$26,000 of the highway safety account—state appropriation is
37 provided solely for the department to provide reduced-fee identicards
38 to individuals aged 70 or over that voluntarily replace their
39 driver's license with an identicard.

1 (26) \$600,000 of the highway safety account—state appropriation,
2 \$100,000 of the motor vehicle account—state appropriation, and
3 \$300,000 of the license plate technology account—state appropriation
4 are provided solely for improvements and necessary changes to the
5 department's information technology systems. In utilizing the funding
6 provided in this subsection, the department must prioritize
7 legislatively directed changes and statutory changes resulting from
8 legislation.

9 (27) \$817,000 of the motor vehicle account—state appropriation is
10 provided solely for the department to finalize the upgrade and
11 improvements to its prorated and fuel tax system, and is subject to
12 the conditions, limitations, and review requirements of section 701
13 of this act.

14 (28) \$5,000 of the highway safety account—state appropriation is
15 provided solely for implementation of chapter . . . (Substitute
16 Senate Bill No. 5067), Laws of 2026 (impaired driving). If
17 chapter . . . (Substitute Senate Bill No. 5067), Laws of 2026 is not
18 enacted by June 30, 2026, the amount provided in this subsection
19 lapses.

20 (29) \$15,000 of the motor vehicle account—state appropriation is
21 provided solely for implementation of chapter . . . (Substitute
22 Senate Bill No. 5234), Laws of 2026 (snowmobile fees). If
23 chapter . . . (Substitute Senate Bill No. 5234), Laws of 2026 is not
24 enacted by June 30, 2026, the amount provided in this subsection
25 lapses.

26 (30) \$18,000 of the motor vehicle account—state appropriation is
27 provided solely for implementation of chapter . . . (Senate Bill No.
28 5832), Laws of 2026 (new vehicle arbitration fee). If chapter . . .
29 (Senate Bill No. 5832), Laws of 2026 is not enacted by June 30, 2026,
30 the amount provided in this subsection lapses.

31 (31) \$42,000 of the highway safety account—state appropriation is
32 provided solely for implementation of chapter . . . (Substitute
33 Senate Bill No. 5890), Laws of 2026 (reckless driving in cases
34 involving excessive speed). If chapter . . . (Substitute Senate Bill
35 No. 5890), Laws of 2026 is not enacted by June 30, 2026, the amount
36 provided in this subsection lapses.

37 (32) \$57,000 of the highway safety account—state appropriation is
38 provided solely for implementation of chapter . . . (Substitute
39 Senate Bill No. 6081), Laws of 2026 (sex designation information). If

1 chapter . . . (Substitute Senate Bill No. 6081), Laws of 2026 is not
2 enacted by June 30, 2026, the amount provided in this subsection
3 lapses.

4 (33) \$89,000 of the motor vehicle account—state appropriation is
5 provided solely for implementation of chapter . . . (Engrossed
6 Substitute Senate Bill No. 6110), Laws of 2026 (electric-assisted
7 bicycles and electric motorcycles). If chapter . . . (Engrossed
8 Substitute Senate Bill No. 6110), Laws of 2026 is not enacted by June
9 30, 2026, the amount provided in this subsection lapses.

10 (34) \$33,000 of the motor vehicle account—state appropriation is
11 provided solely for implementation of chapter . . . (Substitute
12 Senate Bill No. 6155), Laws of 2026 (parking privileges for persons
13 with disabilities). If chapter . . . (Substitute Senate Bill No.
14 6155), Laws of 2026 is not enacted by June 30, 2026, the amount
15 provided in this subsection lapses.

16 (35) \$89,000 of the motor vehicle account—state appropriation is
17 provided solely for implementation of chapter . . . (Senate Bill No.
18 6230), Laws of 2026 (eliminating the need for pennies). If
19 chapter . . . (Senate Bill No. 6230), Laws of 2026 is not enacted by
20 June 30, 2026, the amount provided in this subsection lapses.

21 (36) \$12,000 of the motor vehicle account—state appropriation is
22 provided solely for implementation of chapter . . . (Substitute
23 Senate Bill No. 6262), Laws of 2026 (vehicles fees maximum weight).
24 If chapter . . . (Substitute Senate Bill No. 6262), Laws of 2026 is
25 not enacted by June 30, 2026, the amount provided in this subsection
26 lapses.

27 (37) \$4,050,000 of the motor vehicle account—state appropriation
28 is provided solely for the licensing, oversight, and inspections
29 associated with auto dealers, including reinstituting, as
30 appropriate, on-site inspections as part of the initial application
31 process for retail auto dealers by August 1, 2026. The on-site
32 inspections, as part of the initial application process and at other
33 times, must focus on locations with more than ten auto dealers at the
34 same location and other areas identified by the department. By
35 January 15, 2027, the department must submit a report to the governor
36 and appropriate committees of the legislature on the specific steps
37 the department has taken to improve auto dealer licensing and
38 inspection activities and planned actions in the future.

1 (38) \$200,000 of the highway safety account—state appropriation
2 is provided solely to implement a quarterly report of statistical
3 information and a status report on actions taken to protect personal
4 individual data from misuse, particularly for immigrant communities.
5 Beginning June 1, 2026, and quarterly thereafter, the department must
6 include a breakout, by federal, state, and local agency, on the
7 number of queries on Washington driver's license and identicard
8 holders in the following systems: Driver and plate search (DAPS) and
9 the driver information and adjudication system (DIAS). Beginning June
10 1, 2026, the department must collect statistical information from the
11 Washington state patrol on queries received from the Nlets system on
12 Washington driver's license and identicard records. This data must
13 identify the number of incoming queries, broken out by federal and
14 state agencies that access Washington systems via Nlets. The
15 quarterly report must also include information on the current
16 federal, state, and local agencies that are allowed and denied
17 access. The first quarterly report must include detailed information
18 on the actions the department has taken in the prior 12 months to
19 ensure compliance with chapter 440, Laws of 2019 (keep Washington
20 working act), and governor Executive Order 25-09.

21 (39) \$300,000 of the motor vehicle account—state appropriation is
22 provided solely to continue and improve parking ticket information
23 provided as part of the vehicle registration renewal process, which
24 may include information technology improvements to allow vehicle
25 owners a quicker, more efficient method to resolve unpaid parking
26 tickets that serve as a barrier to vehicle registration renewal.

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

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

31 Puget Sound Gateway Facility Account—State	
32 Appropriation.	\$7,701,000
33 State Route Number 520 Corridor Account—State	
34 Appropriation.	((\$50,261,000))
35	<u>\$51,426,000</u>
36 State Route Number 520 Civil Penalties Account—State	
37 Appropriation.	\$2,378,000
38 Tacoma Narrows Toll Bridge Account—State	

1	Appropriation.	((\$38,652,000))
2		<u>\$39,154,000</u>
3	Alaskan Way Viaduct Replacement Project Account—	
4	State Appropriation.	((\$26,683,000))
5		<u>\$27,336,000</u>
6	Interstate 405 and State Route Number 167 Express	
7	Toll Lanes Account—State Appropriation.	((\$42,255,000))
8		<u>\$42,761,000</u>
9	TOTAL APPROPRIATION.	((\$167,930,000))
10		<u>\$170,756,000</u>

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

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

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

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

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

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

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

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

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

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

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

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

6 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
7 **C**

8 Move Ahead WA Account—State Appropriation.	\$11,970,000
9 Transportation Partnership Account—State	
10 Appropriation.	\$2,472,000
11 Motor Vehicle Account—State Appropriation.	(\$127,544,000)
12	<u>\$130,520,000</u>
13 Puget Sound Ferry Operations Account—State	
14 Appropriation.	\$307,000
15 Multimodal Transportation Account—State	
16 Appropriation.	(\$3,059,000)
17	<u>\$3,062,000</u>
18 Transportation 2003 Account (Nickel Account)—State	
19 Appropriation.	\$1,488,000
20 TOTAL APPROPRIATION.	(\$146,840,000)
21	<u>\$149,819,000</u>

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

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

26 Motor Vehicle Account—State Appropriation.	(\$43,820,000)
27	<u>\$44,037,000</u>
28 Move Ahead WA Account—State Appropriation.	(\$2,044,000)
29	<u>\$7,044,000</u>
30 State Route Number 520 Corridor Account—State	
31 Appropriation.	\$34,000
32 TOTAL APPROPRIATION.	(\$45,898,000)
33	<u>\$51,115,000</u>

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

36 (1) \$2,000,000 of the motor vehicle account—state appropriation
37 is provided solely for tenant improvements and other costs associated

1 with administrative space efficiency actions taken throughout the
2 agency. The department must continue to aggressively pursue office
3 and administrative space efficiency as detailed in recent reports
4 identifying opportunities for savings and cost avoidance, including:

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

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

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

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

20 (3) \$100,000 of the motor vehicle account—state appropriation is
21 provided solely for implementation of chapter (Second
22 Substitute Senate Bill No. 5098), Laws of 2026 (weapons in certain
23 areas). If chapter (Second Substitute Senate Bill No. 5098),
24 Laws of 2026 is not enacted by June 30, 2026, the amount provided in
25 this subsection lapses.

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

28 **FOR THE DEPARTMENT OF TRANSPORTATION—AVIATION—PROGRAM F**

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

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

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

- 9 (a) Mobile battery charging technology;
- 10 (b) Hydrogen electrolyzers and storage;
- 11 (c) Electric ground equipment; and
- 12 (d) (~~Hanger~~) Hangar charging technology.

13 (2) \$500,000 of the aeronautics account—state appropriation is
14 provided solely for Snohomish county to conduct a study to plan for
15 and identify on-site or off-site improvements necessary to implement
16 capacity expansion at Paine Field to meet future regional commercial
17 passenger demand.

18 (3) \$300,000 of the aeronautics account—state appropriation is
19 provided solely for the Port of Bremerton to conduct the second phase
20 of a feasibility study on the possibility of offering commercial
21 service at the Bremerton National Airport. The department may not
22 require a match for this project.

23 (4) \$750,000 of the aeronautics account—state appropriation is
24 provided solely for the city of Yakima for an overflow parking lot at
25 the Yakima Air Terminal. The department may not require a match for
26 this project.

27 (5) \$1,774,000 of the aeronautics account—state appropriation is
28 provided solely for the commercial aviation work group created in
29 chapter 463, Laws of 2023, specifically for the following activities:

30 (a) The state commercial aviation work group shall
31 comprehensively evaluate the long-range commercial aviation needs of
32 Washington within the broader context of state transportation needs
33 and the specific needs of western Washington taking into
34 consideration airport capacity in adjacent states and provinces. The
35 work group shall review existing data and conduct research to
36 determine Washington's long-range commercial aviation facility needs
37 while considering alternatives to additional airport capacity.

38 (b) (i) Except as provided in subsection (c) of this section, the
39 work group shall investigate the expansion of existing aviation

1 facilities and possible siting locations for new greenfield aviation
2 facilities, with the expected outcome to be a report that compares
3 the strengths and weaknesses of each site considered. In this
4 investigation, the work group shall consider both new sites and those
5 previously identified in previous aviation planning documents. The
6 work group must consider all impacts that, whether by the expansion
7 of a current facility or the location of a new greenfield site, the
8 creation of a new primary commercial aviation facility may have,
9 including impacts on:

10 (A) Community members and quality of life;

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

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

17 (D) Current airspace operations.

18 (ii) The work group shall:

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

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

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

29 (III) The environmental community;

30 (IV) Local communities;

31 (V) Economic development agencies;

32 (VI) Other states and provinces as appropriate;

33 (B) Identify potential site infrastructure shortfalls and make
34 recommendations as to how they could be most suitably addressed,
35 including the feasibility of the specific transportation
36 infrastructure required to move people to the potential site. This
37 process includes the delivery of an adequate supply of aircraft fuel
38 and supporting infrastructure along with facilities needed to
39 transition to the use of sustainable aviation fuels;

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

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

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

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

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

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

12 (c) The work group shall not consider:

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

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

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

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

28 (6) (~~(\$2,100,000)~~) \$2,553,000 of the aeronautics account—state
29 appropriation is provided solely for the move ahead WA aviation
30 grants. The department shall prioritize projects eligible for federal
31 funding.

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

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

36 Motor Vehicle Account—State Appropriation. (~~(\$70,272,000)~~)
37 \$70,306,000

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

1	Multimodal Transportation Account—State	
2	Appropriation.	((\$1,176,000))
3		<u>\$4,282,000</u>
4	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
5	TOTAL APPROPRIATION.	((\$72,520,000))
6		<u>\$75,660,000</u>

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

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

19 (2)(a) \$572,000 of the move ahead WA flexible account—state
20 appropriation is provided solely to track and maximize clean fuels
21 credits and revenue generated by state agencies pursuant to chapter
22 70A.535 RCW.

23 (b) The LEAP Transportation Document ((~~2025-2~~)) 2026-2 ALL
24 PROJECTS as developed ((~~April—26,—2025~~)) February 23, 2026,
25 anticipates fulfillment of the requirements under chapter 70A.535 RCW
26 of generating credits and revenue for transportation investments
27 funded in an omnibus transportation appropriations act, including the
28 move ahead WA transportation package. The omnibus transportation
29 appropriations act anticipates credits for ferry electrification for
30 new hybrid electric vessels, active transportation, transit programs
31 and projects, alternative fuel infrastructure, connecting
32 communities, and multimodal investments.

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

37 (3) \$350,000 of the multimodal transportation account—state
38 appropriation is reappropriated and provided solely for the
39 department to explore alternative uses of the state's highway rights-

1 of-way consistent with section 214(7), chapter 310, Laws of 2024.
2 Within amounts provided in this subsection, the department must
3 deliver two pollinator habitat test sections in eastern Washington
4 and recommend any additional opportunities to enhance pollinator
5 habitat in highway rights-of-way in its final report.

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

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

17 (6) \$250,000 of the motor vehicle account—state appropriation is
18 provided solely for the implementation of chapter 298, Laws of 2025
19 (lease of unused highway land). ~~((If chapter . . ., Laws of 2025~~
20 ~~(Substitute House Bill No. 1774) is not enacted by June 30, 2025, the~~
21 ~~amount provided in this subsection lapses.))~~

22 (7) \$285,000 of the motor vehicle account—state appropriation is
23 provided solely for the implementation of chapter 365, Laws of 2025
24 (streamlining of permitting for transportation projects work group).
25 ~~((If chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.~~
26 ~~1902) is not enacted by June 30, 2025, the amount provided in this~~
27 ~~subsection lapses.))~~

28 (8) The property located between S Freya St and S Myrtle St and E
29 4th Ave and E 3rd Ave in Spokane that is not needed for the alignment
30 of the NSC I-90 Connection Freya to Appleway project is deemed
31 surplus property. Therefore, the department shall provide Beloved
32 Kijiji LLC the option to purchase four acres of the property in
33 accordance with RCW 47.12.063(3)(i) by July 30, 2026.

34 (9) \$3,106,000 of the multimodal transportation account—state
35 appropriation is provided solely for the department to implement a
36 low-carbon transportation materials program to reduce embodied carbon
37 in transportation construction materials.

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

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

5	Motor Vehicle Account—State Appropriation.	\$1,647,000
6	Multimodal Transportation Account—State	
7	Appropriation.	(\$200,000)
8		<u>\$700,000</u>
9	Multimodal Transportation Account—Federal	
10	Appropriation.	(\$51,526,000)
11		<u>\$83,733,000</u>
12	Carbon Emissions Reduction Account—State	
13	Appropriation.	(\$167,962,000)
14		<u>\$170,467,000</u>
15	TOTAL APPROPRIATION.	(\$221,335,000)
16		<u>\$256,547,000</u>

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

19 (1) ~~(\$25,000,000)~~ \$27,005,000 of the carbon emissions reduction
20 account—state appropriation is provided solely for the clean
21 alternative fuel vehicle charging and refueling infrastructure
22 program described in RCW 47.04.350. Of this amount, \$2,005,000
23 represents the reappropriation of amounts provided in the 2023-2025
24 fiscal biennium for this purpose.

25 (2) \$125,851,000 of the carbon emissions reduction account—state
26 appropriation is provided solely for a point-of-sale voucher
27 incentive program, inclusive of costs for program administration and
28 staffing, to encourage the faster adoption of zero-emission medium
29 and heavy-duty vehicles to further state climate goals under RCW
30 70A.45.020 and state equity goals under chapter 70A.02 RCW. The
31 voucher incentive program must be administered by a third-party
32 administrator that has experience administering voucher incentive
33 programs, with oversight conducted by the department.

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

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

1 (ii) Vehicle and infrastructure incentives aligned with programs
2 in other jurisdictions, where appropriate, to streamline user
3 planning;

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

9 (iv) A centralized user and manufacturer portal for information,
10 application, and assistance;

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

16 (vi) A voucher preapproval process to evaluate participant
17 eligibility, readiness for fleet deployment, and infrastructure
18 preparedness.

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

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

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

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

34 (d) The voucher amounts selected by the department and voucher
35 program third-party administrator must further the policy goals of
36 the program cited in this subsection by offsetting investments
37 required for medium and heavy-duty vehicle and equipment owners to
38 transition to zero-emission vehicles and equipment. The department
39 and voucher program third-party administrator must condition vehicle

1 and infrastructure voucher funding to ensure these program policy
2 goals are furthered through the voucher funding provided.

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

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

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

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

32 (d) \$1,000,000 of the amount provided in (a) of this subsection
33 (3) is provided solely to the Pacific Northwest Hydrogen Association
34 for technical assistance for hydrogen supply chain projects and
35 hydrogen market development in the transportation sector.

36 (4) \$400,000 of the carbon emissions reduction account—state
37 appropriation is reappropriated and provided solely for the cities of
38 Bellevue and Redmond to each purchase an electric fire engine.

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

6 (6) \$500,000 of the carbon emissions reduction account—state
7 appropriation is provided solely to the Making a Difference
8 Foundation to purchase electric vehicles for food distribution to
9 low-income households across Pierce County and for the installation
10 of corresponding on-site charging infrastructure.

11 (7)(a) \$500,000 of the multimodal transportation account—state
12 appropriation is provided solely for the department to study the
13 feasibility of procuring and delivering improvements to U.S. Highway
14 2 over the Snohomish river delta under the public-private partnership
15 model prescribed under chapter 47.47 RCW. The feasibility study must
16 be informed by previous studies on and ongoing analysis of the US 2
17 Trestle Capacity Improvements & Westbound Trestle Replacement project
18 (L4000056) funded in section 304 of this act, and include an analysis
19 of public-private partnership market feasibility for the project. The
20 department must submit a report on study findings and recommendations
21 to the transportation committees of the legislature by January 1,
22 2027.

23 (b) It is the intent of the legislature to evaluate, during the
24 2027-2029 fiscal biennium, the following projects for potential
25 procurement and delivery under the public-private partnership model:

26 (i) Development of surplus state property near ferry terminals;
27 and

28 (ii) Development of a solar energy facility or facilities on the
29 highway right-of-way.

30 (8) \$890,000 of the motor vehicle account—state appropriation is
31 provided solely for implementation of chapter 417, Laws of 2025
32 (transportation resources). ((If chapter . . . , Laws of 2025
33 (Engrossed Substitute Senate Bill No. 5801) is not enacted by June
34 30, 2025, the amount provided in this subsection lapses.

35 ~~(7) \$8,342,000)~~ (9) \$10,080,000 of the multimodal transportation
36 account—federal appropriation is provided solely for the electric
37 vehicle charger reliability and accessibility accelerator program for
38 projects to support the repair or replacement of existing broken or
39 nonoperational publicly accessible chargers. Of this amount,

1 \$1,738,000 represents the reappropriation of amounts provided in the
2 2023-2025 fiscal biennium for this purpose.

3 ((~~8~~)) (10) \$3,164,000 of the multimodal transportation account—
4 federal appropriation is provided solely for funding for the west
5 coast charging and fueling corridor project for two medium and heavy-
6 duty vehicle electric vehicle charging station sites and one site
7 with a hydrogen refueling station along the I-5 corridor.

8 ((~~9~~)) (11) The department shall notify the transportation
9 committees of the legislature if approval of federal funding for
10 department activities under the national electric vehicle
11 infrastructure formula program, the electric vehicle charger
12 reliability and accessibility accelerator program, or the west coast
13 charging and fueling corridor project is permanently revoked.

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

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

17 Motor Vehicle Account—State Appropriation.	((\$571,090,000))
	<u>\$572,355,000</u>
19 Motor Vehicle Account—Federal Appropriation.	\$7,000,000
20 Move Ahead WA Account—State Appropriation.	((\$53,675,000))
	<u>\$93,675,000</u>
22 Puget Sound Gateway Facility Account—State	
23 Appropriation.	((\$3,402,000))
	<u>\$3,202,000</u>
25 RV Account—State Appropriation.	\$1,100,000
26 State Route Number 520 Corridor Account—State	
27 Appropriation.	\$4,726,000
28 Tacoma Narrows Toll Bridge Account—State	
29 Appropriation.	\$1,585,000
30 Alaskan Way Viaduct Replacement Project Account—	
31 State Appropriation.	\$10,752,000
32 Interstate 405 and State Route Number 167 Express	
33 Toll Lanes Account—State Appropriation.	\$2,624,000
34 TOTAL APPROPRIATION.	((\$655,954,000))
	<u>\$697,019,000</u>

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

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

7 (2) \$25,000,000 of the motor vehicle account—state appropriation
8 is provided solely for repair and replacement of traffic barriers
9 including, but not limited to, low-speed concrete barriers, beam
10 guardrails, steel-backed timber guardrails, and other systems
11 necessary to fabricate, construct, and install traffic barriers to
12 improve safety on state highway infrastructures.

13 (3) \$11,500,000 of the motor vehicle account—state appropriation
14 is provided solely for lane striping using ~~((the most reflective
15 paint available to maximize the visibility of lane striping,
16 especially at night))~~ materials that meet or exceed the federal
17 minimum retro reflectivity requirements established in the manual on
18 uniform traffic control devices (MUTCD) to ensure maximizing
19 nighttime and low visibility lane-marking performance.

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

1 department staff during debris cleanup or during efforts to prevent
2 future encampments from forming on highway rights-of-way.

3 (b) Beginning November 1, 2025, and semiannually thereafter, the
4 Washington state patrol and the department of transportation must
5 jointly submit a report to the governor and the transportation
6 committees of the legislature on the status of these efforts,
7 including:

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

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

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

17 (5) \$1,000,000 of the motor vehicle account—state appropriation
18 is provided solely for a partnership program between the department
19 and the city of Spokane, to be administered in conjunction with
20 subsection (4) of this section. The program must address the safety
21 and public health problems created by homeless encampments on the
22 department's property along state highways within the city limits. Of
23 the amounts provided in this subsection, \$555,000 is for dedicated
24 department maintenance staff and associated clean-up costs. The
25 department and the city of Spokane shall enter into a reimbursable
26 agreement to cover up to \$445,000 of the city's expenses for clean-up
27 crews and landfill costs.

28 (6) \$1,025,000 of the motor vehicle account—state appropriation
29 is provided solely for the department to implement safety
30 improvements and debris clean up on department-owned rights-of-way in
31 the city of Seattle at levels above that being implemented as of
32 January 1, 2019, to be administered in conjunction with subsection
33 (2) of this section. The department must maintain a crew dedicated
34 solely to collecting and disposing of garbage, clearing debris or
35 hazardous material, and implementing safety improvements where
36 hazards exist to the traveling public, department employees, or
37 people encamped upon department-owned rights-of-way. The department
38 may request assistance from the Washington state patrol as necessary
39 in order for both agencies to provide enhanced safety-related

1 activities regarding the emergency hazards along state highway
2 rights-of-way in the Seattle area.

3 (7) \$1,015,000 of the motor vehicle account—state appropriation
4 is provided solely for a partnership program between the department
5 and the city of Tacoma, to be administered in conjunction with
6 subsection (4) of this section. The program must address the safety
7 and public health problems created by homeless encampments on the
8 department's property along state highways within the city limits. Of
9 the amounts provided in this subsection, \$570,000 is for dedicated
10 department maintenance staff and associated clean-up costs. The
11 department and the city of Tacoma shall enter into a reimbursable
12 agreement to cover up to \$445,000 of the city's expenses for clean-up
13 crews and landfill costs.

14 (8) \$3,675,000 of the move ahead WA account—state appropriation
15 is provided solely for initial and ongoing implementation costs of
16 the department's Snoqualmie winter operations study recommendations,
17 which include installation of large regulatory signs, installation of
18 a remote avalanche control system, developing chain enforcement
19 processes in coordination with the Washington state patrol, improving
20 cost recovery from violators, and securing an on-call class C towing
21 company.

22 (9) \$2,000,000 of the Alaskan Way viaduct replacement project
23 account—state appropriation is provided solely for maintenance
24 activities in the vicinity of the state route number 99 deep bore
25 tunnel in preparation for, and during, the 2026 World Cup.
26 Appropriations in this subsection assume additional revenue from a
27 temporary toll rate adjustment on the state route number 99 tunnel
28 leading up to and during the 2026 World Cup.

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

35 (b) The city must coordinate and work with the department and
36 local governments and social service organizations who provide
37 services and direct people to housing alternatives that are not in
38 highway rights-of-way to help prevent future encampments from forming
39 on highway rights-of-way. State funds may be used to reimburse the

1 organizations doing this outreach assistance who transition people
2 into treatment or housing that is not on the rights-of-way or for
3 debris clean up on highway rights-of-way.

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

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

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

24 (11) \$180,000 of the motor vehicle account—state appropriation is
25 provided solely for graffiti mitigation operations using spray drone
26 technology.

27 (12) \$40,000,000 of the move ahead WA account—state appropriation
28 is provided solely to support essential maintenance activities
29 necessary for timely repairs, adequate equipment and materials, and
30 the reliable operation of Washington's transportation system.

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

33 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
34 **PROGRAM Q—OPERATING**

35	Highway Safety ((Fund)) <u>Account</u> —State Appropriation. . .	\$10,621,000
36	Motor Vehicle Account—State Appropriation.	((\$88,980,000))
37		<u>\$91,374,000</u>
38	Motor Vehicle Account—Federal Appropriation.	((\$2,088,000))

1		<u>\$2,087,000</u>
2	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
3	Move Ahead WA Account—State Appropriation.	\$8,124,000
4	Multimodal Transportation Account—State	
5	Appropriation.	\$5,000,000
6	State Route Number 520 Corridor Account—State	
7	Appropriation.	\$247,000
8	Tacoma Narrows Toll Bridge Account—State	
9	Appropriation.	\$44,000
10	Alaskan Way Viaduct Replacement Project Account—	
11	State Appropriation.	\$1,122,000
12	Interstate 405 and State Route Number 167 Express	
13	Toll Lanes Account—State Appropriation.	\$36,000
14	TOTAL APPROPRIATION.	((\$116,556,000))
15		<u>\$118,949,000</u>

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

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

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

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

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

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

33 (2) The appropriations in this section assume implementation of
34 additional cost recovery mechanisms to recoup at least \$100,000 in
35 credit card and other financial transaction costs related to the
36 collection of fees imposed under RCW 46.17.400, 46.44.090, and
37 46.44.0941 for driver and vehicle fee transactions beginning January
38 1, 2023. The department may recover transaction fees incurred through
39 credit card transactions.

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

16 (4) \$1,279,000 of the move ahead WA account—state appropriation
17 is provided solely for maintenance and operations of the virtual
18 coordination center. The department is encouraged to apply for
19 federal grant funds for the virtual coordination center and may use
20 state funds as a match. By December 1, 2026, the department shall
21 report to the transportation committees of the legislature: (a)
22 Recommendations to expand the center's operations, including specific
23 additional jurisdictions and corridors across the state; and (b)
24 amounts received and dates of receipt of any new cash and in-kind
25 matches from virtual coordination center partners including, but not
26 limited to, the city of Seattle, King county, other state and local
27 jurisdictions, and private sector partners.

28 (5) \$1,900,000 of the motor vehicle account—state appropriation
29 is reappropriated and provided solely for the department, in
30 coordination with the independent review team of the joint
31 transportation committee, to conduct an analysis of highway, road,
32 and freight rail transportation needs, options, and impacts from
33 shifting the movement of freight and goods that currently move by
34 barge through the lower Snake river dams to highways, other roads,
35 and rail, consistent with section 217(9), chapter 310, Laws of 2024.
36 The department shall provide status updates on a quarterly basis in
37 coordination with the joint transportation committee. The department
38 must submit a final report to the governor and the transportation
39 committees of the legislature by December 31, 2026.

1 (6) \$4,000,000 of the move ahead WA account—state appropriation
2 is provided solely for transportation operations activities to help
3 keep people and goods moving during the 2026 World Cup. These
4 activities include, but are not limited to, transportation management
5 center operations and upgrades, additional incident response team
6 coverage, trail crossing improvements, and updated guide signage/
7 wayfinding.

8 (7) \$5,000,000 of the multimodal transportation account—state
9 appropriation is provided solely for the department to address
10 emergent issues related to safety for pedestrians and bicyclists.
11 Funds may only be spent after approval from the office of financial
12 management. By December 15th of each odd-numbered year, the
13 department shall provide a report to the legislature listing all
14 emergent issues addressed in the prior fiscal biennium.

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

18 (9) \$6,000,000 of the motor vehicle account—state appropriation
19 is provided solely for low-cost enhancements. The department shall
20 give priority to low-cost enhancement projects that improve safety or
21 provide congestion relief. The department must identify low-cost
22 enhancement projects that could substantially fulfill safety
23 improvements before proceeding on full project scope designs and
24 engineering. Low-cost enhancements may include, but are not limited
25 to, new signage, rumble strips, speed bumps, flashing crosswalk
26 lights, lowering speed limits, lane narrowing via traffic calming,
27 and other safety improvements. By December 15th of each odd-numbered
28 year, the department shall provide a report to the legislature
29 listing all low-cost enhancement projects completed in the prior
30 fiscal biennium.

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

(12) \$234,000 of the motor vehicle account—state appropriation is provided solely to the department to report annually to the legislature, beginning June 30, 2027, and until June 30, 2029, any crash data or wrong-way driving violations that occur at locations where wrong-way driving prevention strategies were implemented, as funded under section 217(10), chapter 310, Laws of 2024.

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>\$47,678,000</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
Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
Puget Sound Ferry Operations Account—State Appropriation.	\$510,000
Multimodal Transportation Account—State Appropriation.	((\$7,920,000))
	<u>\$11,503,000</u>
State Route Number 520 Corridor Account—State Appropriation.	\$220,000
Tacoma Narrows Toll Bridge Account—State Appropriation.	\$136,000
Alaskan Way Viaduct Replacement Project Account— State Appropriation.	\$127,000
Interstate 405 and State Route Number 167 Express Toll Lanes Account—State Appropriation.	\$114,000
TOTAL APPROPRIATION.	((\$64,575,000))
	<u>\$70,618,000</u>

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

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

5 (i) The preapprenticeship support services (PASS) and career
6 opportunity maritime preapprenticeship support services (COMPASS)
7 programs, which aim to increase diversity in the highway construction
8 and maritime workforces and prepare individuals interested in
9 entering the highway construction and maritime workforces. In
10 addition to the services allowed under RCW 47.01.435, the PASS and
11 COMPASS programs may provide housing assistance for youth aging out
12 of the foster care and juvenile rehabilitation systems to support
13 their participation in a transportation-related preapprenticeship
14 program and support services to obtain necessary maritime documents
15 and coast guard certification; and

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

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

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

23 (2) \$1,512,000 of the motor vehicle account—state appropriation
24 and \$488,000 of the Puget Sound ferry operations account—state
25 appropriation are provided solely for monitoring, assistance,
26 engagement, reporting, and other activities consistent with section
27 218(2), chapter 310, Laws of 2024.

28 (3) \$3,650,000 of the move ahead WA account—state appropriation
29 is provided solely for activities to help keep people and goods
30 moving during the 2026 World Cup. These activities include, but are
31 not limited to, digital advertising for traveler information, Title
32 VI compliance and language access, and Americans with disabilities
33 act compliance and training.

34 (4) The department's office of equity and civil rights and the
35 office of minority and women's business enterprises must develop two
36 new business-size thresholds within the office's certification
37 program. The two new thresholds must include emerging small
38 businesses and rising small businesses with gross receipts of no more
39 than (a) \$3,000,000 and (b) \$10,000,000. This work must include

1 evaluation of all state-funded contracts over \$50,000,000 for
2 emerging small business goals, rising small business goals, small
3 business goals, or any combination thereof. The office of equity and
4 civil rights and the office of minority and women's business
5 enterprises must submit a report to the office of financial
6 management and the transportation committees of the legislature by
7 November 1, 2025, on this work and any recommendations on next steps.

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

13 (6) For department small works roster projects under RCW
14 39.04.151, the department may only allow firms certified as public
15 works small business enterprises, under RCW 39.19.030, to bid on the
16 project contract, unless the department determines there would be
17 insufficient bidders for a particular project. The department shall
18 report on the effectiveness of this policy to the transportation
19 committees of the legislature by December 1, 2026.

20 (7) (~~(\$6,791,000)~~) \$10,374,000 of the multimodal transportation
21 account—state appropriation (~~(is)~~) and \$2,500,000 of the motor
22 vehicle account—state appropriation are provided solely for the
23 department to complete the transportation reporting and accounting
24 information system to the current cloud version of the software, and
25 is subject to the conditions, limitations, and review requirements of
26 section 701 of this act.

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

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

31 Interstate 405 and State Route Number 167 Express

32 Toll Lanes Account—State Appropriation.	\$1,500,000
33 Motor Vehicle Account—State Appropriation.	\$32,682,000
34 Motor Vehicle Account—Federal Appropriation.	((\$43,115,000))
35	<u>\$43,873,000</u>
36 Motor Vehicle Account—Private/Local Appropriation.	\$400,000
37 Move Ahead WA Account—State Appropriation.	\$6,900,000
38 Move Ahead WA Flexible Account—State Appropriation.	\$6,348,000

1	Multimodal Transportation Account—State	
2	Appropriation.	((\$1,489,000))
3		<u>\$1,739,000</u>
4	Multimodal Transportation Account—Federal	
5	Appropriation.	\$2,816,000
6	Multimodal Transportation Account—Private/Local	
7	Appropriation.	\$100,000
8	State Route Number 520 Corridor Account—State	
9	Appropriation.	((\$657,000))
10		<u>\$400,000</u>
11	TOTAL APPROPRIATION.	((\$96,007,000))
12		<u>\$96,758,000</u>

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

15 (1) \$1,557,000 of the motor vehicle account—state appropriation
16 is provided solely for the department to upgrade the department's
17 linear referencing system (LRS) and highway performance monitoring
18 system (HPMS).

19 (2) \$5,400,000 of the move ahead WA account—state appropriation
20 and the entire move ahead WA flexible account—state appropriation are
21 provided solely for Interstate 5 planning. The work under this
22 subsection must include, but is not limited to, the following:

- 23 (a) Continued development of an Interstate 5 master plan;
- 24 (b) Advancing seismic vulnerability analyses;
- 25 (c) An interim report on the progress of the Interstate 5 master
26 plan to the transportation committees of the legislature and the
27 office of financial management by June 30, 2026; and

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

34 (3) \$140,000 of the multimodal transportation account—state
35 appropriation is reappropriated and provided solely for the city of
36 Seattle's office of planning and community development to continue to
37 support an equitable development initiative to reconnect the South
38 Park neighborhood, currently divided by state route number 99,
39 consistent with section 219(4), chapter 310, Laws of 2024. The city

1 must provide a final report that includes recommendations by June 30,
2 2027.

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

7 (5) \$1,500,000 of the Interstate 405 and State Route Number 167
8 express toll lanes account—state appropriation is provided solely for
9 the department to develop an implementation plan for state route
10 number 167 that builds on the SR 167 master plan completed in June
11 2023. The SR 167 implementation plan must include, but is not limited
12 to, high-level engineering and cost estimating work necessary to
13 update the I-405/SR 167 corridor funding and phasing report that
14 needs to be completed to advance priority project components
15 developed in the SR 167 master plan. The SR 167 implementation plan
16 with recommendations is due to the transportation committees of the
17 legislature by December 1, 2026.

18 (6) \$4,620,000 of the motor vehicle account—federal appropriation
19 is provided solely for work on the road usage charge research project
20 overseen by the Washington state transportation commission using
21 amounts of the federal grant award.

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

37 (8) \$1,500,000 of the move ahead WA account—state appropriation
38 is provided solely for the department to develop a corridor vision
39 and implementation plan that identifies improvement options to

1 address safety and multimodal mobility needs on the state route
2 number 164 corridor from Dogwood Street East in Auburn to High Point
3 Street in Enumclaw. The department must submit a report to the office
4 of financial management and the transportation committees of the
5 legislature with recommended safety and multimodal infrastructure
6 improvements by June 30, 2027.

7 (9) (~~(\$657,000)~~) \$400,000 of the state route number 520 corridor
8 account—state appropriation is provided solely for the department to
9 contract with the University of Washington department of mechanical
10 engineering(~~(7)~~) to further study measures to reduce noise impacts
11 from the state route number 520 bridge expansion joints. (~~The field~~
12 ~~testing shall be scheduled during existing construction, maintenance,~~
13 ~~or other scheduled closures to minimize impacts. The testing must~~
14 ~~also ensure safety of the traveling public. The study shall examine~~
15 ~~the types and durability of the materials used to provide noise~~
16 ~~mitigation and the costs associated with the differing types of~~
17 ~~materials. A draft report~~)) To address the safety of the traveling
18 public and mitigate for potential joint damage, the study must
19 include laboratory-based testing of a highly durable sound
20 attenuation system based on the system developed in the WSDOT Modular
21 Bridge Expansion Joints - Phase 2 study. A draft report, including
22 test results and recommendations describing and identifying the
23 duration of future studies, must be submitted to the transportation
24 committees of the legislature and the governor by (~~March 1~~)
25 December 31, 2026. A final report must be submitted to the
26 transportation committees of the legislature and the governor by
27 (~~December 31, 2026~~) March 1, 2027.

28 (10) Within existing resources, the department shall complete an
29 analysis of bridge strikes in Washington state within the last three
30 years and of best practices of interventions utilized by other
31 jurisdictions. By September 1, 2026, the department shall develop and
32 submit recommendations to reduce the number of bridge strikes.
33 Recommendations must include: Potential improvements to physical
34 infrastructure; location, type, and height of posted warning signage;
35 information and training campaigns for drivers; and scalable options
36 for costs for each recommendation.

37 (11) \$15,000 of the motor vehicle account—state appropriation is
38 provided solely for implementation of chapter . . . (Engrossed
39 Substitute Senate Bill No. 5374), Laws of 2026 (transportation/tribal
40 rep.). If chapter . . . (Engrossed Substitute Senate Bill No. 5374),

1 Laws of 2026 is not enacted by June 30, 2026, the amount provided in
2 this subsection lapses.

3 (12) (a) \$250,000 of the multimodal transportation account—state
4 appropriation is provided solely for the department to develop an
5 implementation plan for a megaproject for safety program.

6 (b) The megaproject for safety program must be designed to
7 advance statewide transportation safety and mobility goals,
8 including, but not limited to, target zero, complete streets, vehicle
9 miles traveled (VMT) reduction, and the prioritization of equitable
10 safety outcomes by directing investments to communities
11 disproportionately impacted by traffic-related serious injuries and
12 fatalities on state-owned highways.

13 (c) In developing the implementation plan, the department must:

14 (i) Define the purpose, scope, and eligibility criteria of a
15 megaproject for safety program, including how projects will be
16 planned, identified, prioritized, and evaluated;

17 (ii) Identify how the program aligns with existing state and
18 agency policies, guidelines, and performance measures;

19 (iii) Identify existing funding sources, statutory authority, and
20 budget program areas within the department that could support or be
21 aligned with the program;

22 (iv) Identify opportunities for coordination with local
23 governments, tribes, metropolitan planning organizations, and other
24 partners;

25 (v) Identify short- and long-term funding needs to implement and
26 sustain the program; and

27 (vi) Identify a method for enabling multi-jurisdiction
28 partnerships to develop coordinated corridor safety strategies and
29 for guiding land use development consistent with a safer land use
30 approach.

31 (b) The department must submit a report to the appropriate
32 committees of the legislature by June 30, 2027, detailing the
33 implementation plan, program alignment, and funding recommendations.

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

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

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

1	Transportation Partnership Account—State	
2	Appropriation.	((\$147,000))
3		<u>\$205,000</u>
4	Motor Vehicle Account—State Appropriation.	((\$103,363,000))
5		<u>\$149,555,000</u>
6	Puget Sound Ferry Operations Account—State	
7	Appropriation.	((\$1,120,000))
8		<u>\$1,683,000</u>
9	State Route Number 520 Corridor Account—State	
10	Appropriation.	((\$86,000))
11		<u>\$92,000</u>
12	Connecting Washington Account—State Appropriation.	((\$1,180,000))
13		<u>\$1,649,000</u>
14	Multimodal Transportation Account—State	
15	Appropriation.	((\$5,835,000))
16		<u>\$8,787,000</u>
17	Tacoma Narrows Toll Bridge Account—State	
18	Appropriation.	\$51,000
19	Alaskan Way Viaduct Replacement Project Account—	
20	State Appropriation.	\$38,000
21	Interstate 405 and State Route Number 167 Express	
22	Toll Lanes Account—State Appropriation.	((\$66,000))
23		<u>\$72,000</u>
24	TOTAL APPROPRIATION.	((\$111,893,000))
25		<u>\$162,139,000</u>

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

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

35 (2) On August 1, 2025, and semiannually thereafter, the
36 department, in conjunction with the attorney general and the
37 department of enterprise services, shall provide a report with
38 judgments and settlements dealing with the Washington state ferry
39 system to the director of the office of financial management and the

1 transportation committees of the legislature. The report must include
2 information on: (a) The number of claims and settlements by type; (b)
3 the average claim and settlement by type; (c) defense costs
4 associated with those claims and settlements; and (d) information on
5 the impacts of moving legal costs associated with the Washington
6 state ferry system into the statewide self-insurance pool.

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

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

21 (5) \$1,500,000 of the motor vehicle account—state appropriation
22 is provided solely for additional costs associated with planned
23 consolidation of staff at a variety of facilities in Thurston county.
24 The amount provided in this subsection must be held in unallotted
25 status until the department submits a request to the office of
26 financial management. As part of the request, the department must
27 submit a comprehensive consolidation plan, developed in conjunction
28 with the department of enterprise services and the office of
29 financial management, which details the planned action steps and
30 timeline to achieve the office and administrative space efficiency as
31 detailed in recent reports identifying opportunities for savings and
32 cost avoidance while prioritizing employee safety. Beginning July 1,
33 2026, and semiannually thereafter, the department must provide a
34 report on the progress in meeting the outcomes specified in the
35 comprehensive consolidation plan to the office of financial
36 management and the transportation committees of the legislature.

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

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

1	Carbon Emissions Reduction Account—State	
2	Appropriation.	((\$275,545,000))
3		<u>\$276,498,000</u>
4	State Vehicle Parking Account—State Appropriation.	\$784,000
5	Rural Mobility Grant Program Account—State	
6	Appropriation.	\$32,223,000
7	Multimodal Transportation Account—State	
8	Appropriation.	((\$101,683,000))
9		<u>\$112,785,000</u>
10	Multimodal Transportation Account—Federal	
11	Appropriation.	((\$4,459,000))
12		<u>\$4,457,000</u>
13	Multimodal Transportation Account—Private/Local	
14	Appropriation.	\$100,000
15	TOTAL APPROPRIATION.	((\$414,794,000))
16		<u>\$426,847,000</u>

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

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

30 (b) ((~~\$425,000~~)) \$977,000 of the carbon emissions reduction
31 account—state appropriation is provided solely for the
32 reappropriation of amounts provided for this purpose in the 2023-2025
33 fiscal biennium.

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

36 (3) ((~~\$1,124,000~~)) \$2,212,000 of the multimodal transportation
37 account—state appropriation is provided solely for the department to
38 provide a statewide vanpool benefit for all state employees. For
39 department employees working in remote job sites, such as mountain

1 passes, the department must ensure employees are able to access job
2 sites via a subsidized vanpool or provide a modal alternative for the
3 "last mile" to ensure employees can access the job site without
4 additional charge.

5 (4) \$500,000 of the carbon emissions reduction account—state
6 appropriation is provided solely for an interagency transfer to the
7 Washington State University extension energy program to administer a
8 technical assistance and education program for public agencies on the
9 use of alternative fuel vehicles. The Washington State University
10 extension energy program shall prepare a report regarding the
11 utilization of the program and submit this report to the
12 transportation committees of the legislature by November 15, 2025.

13 (5) \$32,223,000 of the rural mobility grant program account—state
14 appropriation is provided solely for grants to aid small cities in
15 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
16 factor in the grant selection process. For grant awards not yet under
17 contract, as a condition of rural mobility transportation grants
18 provided pursuant to this subsection, public transportation agencies
19 may not delay, divert, supplant, or suspend the collection of
20 approved local sales and use taxes for the purpose of public
21 transportation during the 2025-2027 fiscal biennium.

22 (6) \$3,300,000 of the carbon emissions reduction account—state
23 appropriation, \$5,700,000 of the multimodal transportation account—
24 state appropriation, and \$784,000 of the state vehicle parking
25 account—state appropriation are provided solely for CTR grants and
26 activities. Fuel type may not be a factor in the grant selection
27 process. For grant awards not yet under contract, as a condition of
28 CTR grants provided pursuant to this subsection, public
29 transportation agencies may not delay, divert, supplant, or suspend
30 the collection of approved local sales and use taxes for the purpose
31 of public transportation during the 2025-2027 fiscal biennium.

32 (7) (~~(\$188,900,000)~~) \$189,401,000 of the carbon emissions
33 reduction account—state appropriation is provided solely for transit
34 support grants. The department must confirm zero-fare policies are in
35 effect at transit agencies to be eligible for biennial distributions.
36 For grant awards not yet under contract, as a condition of transit
37 support grants provided pursuant to this subsection, public
38 transportation agencies may not delay, divert, supplant, or suspend

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

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

10 (9) \$900,000 of the carbon emissions reduction account—state
11 appropriation is provided solely for the department to implement
12 certain recommendations from the 2023 frequent transit service study.
13 The department shall define levels and types of demand-response
14 service and measure access to these services within Washington for
15 the purpose of gaining a fuller picture of transit access. The
16 department must collect ongoing transportation data and develop
17 systems to allow for analysis of disparities in access to existing
18 fixed route transit. The data collection should prioritize collecting
19 information on accessibility and inclusion of people with
20 disabilities, vulnerable populations in overburdened communities, and
21 other underserved communities. The department shall submit a report
22 on data collection efforts to the transportation committees of the
23 legislature and the office of financial management by June 30, 2026.

24 (10) \$9,000,000 of the multimodal transportation account—state
25 appropriation is provided solely for grants to transit agencies for
26 enhanced services between June 1, 2026, and July 30, 2026.

27 (a) Enhanced services consist of:

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

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

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

37 (i) Forty percent to King County metro;

38 (ii) (~~Twenty~~) Forty percent to public transportation benefit
39 areas and regional transit authorities operating in the four counties

1 making up the largest regional transportation planning organization
2 in the state, distributed proportionally based on agency service
3 hours; and

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

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

14 (11) (~~(\$10,000,000)~~) \$20,000,000 of the multimodal transportation
15 account—state appropriation is provided solely for King county metro
16 as part of a federal funds exchange pilot.

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

31 (b) Of the amounts provided in this subsection, \$10,000,000 is
32 provided solely to King county metro for the purpose of supporting
33 the Revive Interstate 5—Ship Canal Bridge project. These funds are
34 not subject to the requirements in (a) of this subsection; however,
35 the federal funds exchange pilot must have been initiated by King
36 county metro for these funds to be released. It is the intent of the
37 legislature that if federal funds are exchanged under this pilot
38 during the 2025-2027 or 2027-2029 fiscal biennium, the federal funds
39 must first be applied toward the amounts provided in this subsection
40 (11)(b).

1 (12) \$350,000 of the multimodal transportation account—state
2 appropriation is provided solely for Pierce county to support public
3 transportation services on the Key Peninsula.

4 (13) \$950,000 of the multimodal transportation account—state
5 appropriation is provided solely for RiverCities Transit to operate
6 weekday transit service from Longview to Vancouver.

7 (14) \$5,000,000 of the multimodal transportation account—state
8 appropriation is provided solely for intercity bus expansion in
9 preparation for the 2026 World Cup. The department must report to the
10 transportation committees of the legislature and the office of
11 financial management annually on each January 15th with expansion
12 status and performance updates.

13 (15) The legislature intends to fully restore the multimodal
14 transportation account funding for transportation demand management
15 programs to levels that match 2025-2027 biennial appropriations in
16 the 2027-2029 fiscal biennium and future biennia.

17 (16) It is the intent of the legislature to provide up to
18 \$2,000,000 in multimodal transportation account—state funds during
19 the 2027-2029 fiscal biennium for transit coordination grants
20 regarding transit agency annexations.

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

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

24 Puget Sound Ferry Operations Account—State	
25 Appropriation.	((\$643,803,000))
26	<u>\$643,882,000</u>
27 Puget Sound Ferry Operations Account—Federal	
28 Appropriation.	((\$126,642,000))
29	<u>\$126,643,000</u>
30 Puget Sound Ferry Operations Account—Private/Local	
31 Appropriation.	\$121,000
32 <u>Move Ahead WA Account—State Appropriation.</u>	<u>\$1,254,000</u>
33 TOTAL APPROPRIATION.	((\$770,566,000))
34	<u>\$771,900,000</u>

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

37 (1) The office of financial management budget instructions
38 require agencies to recast enacted budgets into activities. The

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

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

15 (b) The Washington state ferries must develop a renewable diesel
16 demonstration project for a representative group of diesel vessels.
17 By September 15, 2026, Washington state ferries must submit findings
18 and recommendations to the office of financial management and the
19 transportation committees of legislature that includes, but is not
20 limited to, performance results of the demonstration project,
21 recommendations for renewable diesel usage across the fleet, and
22 possible procurement options for renewable diesel.

23 (3) During negotiations of the 2027-2029 collective bargaining
24 agreements, (a) the department must identify provisions that create
25 barriers for, or contribute to creating a disparate impact on, newly
26 hired ferry employees, including those who are women, people of
27 color, veterans, and other employees belonging to communities that
28 have historically been underrepresented in the workforce; (b) and the
29 department must create a forum for direct discussion between the
30 governor, labor leadership, the office of financial management and
31 the Washington state ferries to collaboratively identify and resolve
32 compensation and staffing issues, with the goal of service
33 improvements for ferry riders. By January 1, 2027, the department
34 must report to the transportation committees of the legislature on
35 progress in incorporating the finding and recommendations from the
36 December 2022 joint transportation committee study on the Washington
37 state ferries' workforce.

38 (4) \$50,000 of the Puget Sound ferry operations account—state
39 appropriation is provided solely for the department to conduct an

1 actuarial evaluation to determine the amount of funds needed in
2 reserve to provide an acceptable amount of self-insurance coverage as
3 compared to the commercial insurance option for the ferry system. The
4 evaluation must also include an analysis of the short and long-term
5 costs and benefits of self-insurance. By December 15, 2026, the
6 department shall report evaluation results to the transportation
7 committees of the legislature.

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

15 (6) \$500,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for operating costs related to
17 moving vessels for emergency capital repairs. Funds may only be spent
18 after approval by the office of financial management.

19 (7) \$11,962,000 of the Puget Sound ferry operations account—state
20 appropriation is provided solely for the Washington state ferries
21 workforce development activities.

22 (8) \$6,950,000 of the Puget Sound ferry operations account—state
23 appropriation is provided solely for overtime and familiarization
24 expenses incurred by engine, deck, and terminal staff. The department
25 must provide updated staffing cost estimates for fiscal years 2026
26 and 2027 with its annual budget submittal and updated estimates by
27 January 1, 2026.

28 (9) \$2,548,000 of the Puget Sound ferry operations account—state
29 appropriation is provided solely for security services at Colman
30 Dock.

31 (10) \$600,000 of the Puget Sound ferry operations account—state
32 appropriation is provided solely for traffic control at ferry
33 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
34 Bainbridge Island, during peak ferry travel times, with a particular
35 focus on Sundays and holiday weekends. If local law enforcement
36 entities are available, the Washington state ferries may contract
37 with local agencies for traffic control services.

38 (11) By December 31st of each year, as part of the annual ferries
39 division performance report, the department must report on the status

1 of efforts to increase the staff available for maintaining the
2 customary level of ferry service, including staff for deck, engine,
3 and terminals. The report must include data for a 12-month period up
4 to the most recent data available, by staff group, showing the number
5 of employees at the beginning of the 12-month period, the number of
6 new employees hired, the number of employees separating from service,
7 and the number of employees at the end of the 12-month period. The
8 department report on additional performance measures must include:

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

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

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

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

29 (13) \$12,000,000 of the Puget Sound ferry operations account—
30 federal appropriation is provided solely for a federal fund exchange
31 pilot with King county metro.

32 (a) The pilot must be conducted in coordination with the Puget
33 Sound regional council, who has programming authority for the federal
34 funds to be exchanged. As supplemented in (b) of this subsection,
35 Washington state ferries must work with the Puget Sound regional
36 council to identify eligible projects for the exchanged federal funds
37 and amend the statewide transportation improvement program (STIP).
38 Upon approval of the amended plan and confirmation of distribution of
39 federal funds from the Puget Sound regional council, Washington state
40 ferries must notify the department's public transportation division

1 for release of state funds to King county metro in section 221(11) of
2 this act. By January 15, ((2026)) 2027, Washington state ferries must
3 report to the office of financial management and transportation
4 committees of the legislature recommendations for expanding the
5 exchange in current and future biennia.

6 (b) Washington state ferries must work with the Puget Sound
7 regional council to identify additional eligible projects for the
8 exchanged federal funds and amend the statewide transportation
9 improvement program (STIP) during the 2027-2029 fiscal biennium.

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

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

23 (16) \$855,000 of the Puget Sound ferry operations account—state
24 appropriation is provided solely for a workforce development pilot at
25 the Seattle maritime academy for the 2025-2027 fiscal biennium.
26 Amounts provided in this subsection must be utilized for programs
27 that are a benefit to the Washington state ferries or the prospective
28 workforce pipeline of the Washington state ferries. Funding may not
29 be expended until Washington state ferries certifies to the office of
30 financial management that a memorandum of agreement with Seattle
31 central community college has been executed.

32 (a) The memorandum of agreement with Seattle central community
33 college must address:

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

37 (ii) Development of a joint recruitment plan with Seattle central
38 community college aimed at increasing enrollment of women and people
39 of color, with specific strategies to recruit existing community and
40 technical college students, maritime skills center students, high

1 school students from maritime programs, including maritime skills
2 center students, foster care graduates, and former juvenile
3 rehabilitation and adult incarcerated individuals; and

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

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

14 (17) \$375,000 of the Puget Sound ferry operations account—state
15 appropriation is provided solely for the implementation of chapter
16 296, Laws of 2025 (ferry system salaries). ~~((If chapter . . ., Laws
17 of 2025 (Substitute House Bill No. 1264) is not enacted by June 30,
18 2025, the amount provided in this subsection lapses.))~~

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

31 (19) \$36,000 of the Puget Sound ferry operations account—state
32 appropriation is provided solely for implementation of chapter . . . ,
33 Laws of 2026 (Engrossed Second Substitute Senate Bill No. 5098)
34 (weapons in certain areas). If chapter . . . , Laws of 2026 (Engrossed
35 Second Substitute Senate Bill No. 5098) is not enacted by June 30,
36 2026, the amount provided in this subsection lapses.

37 (20) \$1,000,000 of the move ahead WA account—state appropriation
38 is provided solely for the establishment of an emergent preservation
39 response team to mitigate disruption to planned preservation

1 activities caused by unexpected preservation needs within the ferry
2 fleet.

3 (21) \$254,000 of the move ahead WA account—state appropriation is
4 provided solely for: (a) Expanding warehouse space for parts and
5 material inventory; and (b) highly trained personnel to efficiently
6 procure complex maritime equipment.

7 (22) \$50,000 of the Puget Sound ferry operations account—state
8 appropriation is provided solely for enhanced management of ferry
9 lines near the Bainbridge Island terminal to handle increased traffic
10 related to 2026 World Cup events on certain dates in June and July of
11 2026.

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

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

15 Carbon Emissions Reduction Account—State

16 Appropriation. ((\$2,000,000))
17 \$4,000,000

18 Multimodal Transportation Account—State

19 Appropriation. ((\$81,085,000))
20 \$83,532,000

21 Multimodal Transportation Account—Private/Local

22 Appropriation. \$46,000

23 TOTAL APPROPRIATION. ((\$83,131,000))
24 \$87,578,000

25 The appropriations in this section are subject to the following
26 conditions and limitations: \$800,000 of the multimodal transportation
27 account—state appropriation is provided solely to establish a truck
28 coordinator position to oversee and report on the implementation of
29 truck parking recommendations and serve as a single internal and
30 external point of contact on truck parking. The truck parking
31 coordinator, in consultation with the freight mobility strategic
32 investment board, must proactively work with local jurisdictions on
33 truck parking issues and identification of expansion sites, support
34 local agencies with truck parking resources, and coordinate with the
35 private sector on private truck parking projects. As part of these
36 responsibilities, the coordinator or department's designee shall
37 regularly brief the freight mobility strategic investment board and
38 seek its guidance on implementation priorities, strategies, and final

1 recommendations. The department may utilize a portion of the funding
2 for a consultant with specialized skill sets and truck parking
3 knowledge to develop guidance and tools and conduct outreach, as
4 needed.

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

7 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
8 **OPERATING**

9 Carbon Emissions Reduction Account—State

10	Appropriation.	\$274,000
11	Motor Vehicle Account—State Appropriation.	(\$15,164,000)
12		<u>\$16,177,000</u>
13	Motor Vehicle Account—Federal Appropriation.	(\$2,644,000)
14		<u>\$2,643,000</u>
15	Multimodal Transportation Account—State	
16	Appropriation.	(\$1,780,000)
17		<u>\$2,080,000</u>
18	Multiuse Roadway Safety Account—State Appropriation. . . .	\$1,800,000
19	TOTAL APPROPRIATION.	(\$21,662,000)
20		<u>\$22,974,000</u>

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

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

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

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

34 (4) \$930,000 of the motor vehicle account—state appropriation is
35 provided solely for the department, from amounts set aside out of
36 statewide fuel taxes distributed to counties according to RCW
37 46.68.120(3), to contract with the Washington state association of
38 counties to:

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

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

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

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

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

31 (6) \$60,000 of the multimodal transportation account—state
32 appropriation is provided solely for support of a United States Coast
33 Guard-compliant basic safety program with Crawford nautical training.

34 (7) \$309,000 of the motor vehicle account—state appropriation is
35 provided solely for the department to fund one full-time equivalent
36 liaison position within the local program multiagency permit program.
37 The department shall provide a report with an update on activities in
38 the program to the transportation committees of the legislature by
39 December 1, 2026.

1 (8) \$70,000 of the multimodal transportation account—state
2 appropriation is provided solely for the department to contract with
3 the Puget Sound harbor committee to support the development of the
4 Puget Sound harbor safety plan.

5 (9) (a) \$300,000 of the multimodal transportation account—state
6 appropriation is provided solely to develop a regional connections
7 action plan for the statewide development of active transportation
8 infrastructure that connects population centers, supports mode shift,
9 and improves safety performance. By December 1, 2026, the department
10 shall provide a plan to the office of financial management and the
11 transportation committees of the legislature that:

12 (i) Examines state statutes, rules, design guidance, and funding
13 program criteria to determine if there are legal or administrative
14 barriers to building and maintaining a regional connections network;

15 (ii) Collects and updates data to support a conceptual network
16 map identifying existing, planned, and potential connections;

17 (iii) Develops a cost estimating methodology for use in route
18 planning and project prioritizing and development; and

19 (iv) Develops strategies and technical guidance for regional
20 connections maintenance and operations.

21 (b) The legislature finds that projects listed in the major
22 corridor "Regional Connections Demonstration Projects" in LEAP
23 Transportation Document 2026-2 ALL PROJECTS as developed February 23,
24 2026, Program - Local Programs Program (Z) connect population
25 centers, supports mode shifts, and will improve safety performance.

26 (10) \$42,000 of the motor vehicle account—state appropriation is
27 provided solely for implementation of chapter . . ., Laws of 2026
28 (Substitute Senate Bill No. 6311) (safe passage during certain
29 construction projects). If chapter . . ., Laws of 2026 (Substitute
30 Senate Bill No. 6311) is not enacted by June 30, 2026, the amount
31 provided in this subsection lapses.

32 (11) \$986,000 of the motor vehicle account—state appropriation is
33 provided solely for the state share of the operating deficit of the
34 Wahkiakum county ferry.

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

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

4 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

5 Move Ahead WA Account—State Appropriation. (~~(\$9,333,000)~~)
6 \$40,333,000
7 Rural Arterial Trust Account—State Appropriation. \$51,573,000
8 Motor Vehicle Account—State Appropriation. (~~(\$2,103,000)~~)
9 \$2,456,000
10 County Arterial Preservation Account—State
11 Appropriation. \$30,242,000
12 TOTAL APPROPRIATION. (~~(\$93,251,000)~~)
13 \$124,604,000

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

16 (1) It is the intent of the legislature to provide \$21,028,000
17 for a new county local road grant program for the preservation and
18 improvement of county local roads that are not currently eligible
19 under existing funding programs starting in the 2027-2029 fiscal
20 biennium.

21 (2) \$1,000,000 of the move ahead WA account—state appropriation
22 is provided solely for grants to reimburse counties for design costs
23 associated with preparing projects for construction, pursuant to
24 subsection (1) of this section, under the county local road grant
25 program (chapter 36.170 RCW).

26 (3) (a) \$30,000,000 of the move ahead WA account—state
27 appropriation is provided solely for the county road administration
28 board, after consultation with the military department and department
29 of transportation, to establish a temporary program to provide
30 financial assistance for county transportation infrastructure damage
31 and impacts from the December 2025 weather events in counties that
32 have met the damage amount indicator for federal public assistance.
33 It is the intent of the legislature that this financial assistance
34 serve as a bridge to when federal reimbursement is available to
35 mitigate the overwhelming nature of the December weather events since
36 it is necessary to respond immediately to ensure appropriate
37 emergency response, continued transportation of people and access to

1 vital services, and the repair of critical infrastructure to allow
2 the transport of goods and services.

3 (b) The financial assistance must be provided as loans against
4 the requested receipt of federal funds from the federal emergency
5 management agency and the federal highway administration for
6 emergency project costs. Upon receipt of federal funds covering these
7 costs, the county must pay back the loan within a reasonable time
8 frame as determined by the county road administration board. All
9 repayment amounts must be deposited into the motor vehicle account.

10 (c) The costs covered with the emergency projects are work of
11 either a temporary or permanent nature, which restores roads and
12 bridges to a preemergency condition and may include reconstruction to
13 current design standards. This work must be directly related to the
14 sudden natural destruction or severe damage to county roadway
15 sections or structures from the December 2025 weather events. This
16 work must be beyond the scope of work done by a county in repairing
17 damage normally or reasonably expected from seasonal or other natural
18 conditions, and must be beyond what would be considered maintenance.

19 (d) By July 1, 2026, and quarterly thereafter, the county road
20 administration board must provide information on the loan
21 disbursements identifying each project by county, including the
22 amount of the loan, the description and scope of each project, and
23 the status of federal reimbursement and loan repayments until the
24 loan is repaid. The report must be submitted to the office of
25 financial management and the transportation committees of the
26 legislature.

27 (e) It is the intent of the legislature that if federal
28 reimbursement for these costs is not provided, the loan amounts will
29 be forgiven as specified in an omnibus transportation appropriations
30 act.

31 **Sec. 302.** 2025 c 416 s 303 (uncodified) is amended to read as
32 follows:

33 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

34 Carbon Emissions Reduction Account—State

35 Appropriation. \$21,600,000

36 Small City Pavement and Sidewalk Account—State

37 Appropriation. \$3,953,000

38 Transportation Improvement Account—State

1	Appropriation.	\$251,289,000
2	Complete Streets Grant Program Account—State	
3	Appropriation.	\$24,670,000
4	Move Ahead WA Account—State Appropriation.	((\$9,333,000))
5		<u>\$24,333,000</u>
6	TOTAL APPROPRIATION.	((\$310,845,000))
7		<u>\$325,845,000</u>

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

10 (1) It is the intent of the legislature to provide a \$21,028,000
11 increase in funding starting in the 2027-2029 fiscal biennium for
12 additional complete streets program grant awards to cities and
13 counties for planning, design, and infrastructure related to making
14 roadways accessible for driving, walking, cycling, transit, and
15 aesthetic qualities.

16 (2) (a) \$15,000,000 of the move ahead WA account—state
17 appropriation is provided solely for the transportation improvement
18 board, after consultation with the military department and department
19 of transportation, to establish a temporary program to provide
20 financial assistance for city and town transportation infrastructure
21 damage and impacts from the December 2025 weather events in counties
22 that have met the damage amount indicator for federal public
23 assistance. It is the intent of the legislature that this financial
24 assistance serve as a bridge to when federal reimbursement is
25 available to mitigate the overwhelming nature of the December weather
26 events since it is necessary to respond immediately to ensure
27 appropriate emergency response, continued transportation of people
28 and access to vital services, and the repair of critical
29 infrastructure to allow the transport of goods and services.

30 (b) The financial assistance must be provided as loans against
31 the requested receipt of federal funds from the federal emergency
32 management agency and the federal highway administration for these
33 emergency project costs. Upon receipt of federal funds covering these
34 costs, the city or town must pay back the loan within a reasonable
35 time frame as determined by the transportation improvement board. All
36 repayment amounts must be deposited into the motor vehicle account.

37 (c) The costs covered with the emergency projects are work of
38 either a temporary or permanent nature which restores roads and
39 bridges to a preemergency condition and may include reconstruction to

1 current design standards. This work must be directly related to the
2 sudden natural destruction or severe damage to city or town roadway
3 sections or structures from the December 2025 weather events. This
4 work must be beyond the scope of work done by a city or town in
5 repairing damage normally or reasonably expected from seasonal or
6 other natural conditions, and must be beyond what would be considered
7 maintenance.

8 (d) By July 1, 2026, and quarterly thereafter, the transportation
9 improvement board must provide information on the loan disbursements
10 identifying each project by city or town, including the amount of the
11 loan, the description and scope of each project, and the status of
12 federal reimbursement and loan repayments until the loan is repaid.
13 The report must be submitted to the office of financial management
14 and the transportation committees of the legislature.

15 (e) It is the intent of the legislature that if federal
16 reimbursement for these costs is not provided, the loan amounts will
17 be forgiven as specified in an omnibus transportation appropriations
18 act.

19 **Sec. 303.** 2025 c 416 s 304 (uncodified) is amended to read as
20 follows:

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

23 Motor Vehicle Account—State Appropriation.	(((\$20,158,000))
	<u>\$24,450,000</u>
25 Move Ahead WA Account—State Appropriation.	(((\$21,487,000))
	<u>\$20,850,000</u>
27 TOTAL APPROPRIATION.	(((\$41,645,000))
	<u>\$45,300,000</u>

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

31 (1) (a) \$9,487,000 of the move ahead WA account—state
32 appropriation is provided solely for the department to improve its
33 ability to keep facility assets in a state of good repair. In using
34 the funds appropriated in this subsection, the department, with
35 periodic reporting to the joint transportation committee, must
36 continue to develop and implement a prioritization of facility
37 capital preservation needs and repair projects. The legislature
38 intends these to be reasonable, forward-thinking investments that

1 consider potential future space efficiency measures and
2 consolidations, including those assessed as having high commercial
3 value and potential returns to state transportation funds associated
4 with the sale of the property. Prioritization must be based on, but
5 not limited to, the following criteria: (i) Employee safety and
6 facility security; (ii) state and federal regulatory and statutory
7 requirements and compliance issues, including clean buildings
8 requirements; (iii) quality of work issues; (iv) facility condition
9 assessment evaluations and scoring; (v) asset preservation; and (vi)
10 amount of operational support provided by the facility to the
11 achievement of the department's performance measures and outcomes,
12 including facility utilization based on field operations work
13 supported at the location. "Field operations" includes maintenance,
14 transportation operations, materials testing, and construction.

15 (b) In using the funds appropriated in this subsection, the
16 department must utilize the prioritization of facility capital
17 preservation needs and repair projects used in developing the
18 2025-2027 fiscal biennium agency budget submittal.

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

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

34 (3) Within existing resources, in consultation with the office of
35 financial management, the department must continue to use criteria
36 for providing building-related capital requests in a comparable
37 format, adjusted where appropriate, to provisions already in use in
38 the omnibus capital appropriations act for building projects,
39 including the C-100 capital request form and other detail

1 requirements for omnibus capital appropriations act building
2 submissions.

3 (4) (~~(\$3,000,000)~~) \$2,000,000 of the move ahead WA account—state
4 appropriation is provided solely for the department to conduct master
5 planning on highest and best use of the Corson Avenue regional
6 headquarters property, including options to reduce space and
7 footprint on the property, examining the commercial value of the
8 property if converted to other use or sale of a portion of the
9 property, and reviewing alternative financing methods to fund
10 improvements.

11 (5) \$625,000 of the motor vehicle account—state appropriation is
12 provided solely for the department to build new parking at an
13 existing agency-owned property for approximately 20 large, oversized
14 vehicles displaced from the relocation by June 30, 2026, out of the
15 Edna Lucille Goodrich Building. The funds appropriated in this
16 subsection may not be used for paving.

17 **Sec. 304.** 2025 c 416 s 305 (uncodified) is amended to read as
18 follows:

19 **FOR THE DEPARTMENT OF TRANSPORTATION—IMPROVEMENTS—PROGRAM I**

20	Alaskan Way Viaduct Replacement Project Account—	
21	State Appropriation.	((\$7,406,000))
22		<u>\$9,808,000</u>
23	Carbon Emissions Reduction Account—State	
24	Appropriation.	((\$13,331,000))
25		<u>\$14,632,000</u>
26	Move Ahead WA Account—Private/Local Appropriation.	\$367,916,000
27	Puget Sound Gateway Facility Account—State	
28	Appropriation.	((\$88,200,000))
29		<u>\$50,200,000</u>
30	Transportation Partnership Account—State	
31	Appropriation.	((\$8,948,000))
32		<u>\$24,443,000</u>
33	Motor Vehicle Account—State Appropriation.	((\$271,567,000))
34		<u>\$307,163,000</u>
35	Motor Vehicle Account—Federal Appropriation.	((\$487,331,000))
36		<u>\$649,728,000</u>
37	Coronavirus State Fiscal Recovery Fund—Federal	
38	Appropriation.	((\$54,334,000))

1		<u>\$57,011,000</u>
2	Motor Vehicle Account—Private/Local Appropriation.	((\$53,581,000))
3		<u>\$93,843,000</u>
4	Connecting Washington Account—State Appropriation. ((\$1,710,931,000))	
5		<u>\$1,718,377,000</u>
6	Special Category C Account—State Appropriation.	((\$114,708,000))
7		<u>\$161,111,000</u>
8	Multimodal Transportation Account—State	
9	Appropriation.	((\$7,557,000))
10		<u>\$8,232,000</u>
11	Multimodal Transportation Account—Federal	
12	Appropriation.	((\$1,842,000))
13		<u>\$3,600,000</u>
14	State Route Number 520 Corridor Account—State	
15	Appropriation.	\$1,100,000
16	<u>State Route Number 520 Civil Penalties Account—State</u>	
17	<u>Appropriation.</u>	<u>\$20,000,000</u>
18	<u>Transportation 2003 Account (Nickel Account)—State</u>	
19	<u>Appropriation.</u>	<u>\$545,000</u>
20	Interstate 405 and State Route Number 167 Express	
21	Toll Lanes Account—State Appropriation.	((\$547,950,000))
22		<u>\$523,850,000</u>
23	Move Ahead WA Account—State Appropriation.	((\$1,161,189,000))
24		<u>\$1,160,345,000</u>
25	Move Ahead WA Account—Federal Appropriation.	((\$467,532,000))
26		<u>\$427,732,000</u>
27	Model Toxics Control Stormwater Account—State.	((\$10,563,000))
28		<u>\$13,609,000</u>
29	TOTAL APPROPRIATION.	((\$5,375,986,000))
30		<u>\$5,613,245,000</u>

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

33 (1) Except as provided otherwise in this section, the entire
34 connecting Washington account—state appropriation, the entire move
35 ahead WA account—federal appropriation, the entire move ahead WA
36 account—state appropriation, and the entire transportation
37 partnership account—state appropriation are provided solely for the
38 projects and activities as listed by fund, project, and amount in
39 LEAP Transportation Document ((2025-1)) 2026-1 as developed ((April

1 ~~26, 2025~~) February 23, 2026, Program - Highway Improvements Program
2 (I). However, limited transfers of specific line-item project
3 appropriations may occur between projects for those amounts listed
4 subject to the conditions and limitations in section 601 (~~of this~~
5 ~~act~~), chapter 416, Laws of 2025.

6 (2) Except as provided otherwise in this section, the entire
7 motor vehicle account—state appropriation, multimodal transportation
8 account—state appropriation, and motor vehicle account—federal
9 appropriation are provided solely for the projects and activities
10 listed in LEAP Transportation Document (~~(2025-2)~~) 2026-2 ALL PROJECTS
11 as developed (~~(April 26, 2025)~~) February 23, 2026, Program - Highway
12 Improvements Program (I). 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)~~) \$1,389,185,000 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)~~) \$102,263,000 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)~~) \$50,200,000 in proceeds from the sale
39 of bonds authorized in RCW 47.10.896.

1 (7) The motor vehicle account—state appropriation includes up to
2 \$30,000,000 in proceeds from the sale of bonds authorized in RCW
3 47.10.843.

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

7 (9) The move ahead WA account—state appropriation includes up to
8 \$879,000,000 in proceeds from the sale of bonds authorized in RCW
9 47.10.873.

10 ~~(10) ((The move ahead WA account state appropriation includes up to~~
11 ~~to \$164,000,000 in proceeds from the sale of bonds authorized in RCW~~
12 ~~47.10.889.~~

13 ~~(11) The move ahead WA account state appropriation includes up to~~
14 ~~\$212,000,000 in proceeds from the sale of bonds authorized in RCW~~
15 ~~47.10.861.)) The move ahead WA account—state appropriation includes~~
16 ~~up to \$250,000,000 in proceeds from the sale of bonds authorized in~~
17 ~~section 1, chapter . . . (Substitute Senate Bill No. 6225), Laws of~~
18 ~~2026 (authorizing bonds for transportation funding).~~

19 (11) The motor vehicle account—state appropriation includes up to
20 \$165,000,000 in proceeds from the sale of bonds authorized in RCW
21 47.10.861.

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

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

38 (14) (a) ~~((\$54,334,000))~~ \$57,011,000 of the coronavirus state
39 fiscal recovery fund—federal appropriation, ~~((\$118,178,000))~~

1 \$118,424,000 of the motor vehicle account—federal appropriation,
2 (~~(\$796,352,000)~~) \$795,004,000 of the move ahead WA account—state
3 appropriation, (~~(\$112,263,000)~~) \$99,394,000 of the connecting
4 Washington account—state appropriation, (~~(\$2,698,000)~~) \$4,622,000 of
5 the motor vehicle account—private/local appropriation, and
6 (~~(\$8,621,000)~~) \$8,730,000 of the motor vehicle account—state
7 appropriation are provided solely for the Fish Passage Barrier
8 Removal project (OBI4001) with the intent of fully complying with the
9 federal *U.S. v. Washington* court injunction by 2030.

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

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

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

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

37 (15)(a) (~~(\$368,461,000)~~) \$138,049,000 of the move ahead WA
38 account—federal appropriation, (~~(\$127,504,000)~~) \$357,916,000 of the
39 move ahead WA account—private/local appropriation, and \$84,223,000 of

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

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

22 (c) The legislature intends that the final tolling system for the
23 new bridge utilize new tolling technology that minimizes the capital
24 costs of tolling equipment and operations while meeting or exceeding
25 Washington state department of transportation standards for tolling
26 system performance and reliability. As part of the design process for
27 the final tolling system on the bridge, the department must consider
28 new toll technology options.

29 (16) (a) (~~(\$37,322,000)~~) \$43,803,000 of the (~~move-ahead-WA~~)
30 connecting Washington account—state appropriation is provided solely
31 for the SR 3 Freight Corridor (T30400R) project. The legislature
32 intends to provide a total of \$78,910,000 for this project, including
33 an increase of \$12,000,000 in future biennia to safeguard against
34 inflation and supply/labor interruptions and ensure that:

35 (i) The northern terminus remains at Lake Flora Road and the
36 southern terminus at the intersection of state route number 3 and
37 state route number 302; and

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

1 (b) With respect to right-of-way acquisition and the construction
2 of the SR 3 Freight Corridor project (T30400R), tribal consultation
3 with the Suquamish tribe must begin at the earliest stage of
4 planning, including, without limitation, on all funding decisions and
5 funding programs, to provide a government-to-government mechanism for
6 the tribe to evaluate, identify, and expressly notify governmental
7 entities of any potential impacts to tribal cultural resources,
8 archaeological sites, sacred sites, fisheries, or other rights and
9 interests in tribal lands and lands within which the tribe possesses
10 rights reserved or protected by federal treaty, statute, or executive
11 order. The consultation is independent of, and in addition to, any
12 public participation process required under state law, or by a state
13 agency, including the requirements of Executive Order 21-02 related
14 to archaeological and cultural resources, and regardless of whether
15 the agency receives a request for consultation from the Suquamish
16 tribe. Regularly scheduled tribal consultation meetings with the
17 Suquamish tribe shall continue throughout the duration of any funding
18 or program decisions and proposed project approval.

19 (17) (~~(\$8,500,000)~~) \$8,105,000 of the move ahead WA account—state
20 appropriation and (~~(\$5,000,000)~~) \$4,928,000 of the move ahead WA
21 account—federal appropriation are provided solely for the SR 3/Gorst
22 Area - Widening project (L4000017).

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

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

1 continue throughout the duration of any funding program and proposed
2 project approval.

3 (18) \$23,000,000 of the move ahead WA account—state
4 appropriation, \$10,000,000 of the move ahead WA account—private/local
5 appropriation, and (~~(\$6,387,000)~~) \$13,960,000 of the connecting
6 Washington account—state appropriation are provided solely for the
7 US-12/Walla Walla Corridor Improvements project (T20900R). The
8 legislature recognizes the importance of this project and intends to
9 provide additional matching funds if additional competitive federal
10 funding is awarded for the final remaining four-lane section between
11 Wallula and Nine Mile Hill and the Port of Walla Walla provides
12 right-of-way at no cost to the state for this project. The
13 department, in consultation with local governments in the vicinity,
14 must pursue any federal funding available.

15 (19) (~~(\$12,571,000)~~) \$14,663,000 of the move ahead WA account—
16 state appropriation, \$7,908,000 of the move ahead WA account—federal
17 appropriation, and \$2,429,000 of the special category C account—state
18 appropriation are provided solely for the SR 18 Widening - Issaquah/
19 Hobart Rd to Raging River - Phase I project (L1000199). The
20 legislature recognizes the importance of this project and the cost
21 uncertainties associated with this project, and is committed to its
22 completion. The legislature intends to monitor the project's budget
23 and schedule and make adjustments as appropriate.

24 (20) (~~(\$136,984,000)~~) \$144,841,000 of the connecting Washington
25 account—state appropriation, (~~(\$1,527,000)~~) \$1,717,000 of the
26 multimodal transportation account—state appropriation,
27 (~~(\$28,103,000)~~) \$33,230,000 of the motor vehicle account—private/
28 local appropriation, (~~(\$324,483,000)~~) \$276,847,000 of the move ahead
29 WA account—federal appropriation, (~~(\$110,723,000)~~) \$147,829,000 of
30 the move ahead WA account—state appropriation, (~~(\$88,200,000)~~)
31 \$50,200,000 of the Puget Sound gateway facility account—state
32 appropriation, and (~~(\$212,157,000)~~) \$326,330,000 of the motor vehicle
33 account—federal appropriation are provided solely for the SR 167/SR
34 509 Puget Sound Gateway project (M00600R).

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

37 (b) In making budget allocations to the Puget Sound Gateway
38 project, the department shall implement the project's construction as
39 a single corridor investment. The department shall continue to

1 collaborate with the affected stakeholders as it implements the
2 corridor construction and implementation plan for state route number
3 167 and state route number 509. Specific funding allocations must be
4 based on where and when specific project segments are ready for
5 construction to move forward and investments can be best optimized
6 for timely project completion. Emphasis must be placed on avoiding
7 gaps in fund expenditures for either project.

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

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

14 (ii) Segment 2 of the state route number 167 completion project
15 shared-use path to provide connections to the interchange of state
16 route number 167 at 54th to the intersection of state route number
17 509 and Taylor Way in Tacoma.

18 (21) (~~(\$15,988,000)~~) \$25,978,000 of the connecting Washington
19 account—state appropriation (~~(is)~~) and \$2,212,000 of the motor
20 vehicle account—state appropriation are provided solely for the SR
21 224/Red Mountain Vicinity Improvement project (L1000291). The
22 department shall provide funding to the city of West Richland to
23 complete the project within the project scope identified by the
24 legislature and within the total amount provided by the legislature,
25 which shall be amended by the department to include the complete
26 street widening of Keene Road from state route number 224 to Belmont
27 Boulevard, and within the total amount provided by the legislature.
28 The department shall not amend the project's scope of work to add
29 pavement preservation on state route number 224 from the West
30 Richland city limits to Antinori Road.

31 (22) \$100,000,000 of the special category C account—state
32 appropriation, (~~(\$272,820,000)~~) \$177,788,000 of the connecting
33 Washington account—state appropriation, and (~~(\$71,000)~~) \$164,000 of
34 the motor vehicle account—private/local appropriation are provided
35 solely for the US 395 North Spokane Corridor project (M00800R). Of
36 the amounts provided in this subsection, \$300,000 is for (~~an~~
37 ~~environmental justice assessment to determine if traffic noise~~
38 ~~abatement will reduce environmental harm to the East Central~~
39 ~~Neighborhood as a result of this project)) community engagement and~~

1 preliminary design, in consultation with the city of Spokane and the
2 community, to determine, locate, and advance appropriate visual
3 quality opportunities that reduce or mitigate visual and noise impact
4 in the East Central Neighborhood to advance environmental justice in
5 overburdened communities.

6 (23) (~~(\$578,139,000)~~) \$607,789,000 of the connecting Washington
7 account—state appropriation, \$1,100,000 of the state route number 520
8 corridor account—state appropriation, \$20,000,000 of the state route
9 number 520 civil penalties account—state appropriation, and
10 (~~(\$7,278,000)~~) \$11,951,000 of the motor vehicle account—private/local
11 appropriation are provided solely for the SR 520 Seattle Corridor
12 Improvements - West End project (M00400R) and are subject to the
13 following conditions and limitations:

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

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

22 (24) (~~(\$10,416,000)~~) \$11,000,000 of the move ahead WA account—
23 state appropriation, \$5,229,000 of the connecting Washington account—
24 state appropriation, and (~~(\$1,548,000)~~) \$6,796,000 of the motor
25 vehicle account—state appropriation are provided solely for the SR
26 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/
27 Engineering) project (NPARADI), specifically for design of,
28 preliminary engineering, and right-of-way acquisition for the
29 interchange and widening as a single project. The department must
30 consider reserving portions of state route number 522, including
31 designated lanes or ramps, for the exclusive or preferential use of
32 public transportation vehicles, privately owned buses, motorcycles,
33 private motor vehicles carrying not less than a specified number of
34 passengers, or private transportation provider vehicles pursuant to
35 RCW 47.52.025.

36 (25) (~~(\$24,000)~~) \$9,000 of the motor vehicle account—state
37 appropriation and (~~(\$304,000)~~) \$5,469,000 of the motor vehicle
38 account—federal appropriation are provided solely for the SR 900
39 Safety Improvements project (L2021118). The department must: (a) Work

1 in collaboration with King county and the Skyway coalition to align
2 community assets, transportation infrastructure needs, and initial
3 design for safety improvements along state route number 900; and (b)
4 work with the Skyway coalition to lead community planning engagement
5 and active transportation activities.

6 (26) \$17,500,000 of the motor vehicle account—federal
7 appropriation is provided solely for a federal fund exchange pilot
8 program. The pilot program must allow exchanges of federal surface
9 transportation block grant population funding and state funds at an
10 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
11 The projects receiving the exchanged federal funds must adhere to all
12 federal requirements, including the applicable disadvantaged business
13 enterprise goals. The entirety of the appropriation in this
14 subsection must be held in unallotted status until surface
15 transportation block grant population funding has been offered to the
16 state, and the department determines that a federalized project or
17 projects funded in this section is eligible to spend the surface
18 transportation block grant population funding. \$16,625,000 from
19 existing state appropriations identified elsewhere within this
20 section are available to be used as part of the exchange. Upon
21 determination that a project or projects funded in this section is
22 eligible to spend the offered surface transportation block grant
23 population funding, state funds appropriated in this section for the
24 eligible state project or projects in an amount equal to 100 percent
25 of the offered surface transportation block grant population funding
26 must be placed in unallotted status. The legislature intends to
27 evaluate utilization and efficacy of this program, and if
28 underutilized, the program is intended to not continue into future
29 biennia.

30 (27) (~~(\$5,030,000)~~) \$3,601,000 of the multimodal transportation
31 account—state appropriation and (~~(\$1,842,000)~~) \$3,600,000 of the
32 multimodal transportation account—federal appropriation are provided
33 solely for the department to develop and implement a technology-based
34 truck parking availability system along the Interstate 5 corridor in
35 partnership with Oregon state and California state to maximize
36 utilization of existing truck parking capacity and deliver real-time
37 parking availability information to truck drivers (L1000375). The
38 department may use a portion of the appropriation in this subsection
39 for grant proposal development and as state match funding for

1 technology-based truck parking availability system federal grant
2 applications. The department must update the transportation
3 committees of the legislature on agency activities and their status
4 by December 1, 2026.

5 (28) \$57,593,000 of the motor vehicle account—state appropriation
6 is provided solely for the payment of deferred sales and use taxes on
7 activities related to the state route number 16 corridor improvements
8 project pursuant to RCW 47.46.060. It is the intent of the
9 legislature that any nontoll accounts used to pay the deferred sales
10 and use taxes will be reimbursed by toll revenues no later than
11 December 31, 2032, which reflects prior legislative intent regarding
12 the use of toll revenues for this purpose.

13 (29) \$159,480,000 of the motor vehicle account—state
14 appropriation is provided solely for the payment of deferred sales
15 and use taxes on the state route number 520 bridge replacement and
16 HOV project pursuant to RCW 47.01.412. It is the intent of the
17 legislature that any nontoll accounts used to pay the deferred sales
18 and use taxes will be reimbursed by toll revenues no later than
19 December 31, 2050, which reflects prior legislative intent regarding
20 the use of toll revenues for this purpose.

21 (30) \$1,000,000 of the multimodal transportation account—state
22 appropriation is provided solely for matching funds for the
23 department to apply to the federal highway administration's wildlife
24 crossings pilot program for wildlife crossing underpasses on U.S. 97
25 between Tonasket and Riverside (L1000373).

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

31 **Sec. 305.** 2025 c 416 s 306 (uncodified) is amended to read as
32 follows:

33 **FOR THE DEPARTMENT OF TRANSPORTATION—PRESERVATION—PROGRAM P**

34 Move Ahead WA Account—State Appropriation.	((\$154,883,000))
35	<u>\$576,644,000</u>
36 ((Recreational Vehicle)) <u>RV</u> Account—State	
37 Appropriation.	((\$751,000))
38	<u>\$1,058,000</u>

1	Motor Vehicle Account—State Appropriation.	((\$62,975,000))
2		<u>\$68,915,000</u>
3	Motor Vehicle Account—Federal Appropriation.	((\$600,864,000))
4		<u>\$665,864,000</u>
5	Motor Vehicle Account—Private/Local Appropriation.	\$7,935,000
6	Connecting Washington Account—State Appropriation.	((\$41,159,000))
7		<u>\$47,679,000</u>
8	State Route Number 520 Corridor Account—State	
9	Appropriation.	((\$7,924,000))
10		<u>\$8,055,000</u>
11	Tacoma Narrows Toll Bridge Account—State	
12	Appropriation.	((\$1,871,000))
13		<u>\$2,796,000</u>
14	Alaskan Way Viaduct Replacement Project Account—	
15	State Appropriation.	((\$5,376,000))
16		<u>\$7,490,000</u>
17	Interstate 405 and State Route Number 167 Express	
18	Toll Lanes Account—State Appropriation.	((\$9,648,000))
19		<u>\$7,303,000</u>
20	Transportation Partnership Account—State	
21	Appropriation.	((\$10,000,000))
22		<u>\$14,886,000</u>
23	<u>Transportation 2003 Account (Nickel Account)—State</u>	
24	<u>Appropriation.</u>	<u>\$19,780,000</u>
25	TOTAL APPROPRIATION.	((\$903,386,000))
26		<u>\$1,428,405,000</u>

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

29 (1) Except as provided otherwise in this section, the entire
30 motor vehicle account—state appropriation and motor vehicle account—
31 federal appropriation are provided solely for the projects and
32 activities listed in LEAP Transportation Document ((~~2025-2~~) 2026-2
33 ALL PROJECTS as developed ((~~April 26, 2025~~) February 23, 2026,
34 Program - Highway Preservation Program (P). Any federal funds gained
35 through efficiencies, adjustments to the federal funds forecast, or
36 the federal funds redistribution process must then be applied to
37 highway and bridge preservation activities.

38 (2) Within the motor vehicle account—state appropriation and
39 motor vehicle account—federal appropriation, the department may

1 transfer appropriation authority between programs I and P, except for
2 appropriation authority that is otherwise restricted in this act, as
3 follows:

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

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

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

14 (3) (~~(\$6,000,000)~~) \$9,000,000 of the motor vehicle account—state
15 appropriation is provided solely for extraordinary costs incurred
16 from litigation awards, settlements, or dispute mitigation activities
17 not eligible for funding from the self-insurance fund (L2000290). The
18 amount provided in this subsection must be held in unallotted status
19 until the department submits a request to the office of financial
20 management that includes documentation detailing litigation-related
21 expenses. The office of financial management may release the funds
22 only when it determines that all other funds designated for
23 litigation awards, settlements, and dispute mitigation activities
24 have been exhausted.

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

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

1 valuable to be wasted and landfilled, and are a commodity as defined
2 in WAC 173-350-100.

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

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

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

- 33 (a) SR 525 Bridge Replacement - Mukilteo;
- 34 (b) SR 4/Abernathy Creek Br - Replace Bridge;
- 35 (c) SR 155/Omak Bridge Rehabilitation;
- 36 (d) SR 243 Pavement Preservation and Shoulder Rebuild; (~~and~~)
- 37 (e) SR 104/Port Angeles Graving Dock Settlement and Remediation;
- 38 (f) SR 165 Fairfax Bridge;
- 39 (g) SR 141 White Salmon Preservation;
- 40 (h) US 97 Griggs Canyon and Okanogan River Bridges; and

1 (i) SR 504 South Coldwater Slide - Spirit Lake Outlet Bridge
2 Washout.

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

8 (10) The department may not proceed with construction of the US
9 195/Colfax North Fork Palouse River - Replace Bridges project during
10 the 2025-2027 fiscal biennium. The legislature intends for the
11 project to be delayed until the 2029-2031 fiscal biennium.

12 (11) The legislature intends to provide funding for the Highway
13 Preservation: High Risk Corridors project (L2021220) in the 2027-2029
14 fiscal biennium. This funding must be directed to corridors that
15 score highly on the "Vulnerable Road User Characteristic Index,"
16 developed as part of the 2023 Vulnerable Road User Safety Assessment,
17 and that have significant preservation needs. As part of its
18 2027-2029 biennial budget submittal, the department must submit its
19 methodology for programming this funding and a list of projects
20 likely to be delivered.

21 **Sec. 306.** 2025 c 416 s 307 (uncodified) is amended to read as
22 follows:

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

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

33 The appropriations in this section are subject to the following
34 conditions and limitations: ((\$5,621,000)) \$7,167,000 of the motor
35 vehicle account—state appropriation, ((\$6,500,000)) \$10,738,000 of
36 the motor vehicle account—federal appropriation, and ((\$635,000))
37 \$1,135,000 of the motor vehicle account—private/local appropriation
38 are provided solely for Programmatic Investment for Traffic

1 Operations Capital projects (000005Q). By December 15th of each odd-
2 numbered year, the department shall provide a report to the
3 legislature listing all traffic operations capital project
4 investments completed in the prior fiscal biennium.

5 **Sec. 307.** 2025 c 416 s 308 (uncodified) is amended to read as
6 follows:

7 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**
8 **—CAPITAL**

9 Carbon Emissions Reduction Account—State	
10 Appropriation.	((\$183,467,000))
	<u>\$203,050,000</u>
12 Multimodal Transportation Account—State	
13 Appropriation.	((\$19,511,000))
	<u>\$22,475,000</u>
15 Regional Mobility Grant Program Account—State	
16 Appropriation.	((\$135,229,000))
	<u>\$133,445,000</u>
18 TOTAL APPROPRIATION.	((\$338,207,000))
	<u>\$358,970,000</u>

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

22 (1) Except as provided otherwise in this section, the entire
23 appropriations in this section are provided solely for the projects
24 and activities as listed by project and amount in LEAP Transportation
25 Document ((~~2025-2~~)) 2026-2 ALL PROJECTS as developed ((~~April 26,~~
26 ~~2025~~)) February 23, 2026, Program - Public Transportation Program
27 (V), except that \$10,000,000 of the carbon emissions reduction
28 account—state appropriation is provided solely for the Central Campus
29 - Electrification (King County Metro) project (L1000407). It is the
30 intent of the legislature that this funding be moved from the South
31 Annex Base - Electrification Elements (King County Metro) project
32 (L4000174), and that the LEAP document referenced in this subsection
33 be updated accordingly.

34 (2) (a) ((~~\$135,229,000~~)) \$133,445,000 of the regional mobility
35 grant program account—state appropriation is provided solely for
36 regional mobility grant projects. Of the amounts provided in this
37 subsection, ((~~\$58,447,000~~)) \$63,961,000 is for the reappropriation of
38 amounts provided for this purpose in the 2023-2025 fiscal biennium.

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

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

23 (c) For purposes of this subsection:

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

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

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

39 (e) If savings are realized from the underspending or
40 cancellation of projects appropriated in this section, the department

1 may advance any project or projects listed in the "2025-2027 Regional
2 Mobility Grant Program Prioritized Project" list. The funding of any
3 project or projects chosen to be advanced is subject to approval by
4 the office of financial management and the transportation committees
5 of the legislature.

6 (3) (~~(\$11,636,000)~~) \$11,953,000 of the carbon emissions reduction
7 account—state appropriation is provided solely for move ahead WA
8 tribal transit grant projects. Of the amounts provided in this
9 subsection, (~~(\$1,635,000)~~) \$1,952,000 is for the reappropriation of
10 amounts provided for this purpose in the 2023-2025 fiscal biennium.
11 \$100,000 of the amount provided in this subsection may be used for
12 program administration and staffing. Grants to federally recognized
13 tribes may be for any transit purpose, including planning, operating
14 costs, maintenance, and capital costs. By December 15, 2026, the
15 department must submit a prioritized list to the office of financial
16 management and the transportation committees of the legislature of
17 new projects totaling no more than \$5,762,000.

18 (4) \$6,291,000 of the carbon emissions reduction account—state
19 appropriation is reappropriated and provided solely for additional
20 bus and bus facility projects. Of the amounts provided in this
21 subsection, \$1,891,000 is for Twin Transit for zero-emission vehicle
22 acquisition (BU232505) and \$4,400,000 is for C-TRAN for Highway 99
23 BRT hydrogen fuel cell buses (BU232507).

24 (5) (~~(\$11,800,000)~~) \$16,800,000 of the carbon emissions reduction
25 account—state appropriation is reappropriated and provided solely for
26 the following projects:

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

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

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

31 (d) (~~(King County Metro South Annex Base - Electrification
32 Elements (L4000174))~~) Central Campus - Electrification (King County
33 Metro) (L1000407).

34 (6) (~~(\$6,673,000)~~) \$5,325,000 of the multimodal transportation
35 account—state appropriation is provided solely for a public transit
36 ride share grant program. For grant awards not yet under contract, as
37 a condition of public transit ride share grants provided pursuant to
38 this subsection, public transportation agencies may not delay,
39 divert, supplant, or suspend the collection of approved local sales

1 and use taxes for the purpose of public transportation during the
2 2025-2027 fiscal biennium. Of the amounts provided in this
3 subsection, (~~(\$1,673,000)~~) \$324,000 of the multimodal transportation
4 account—state appropriation is for the reappropriation of amounts
5 provided for a public transit ride share grant program in the
6 2023-2025 fiscal biennium.

7 (7) (~~(\$11,189,000)~~) \$13,639,000 of the multimodal transportation
8 account—state appropriation is provided solely for connecting
9 Washington transit projects. Of the amounts provided in this
10 subsection, (~~(\$3,407,000)~~) \$5,855,000 is for the reappropriation of
11 amounts provided for this purpose in the 2023-2025 fiscal biennium.
12 Entities identified to receive funding in the LEAP transportation
13 document referenced in this section receive the amounts specified in
14 the time frame specified in that LEAP transportation document. If an
15 entity has already completed a project in the LEAP transportation
16 document referenced in this section before the time frame identified,
17 the entity may substitute another transit project or projects that
18 cost a similar or lesser amount.

19 (8) (~~(\$1,649,000)~~) \$2,927,000 of the multimodal transportation
20 account—state appropriation and (~~(\$50,799,000)~~) \$51,747,000 of the
21 carbon emissions reduction account—state appropriation are provided
22 solely for green transportation capital projects identified in LEAP
23 Transportation Document ((~~2025-2~~)) 2026-2 ALL PROJECTS as developed
24 ((~~April 26, 2025~~)) February 23, 2026, Program - Public Transportation
25 Program (V). Of the amounts provided in this subsection, the entire
26 multimodal transportation account—state amount and (~~(\$18,536,000)~~)
27 \$19,484,000 of the carbon emissions reduction account—state amount
28 are for the reappropriation of amounts provided for this purpose in
29 the 2023-2025 fiscal biennium. Of the amount of carbon emissions
30 reduction account—state funds appropriated in this subsection,
31 \$938,000 may be used for program administration and staffing. For
32 grant awards not yet under contract, as a condition of green
33 transportation capital grants provided pursuant to this subsection,
34 public transportation agencies may not delay, divert, supplant, or
35 suspend the collection of approved local sales and use taxes for the
36 purpose of public transportation during the 2025-2027 fiscal
37 biennium.

38 (9) For grant awards not yet under contract, as a condition of
39 bus and bus facility grants identified in LEAP Transportation

1 Document ((2025-2)) 2026-2 ALL PROJECTS as developed ((April-26,
2 2025)) February 23, 2026, Program - Public Transportation Program
3 (V), public transportation agencies may not delay, divert, supplant,
4 or suspend the collection of approved local sales and use taxes for
5 the purpose of public transportation during the 2025-2027 fiscal
6 biennium.

7 (10) The legislature intends to provide funding for new planned
8 grants for the regional mobility grant program (20250000) and the
9 rideshare grant program (RS252700) in the 2027-2029 and 2029-2031
10 fiscal biennia as reflected and listed by project and amount in LEAP
11 Transportation Document 2026-2 ALL PROJECTS as developed February 23,
12 2026, Program - Public Transportation Program (V).

13 **Sec. 308.** 2025 c 416 s 309 (uncodified) is amended to read as
14 follows:

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

17	Carbon Emissions Reduction Account—State	
18	Appropriation.	((\$229,747,000))
19		<u>\$288,266,000</u>
20	Move Ahead WA Account—State Appropriation.	((\$109,408,000))
21		<u>\$101,187,000</u>
22	Puget Sound Capital Construction Account—State	
23	Appropriation.	((\$385,229,000))
24		<u>\$451,221,000</u>
25	Puget Sound Capital Construction Account—Federal	
26	Appropriation.	((\$31,830,000))
27		<u>\$56,317,000</u>
28	Puget Sound Capital Construction Account—	
29	Private/Local Appropriation.	((\$1,679,000))
30		<u>\$2,778,000</u>
31	Transportation Partnership Account—State	
32	Appropriation.	((\$5,395,000))
33		<u>\$6,864,000</u>
34	Connecting Washington Account—State Appropriation.	((\$8,424,000))
35		<u>\$14,834,000</u>
36	Capital Vessel Replacement Account—State	
37	Appropriation.	((\$122,000,000))
38		<u>\$115,389,000</u>

1 TOTAL APPROPRIATION. ((~~\$893,712,000~~))
2 \$1,036,856,000

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

5 (1) Except as provided otherwise in this section, the entire
6 appropriations in this section are provided solely for the projects
7 and activities as listed in LEAP Transportation Document ((~~2025-2~~))
8 2026-2 ALL PROJECTS as developed ((~~April 26, 2025~~)) February 23,
9 2026, Program - Washington State Ferries Capital Program (W).

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

14 (3) 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~~) additional hybrid electric vessels for the
14 Washington state ferry system. The department must work with the
15 office of the state treasurer to determine allowable expenditures and
16 appropriate timing for issuance of certificates of participation
17 (lease-purchase agreements) to finance all of, or a portion of, the
18 purchase of new hybrid electric vessels (L2021073). This information
19 is due to the office of financial management and transportation
20 committees of the legislature by November 1, 2026.

21 (8) As part of the agency budget request for the 2027-2029 fiscal
22 biennium, the department must combine the following projects into a
23 single project: Terminal project support (L2000007); vessel project
24 support (L2000006); WSF/administrative support - allocated to W1
25 (998901J); and WSF/administrative support - allocated to W2
26 (998951A). The department must leverage this consolidation to
27 identify and achieve cost savings and administrative efficiencies. To
28 support the legislature's understanding of the department's overhead
29 costs for the ferry capital program, the request must include a
30 detailed analysis of the cost components and cost drivers associated
31 with this combined project to inform decision making for future
32 biennia.

33 (9) The legislature intends to pause the conversion of diesel
34 ferries to hybrid-electric propulsion ferries until the first new
35 hybrid-electric propulsion ferry is delivered in 2030.

36 (10) \$500,000 of the move ahead WA account—state appropriation is
37 provided solely for a feasibility study regarding the establishment
38 of a state-owned or leased dry dock facility. The study must include
39 cost estimates for owning-versus-leasing a facility that enables the
40 department to control scheduling, access, and work conditions for

1 ferry vessels and other public or private vessels. The department
2 shall make study recommendations on how to proceed with creating more
3 dry dock capacity and a recommended financing solution to the
4 transportation committees of the legislature by June 30, 2027.

5 (11) \$1,935,000 of the move ahead WA account—state appropriation
6 is provided solely for emergent ferry preservation needs (L2021298).

7 (12) The legislature finds that continued construction of hybrid
8 diesel-electric vessels is consistent with the department's 2040 long
9 range plan and allows the department to provide additional capacity
10 for service enhancements and to preserve the existing fleet of
11 vessels. Therefore, during the 2025-2027 fiscal biennium, the
12 department may modify an existing option in a contract under RCW
13 47.60.826 to allow for the purchase of an additional vessel.

14 **Sec. 309.** 2025 c 416 s 310 (uncodified) is amended to read as
15 follows:

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

17 Carbon Emissions Reduction Account—State

18 Appropriation. ((\$91,132,000))
19 \$93,719,000

20 Essential Rail Assistance Account—State

21 Appropriation. ((\$1,518,000))
22 \$1,695,000

23 Motor Vehicle Account—State Appropriation. ((\$316,000))
24 \$365,000

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

26 Move Ahead WA Flexible Account—State Appropriation. ((\$18,731,000))
27 \$36,985,000

28 Transportation Infrastructure Account—State

29 Appropriation. ((\$7,223,000))
30 \$8,525,000

31 Multimodal Transportation Account—State

32 Appropriation. ((\$79,468,000))
33 \$105,630,000

34 Multimodal Transportation Account—Federal

35 Appropriation. ((\$113,163,000))
36 \$129,088,000

37 Supply Chain Competitiveness Infrastructure Program

38 Account—State Appropriation. \$15,000,000

1 TOTAL APPROPRIATION. (~~(\$311,877,000)~~)
2 \$391,333,000

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

5 (1) Except as provided otherwise in this section, the entire
6 appropriations in this section are provided solely for the projects
7 and activities as listed by project and amount in LEAP Transportation
8 Document (~~(2025-2)~~) 2026-2 ALL PROJECTS as developed (~~(April-26,~~
9 ~~2025)~~) February 23, 2026, Program - Rail Program (Y).

10 (2) \$1,500,000 of the transportation infrastructure account—state
11 appropriation is provided solely for new low-interest loans approved
12 by the department through the freight rail investment bank (FRIB)
13 program identified in the LEAP transportation document referenced in
14 subsection (1) of this section.

15 (3) (~~(\$6,899,000)~~) \$9,746,000 of the multimodal transportation
16 account—state appropriation is provided solely for new statewide
17 emergent freight rail assistance projects identified in the LEAP
18 transportation document referenced in subsection (1) of this section.

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

27 (b) The department must coordinate with the chairs and ranking
28 members of the transportation committees of the legislature to
29 provide periodic updates and check-in points on progress made over
30 the course of the biennium, with updates available no less frequently
31 than semiannually, and must include written status updates to be
32 provided with sufficient time for review prior to any update meetings
33 held. An annual report on ultra high-speed ground transportation
34 corridor identification and development program efforts must be
35 provided to the transportation committees of the legislature and the
36 office of financial management by December 1, 2025 and December 1,
37 2026.

38 (5) \$3,600,000 of the multimodal transportation account—state
39 appropriation (~~(is)~~) and \$8,000,000 of the multimodal transportation

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

12 (6) (~~(\$18,731,000)~~) \$36,985,000 of the move ahead WA flexible
13 account—state appropriation, (~~(\$54,785,000)~~) \$55,639,000 of the
14 multimodal transportation account—federal appropriation, and \$326,000
15 of the motor vehicle account—local appropriation are provided solely
16 for rehabilitation of the Palouse River and Coulee City Railroad
17 (L4000079).

18 (7) \$5,000,000 of the carbon emissions reduction account—state
19 appropriation is provided solely to fund the replacement of two
20 Tacoma rail diesel-electric switcher locomotives with zero emission
21 battery-electric switcher locomotives and to install on-site charging
22 equipment at a Tacoma rail facility (L1000327). Local funds
23 sufficient to fully fund this project must be contributed to the
24 project, and any agreements required for the project must be secured.

25 (8) (~~(\$26,200,000)~~) \$26,293,000 of the carbon emissions reduction
26 account—state appropriation is provided solely for port
27 electrification competitive grants (L2021182). All public ports are
28 eligible to receive funds under this subsection. A port seeking to
29 use funds under this subsection to install shore power must adopt a
30 policy that requires vessels that dock at the port facility to use
31 shore power if such vessel is capable of using such power and when
32 such power is available at the port facility.

33 (9) (~~(\$1,000,000)~~) \$1,995,000 of the carbon emissions reduction
34 account—state appropriation is provided solely for port
35 electrification at the port of Bremerton (L1000337), which may
36 include the purchase and installation of zero emission port shore
37 power systems and other zero emission infrastructure, equipment, and
38 technology.

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

7 (11) (~~(\$24,800,000)~~) \$25,300,000 of the carbon emissions
8 reduction account—state appropriation is provided solely to fund a
9 zero emission shore power infrastructure demonstration project at
10 Northwest seaport alliance facilities (L1000325). Local funds
11 sufficient to fully fund this project must be contributed to the
12 project, and any agreements required for the project must be secured.

13 (12) (~~(\$5,277,000)~~) \$6,300,000 of the carbon emissions reduction
14 account—state appropriation is provided solely to fund a zero
15 emission drayage truck demonstration project (L1000324) at Northwest
16 seaport alliance facilities.

17 (13) (a) \$15,000,000 of the supply chain competitiveness
18 infrastructure program account—state appropriation is provided solely
19 for the state of Washington's contribution to dredging the Columbia
20 river in partnership with the state of Oregon and in accordance with
21 the lower Columbia river channel maintenance plan (G2000125).

22 (b) In future biennia, the department shall include cost
23 estimates for the state's contribution towards maintaining the
24 navigation of the shipping channel through the Columbia river as part
25 of future updates to the Washington state rail plan.

26 (c) If chapter . . ., Laws of 2026 (Engrossed Senate Bill No.
27 5649) is not enacted by June 30, 2026, the amount provided in (a) of
28 this subsection lapses.

29 (14) \$1,200,000 of the multimodal transportation account—state
30 appropriation is provided solely for the Fruit Valley Triple Track
31 Extension (L1000386) project for a track extension from milepost
32 131.5 to milepost 133.5 to reduce freight congestion at the north end
33 of the Vancouver Yard.

34 (15) \$3,000,000 of the multimodal transportation account—state
35 appropriation is provided solely for the Longview Junction to Kalama
36 Third Mainline Track (L1000387) project to connect two existing third
37 mainline tracks to create a 12.5-mile third mainline track.

38 (16) \$8,000,000 of the multimodal transportation account—state
39 appropriation is provided solely for the Interstate Yard Storage

1 Tracks (L1000388) project to add two 8,200-foot freight train storage
2 tracks south of the port of Kalama.

3 **Sec. 310.** 2025 c 416 s 311 (uncodified) is amended to read as
4 follows:

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

7	Carbon Emissions Reduction Account—State	
8	Appropriation.	((\$281,202,000))
9		<u>\$343,973,000</u>
10	Freight Mobility Investment Account—State	
11	Appropriation.	((\$19,335,000))
12		<u>\$23,014,000</u>
13	Freight Mobility Multimodal Account—State	
14	Appropriation.	((\$24,952,000))
15		<u>\$25,376,000</u>
16	Highway Infrastructure Account—Federal Appropriation. . .	\$1,500,000
17	Move Ahead WA Account—State Appropriation.	((\$170,384,000))
18		<u>\$178,095,000</u>
19	Move Ahead WA Flexible Account—State Appropriation. .	((\$37,500,000))
20		<u>\$33,815,000</u>
21	Motor Vehicle Account—State Appropriation.	((\$31,840,000))
22		<u>\$26,569,000</u>
23	Motor Vehicle Account—Federal Appropriation.	((\$106,461,000))
24		<u>\$145,553,000</u>
25	Motor Vehicle Account—Private/Local Appropriation. . . .	\$75,000,000
26	Connecting Washington Account—State Appropriation. .	((\$99,002,000))
27		<u>\$109,844,000</u>
28	Multimodal Transportation Account—State	
29	Appropriation.	((\$115,518,000))
30		<u>\$151,749,000</u>
31	TOTAL APPROPRIATION.	((\$962,694,000))
32		<u>\$1,114,488,000</u>

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

35 (1) Except as provided otherwise in this section, the entire
36 appropriations in this section are provided solely for the projects
37 and activities as listed by project and amount in LEAP Transportation

1 Document (~~(2025-2)~~) 2026-2 ALL PROJECTS as developed (~~(April 26,~~
2 ~~2025)~~) February 23, 2026, Program - Local Programs Program (Z).

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

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

13 (b) (~~(\$16,933,000)~~) \$28,865,000 of the motor vehicle account—
14 federal appropriation, (~~(\$53,139,000)~~) \$70,004,000 of the carbon
15 emissions reduction account—state appropriation, and (~~(\$13,321,000)~~)
16 \$18,548,000 of the multimodal transportation account—state
17 appropriation are provided solely for safe routes to school projects
18 (L2000189 and L1000334). Of the amount of carbon emissions reduction
19 account funds appropriated in this subsection, up to one percent may
20 be used for program administration and staffing.

21 (c) For future rounds of grant selection, the department must
22 reevaluate the criteria to increase geographic diversity of
23 jurisdictions consistent with the requirements of the healthy
24 environment for all (HEAL) act.

25 (3) (~~(\$35,528,000)~~) \$43,473,000 of the motor vehicle account—
26 federal appropriation is provided solely for acceleration of local
27 preservation projects that ensure the reliable movement of freight on
28 the national highway freight system (G2000100). The department will
29 select projects as part of its update of the state freight plan, in
30 consultation with the freight mobility strategic investment board and
31 other stakeholders.

32 (4) The department shall submit a report to the transportation
33 committees of the legislature by December 1, 2025, and December 1,
34 2026, on the status of projects funded as part of the pedestrian
35 safety/safe routes to school grant program and the Sandy Williams
36 connecting communities grant program.

37 (5) (~~(\$27,200,000)~~) \$28,455,000 of the carbon emissions reduction
38 account—state appropriation is provided solely for the statewide
39 school-based bicycle education grant program (L1000309). The

1 department may partner with a statewide nonprofit to deliver
2 programs. Of the amounts appropriated in this subsection, up to one
3 percent may be used for program support.

4 (6) (~~(\$22,000,000)~~) \$23,750,000 of the motor vehicle account—
5 state appropriation is provided solely for a federal fund exchange
6 pilot program. The pilot program will allow exchanges of federal
7 surface transportation block grant population funding and state funds
8 at an exchange rate of 95 cents in state funds per \$1.00 in federal
9 funds. The entirety of the appropriation in this subsection must be
10 held in unallotted status until: Surface transportation block grant
11 population funding has been offered to the state, the department
12 determines that a federalized project or projects funded in section
13 305 or 306 (~~(of this act)~~), chapter 416, Laws of 2025, is eligible to
14 spend the surface transportation block grant population funding, and
15 state funds appropriated in section 305 or 306 (~~(of this act)~~),
16 chapter 416, Laws of 2025, for the eligible state project or projects
17 in an amount equal to 100 percent of the offered surface
18 transportation block grant population funding have been placed in
19 unallotted status. A report on the effectiveness of the exchange
20 program, the total estimated cost of program administration, and
21 recommendations for continuing the pilot program is due to the
22 governor and transportation committees of the legislature by December
23 1, 2026. The department may issue additional calls for projects with
24 any remaining funds provided in this subsection. The legislature
25 intends to evaluate utilization and efficacy of this program, and if
26 underutilized, the program is intended not to continue into future
27 biennia.

28 (7) (~~(\$33,200,000)~~) \$46,415,000 of the carbon emissions reduction
29 account—state appropriation is provided solely for the Sandy Williams
30 connecting communities pilot program (L1000308) to deliver projects
31 to reconnect communities that have been bifurcated by state highways.
32 Priority must be given to historically marginalized or overburdened
33 communities. The department may consult with the Cooper Jones active
34 transportation safety council to identify geographic locations where
35 there are high incidences of serious injuries and fatalities of
36 active transportation users among vulnerable populations. Of the
37 amounts appropriated in this subsection, up to one percent may be
38 used for program support.

1 (8) (~~(\$500,000)~~) \$2,000,000 of the multimodal transportation
2 account—state appropriation is provided solely for the department to
3 award grants to local jurisdictions and federally recognized tribes
4 or local jurisdictions adjacent to tribal lands to implement network-
5 wide traffic conflict screening programs using video analytics or
6 similar technologies in controlled intersections with a
7 disproportionate number of traffic violations and injuries to active
8 transportation users (L2021149). Grants must be awarded
9 proportionally across the state and include controlled intersections
10 in both urban and rural environments and along state highways and
11 county roads. Grant recipients must report back to the department all
12 traffic violation and active transportation facility data acquired
13 during the grant period and provide the department with appropriate
14 next steps for the state and the local jurisdiction to improve
15 traffic safety for active transportation users in such intersections.
16 The department must report such findings and recommendations to the
17 transportation committees of the legislature by (~~December 1, 2026~~)
18 June 30, 2027.

19 (9) (a) (~~(\$7,000,000)~~) \$9,000,000 of the carbon emissions
20 reduction account—state appropriation is provided solely for the
21 department to continue providing rebates to qualifying persons who
22 purchase e-bikes and qualifying equipment and services from a
23 qualifying retailer in accordance with rebate program qualification,
24 application, retailer, and reimbursement requirements under section
25 310(16)(a), chapter 472, Laws of 2023. Of this amount, \$4,000,000 is
26 for rebate amounts as described under (a)(i) of this subsection and
27 \$3,000,000 is for rebate amounts as described under (a)(ii) of this
28 subsection.

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

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

36 (b) (~~(\$3,568,000)~~) \$4,000,000 of the carbon emissions reduction
37 account—state appropriation is provided solely for the department to
38 continue its e-bike lending library and ownership grant program in

1 accordance with program requirements under section 310(16)(b),
2 chapter 472, Laws of 2023.

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

6 (10) (~~(\$19,335,000)~~) \$23,014,000 of the freight mobility
7 investment account—state appropriation and (~~(\$24,952,000)~~)
8 \$25,376,000 of the freight mobility multimodal account—state
9 appropriation are provided solely for freight mobility strategic
10 investment board projects listed in the LEAP transportation document
11 referenced in subsection (1) of this section. If funds are made
12 available due to capital project savings or cancellations, additional
13 funds may be provided to the freight mobility projects listed in the
14 LEAP transportation document referenced under subsection (1) of this
15 section due to unanticipated project cost increases with board
16 approval.

17 (11) (~~(\$170,000)~~) \$200,000 of the multimodal transportation
18 account—state appropriation is provided solely for the Seattle office
19 of planning and community development to finish updating the 2020 I-5
20 Lid Feasibility Study (L2021140).

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

24 (13) (~~(\$5,100,000)~~) \$5,540,000 of the move ahead WA flexible
25 account—state appropriation is provided solely for development of an
26 applied sustainable aviation evaluation center (L2021135). Snohomish
27 county, in partnership with Washington State University, shall plan
28 and establish facilities to evaluate, qualify or certify, and
29 research technologies that can minimize the impact of aviation on
30 human health and the environment. Funds may be used for, but are not
31 limited to, planning, construction, and land acquisition for
32 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),
33 research on the impact of SAF on the environment and human health,
34 and SAF storage for the purpose of advancing sustainable aviation. At
35 a minimum, three sustainable aviation platforms must be considered:

- 36 (a) Sustainable aviation fuel;
- 37 (b) Hydrogen; and
- 38 (c) Battery electric energy storage mechanisms.

1 (14) (a) (~~(\$5,000,000)~~) \$7,000,000 of the multimodal
2 transportation account—state appropriation is provided solely for the
3 department to assist local jurisdictions in addressing emergent
4 issues related to safety for pedestrians and bicyclists (LXXXXPBF).
5 Funds provided for the purposes described under this subsection
6 (14) (a) may only be spent after approval from the office of financial
7 management.

8 (b) Within amounts provided in this subsection (14), \$1,000,000
9 is provided solely for the department, in consultation with the
10 Washington traffic safety commission, to award grants for local
11 jurisdictions to install AI-driven smart intersections that
12 dynamically illuminate crosswalks with low-latency pedestrian
13 tracking for active transportation users at intersections with a
14 disproportionate number of traffic violations and injuries to active
15 transportation users. Local jurisdictions may partner with public or
16 private utilities and special purpose districts to leverage
17 additional funding for such projects.

18 (c) (i) By December 15th of each odd-numbered year, the department
19 shall provide a report to the legislature listing all emergent issues
20 under (a) of this subsection addressed in the prior fiscal biennium.
21 Reporting may be done in conjunction with the transportation
22 operations division.

23 (ii) The department must report specific project locations and
24 any data on collisions and active transportation user serious
25 injuries or fatalities for grants awarded under (b) of this
26 subsection, before and after project completion, to the
27 transportation committees of the legislature by June 30, 2027.

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

35 (16) (~~(\$40,000,000)~~) \$42,306,000 of the move ahead WA account—
36 state appropriation is provided solely for Columbia River Bridge
37 Replacement/Hood River to White Salmon (L4000046). The legislature
38 intends that in the 2027-2029 fiscal biennium and future biennia,
39 \$30,000,000 of the move ahead WA account—state account funds will be

1 provided for the project only if federal project funding and a match
2 from the state of Oregon are secured for construction.

3 (17) \$50,000 of the multimodal transportation account—state
4 appropriation is provided solely for the installation of signs
5 displaying the 988 national suicide prevention and mental health
6 crisis hotline in appropriate locations on or near state- or locally-
7 owned bridges that have been identified as high risk for suicides
8 (L2021305).

9 (18) \$1,500,000 of the multimodal transportation account—state
10 appropriation is provided solely for the Fairfax/Wilkeson/Carbon
11 River SR 165 Bridge Closure Mitigation project to provide temporary
12 access and mobility solutions, Fairfax emergency management and
13 operations support, and planning and design for secondary egress from
14 Fairfax (L2021294). It is the intent of the legislature to provide
15 \$1,500,000 from the multimodal transportation account—state for the
16 same purposes in the 2027-2029 fiscal biennium, as reflected in LEAP
17 Transportation Document 2026-2 ALL PROJECTS as developed February 23,
18 2026, Program - Local Programs Program (Z).

19 (19) The appropriations in this section include savings in
20 certain accounts due to anticipated project underruns; however, it is
21 unknown which projects will provide savings. The legislature intends
22 to provide sufficient flexibility for the department to manage this
23 savings target while maintaining prior project delivery timing. To
24 provide this flexibility, the office of financial management may
25 authorize, through an appropriation modification, reductions in the
26 amounts that are provided solely for a particular purpose within this
27 section subject to the following conditions and limitations:

28 (a) The department must confirm that any modification requested
29 under this subsection of amounts provided solely for a specific
30 purpose are not expected to be used for that purpose in this fiscal
31 biennium;

32 (b) Appropriation modifications authorized under this subsection
33 may not result in increased funding for any project beyond the amount
34 provided for that project in this fiscal biennium in LEAP
35 Transportation Document 2026-2 ALL PROJECTS as developed February 23,
36 2026, Program - Local Programs Program (Z);

37 (c) Appropriation modifications authorized under this subsection
38 apply only to amounts appropriated in this section from the following
39 state accounts:

1 (i) Connecting Washington account;
2 (ii) Move ahead WA account;
3 (iii) Move ahead WA flexible account;
4 (iv) Motor vehicle account;
5 (v) Multimodal transportation account;
6 (vi) Carbon emissions reduction account;
7 (d) The office of financial management must provide notice of
8 appropriation modifications authorized under this subsection within
9 10 working days to the transportation committees of the legislature.
10 By December 1, 2026, the department must submit a report to the
11 transportation committees of the legislature regarding the actions
12 taken to date under this subsection.
13 (20) \$2,200,000 of the connecting Washington account—state
14 appropriation is provided solely for the Bingen Walnut Creek and
15 Maple Railroad Crossing (L2000328) project.

(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		<u>\$458,371,000</u>
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		<u>\$508,595,000</u>

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		<u>\$1,797,289,000</u>

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		<u>\$225,368,000</u>

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		<u>\$4,026,000</u>
3	Motor Vehicle Account—State Appropriation.	\$150,000
4	Connecting Washington Account—State Appropriation.	((\$15,234,000))
5		<u>\$6,027,000</u>
6	Special Category C Account—State Appropriation.	((\$510,000))
7		<u>\$511,000</u>
8	Puget Sound Gateway Facility Account—State	
9	Appropriation.	((\$350,000))
10		<u>\$1,441,000</u>
11	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$1,250,000</u>
12	Highway Bond Retirement Account—State	
13	Appropriation.	((\$1,604,659,000))
14		<u>\$1,635,283,000</u>
15	Transportation Improvement Board Bond Retirement	
16	Account—State Appropriation.	((\$5,619,000))
17		<u>\$8,793,000</u>
18	Nondebt-Limit Reimbursable Bond Retirement Account—	
19	State Appropriation.	((\$28,212,000))
20		<u>\$27,780,000</u>
21	Toll Facility Bond Retirement Account—State	
22	Appropriation.	((\$90,015,000))
23		<u>\$104,839,000</u>
24	Transportation 2003 Account (Nickel Account)—State	
25	Appropriation.	((\$934,000))
26		<u>\$825,000</u>
27	Interstate 405 and State Route Number 167 Express	
28	Toll Lanes Account—State Appropriation.	((\$1,877,000))
29		<u>\$1,875,000</u>
30	TOTAL APPROPRIATION.	((\$1,751,621,000))
31		<u>\$1,792,980,000</u>

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

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

37 (2) \$3,174,000 of the transportation improvement board bond
38 retirement account—state appropriation is provided solely for the
39 prepayment of certain outstanding bonds and debt service.

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

4 (b) The amount authorized in this subsection is a maximum amount
5 allowed and represents proceeds from the sale of bonds authorized in
6 RCW 47.10.873. Transfers under this subsection are deemed for
7 projects or improvements identified as transportation partnership
8 projects or improvements for purposes of RCW 47.10.873.
9 Appropriations in the amount of this transfer are made in this act to
10 reflect proceeds from the sale of bonds authorized in RCW 47.10.873.

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

14 (3) (a) (~~Connecting Washington Account—State~~
15 ~~Appropriation: For transfer to the Move Ahead WA~~
16 ~~Account—State. \$164,000,000~~

17 ~~(b) The amount authorized in this subsection is a maximum amount~~
18 ~~allowed and represents proceeds from the sale of bonds authorized in~~
19 ~~RCW 47.10.889. Transfers under this subsection are deemed for~~
20 ~~projects or improvements identified as connecting Washington projects~~
21 ~~or improvements for purposes of RCW 47.10.889. Appropriations in the~~
22 ~~amount of this transfer are made in this act to reflect proceeds from~~
23 ~~the sale of bonds authorized in RCW 47.10.889.~~

24 ~~(4) (a) Transportation 2003 Account (Nickel Account)—State~~
25 ~~Appropriation: For transfer to the~~
26 ~~Move Ahead WA Account—State. \$212,000,000~~

27 ~~(b) The amount authorized in this subsection is a maximum amount~~
28 ~~allowed and represents proceeds from the sale of bonds authorized in~~
29 ~~RCW 47.10.861. Transfers under this subsection are deemed for~~
30 ~~projects or improvements identified as transportation 2003 (nickel)~~
31 ~~projects or improvements for purposes of RCW 47.10.861.~~
32 ~~Appropriations in the amount of this transfer are made in this act to~~
33 ~~reflect proceeds from the sale of bonds authorized in RCW~~
34 ~~47.10.861.)) Transportation 2003 Account (Nickel Account)—State~~
35 ~~Appropriation: For transfer to the Motor Vehicle Account—State. . .~~
36 ~~\$165,000,000~~

37 (b) The amount authorized in this subsection is a maximum amount
38 allowed and represents proceeds from the sale of bonds authorized in
39 RCW 47.10.861. Transfers under this subsection are deemed for

1 projects or improvements identified as transportation 2003 (nickel)
2 projects or improvements for purposes of RCW 47.10.861.
3 Appropriations in the amount of this transfer are made in this act to
4 reflect proceeds from the sale of bonds authorized in RCW 47.10.861.

5 ((+5)) (4) Move Ahead WA Account—State Appropriation:
6 For transfer to the Puget Sound Capital Construction
7 Account—State. \$40,000,000

8 ((+6)) (5) Move Ahead WA Account—State
9 Appropriation: For transfer to the Puget Sound Ferry
10 Operations Account—State. \$172,000,000

11 ~~((+7)) (7) Move Ahead WA Account—State~~
12 ~~Appropriation: For transfer to the Transportation~~
13 ~~Partnership Account—State. \$40,000,000~~

14 (+8)) (6) Move Ahead WA Flexible Account—State
15 Appropriation: For transfer to the Move Ahead
16 WA Account—State. ~~(\$192,000,000)~~
17 \$198,000,000

18 ((+9)) (7) Pilotage Account—State Appropriation:
19 For transfer to the Multimodal Transportation
20 Account—State. ~~(\$320,000)~~
21 \$66,000

22 ((+10)) (8) Transportation Infrastructure Account—State
23 Appropriation: For transfer to the
24 Multimodal Transportation Account—State. \$9,000,000

25 ((+11)) (9) Regional Mobility Grant Program Account—State
26 Appropriation: For transfer to the Multimodal
27 Transportation Account—State. \$9,000,000

28 ((+12)) (10) Electric Vehicle Account—State
29 Appropriation: For transfer to Move Ahead WA
30 Flexible Account—State. \$3,600,000

31 ((+13)) (11)(a) Alaskan Way Viaduct Replacement Project
32 Account—State Appropriation: For transfer to the
33 Transportation Partnership Account—State. \$22,896,000

34 (b) The amount transferred in this subsection represents
35 repayment of debt service incurred for the construction of the SR 99/
36 Alaskan Way Viaduct Replacement project (809936Z).

37 ((+14)) (12) Highway Safety Account—State Appropriation:
38 For transfer to the State Patrol Highway
39 Account—State. ~~(\$88,000,000)~~

1 \$78,000,000

2 ~~((15))~~ (13) Motor Vehicle Account—State Appropriation:

3 For transfer to the County Arterial Preservation

4 Account—State. \$4,844,000

5 ~~((16))~~ (14) Motor Vehicle Account—State Appropriation:

6 For transfer to the Freight Mobility Investment

7 Account—State. \$8,511,000

8 ~~((17))~~ (15) Motor Vehicle Account—State

9 Appropriation: For transfer to the Rural Arterial

10 Trust Account—State. \$4,844,000

11 ~~((18))~~ (16) Motor Vehicle Account—State

12 Appropriation: For transfer to the Transportation

13 Improvement Account—State. \$9,688,000

14 ~~((19))~~ (17) Motor Vehicle Account—State

15 Appropriation: For transfer to the State Patrol

16 Highway Account—State. ~~(\$130,000,000)~~

17 \$137,500,000

18 ~~((20) Motor Vehicle Account—State~~

19 ~~Appropriation: For transfer to the Capital Vessel~~

20 ~~Replacement Account—State. \$5,000,000~~

21 ~~(21))~~ (18) Motor Vehicle Account—State

22 Appropriation: For transfer to the Puget Sound

23 Capital Construction Account—State. ~~(\$6,500,000)~~

24 \$34,500,000

25 ~~((22))~~ (19) Motor Vehicle Account—State

26 Appropriation: For transfer to the Puget Sound

27 Ferry Operations Account—State. ~~(\$15,000,000)~~

28 \$20,000,000

29 ~~((23))~~ (20) Puget Sound Ferry Operations Account—State

30 Appropriation: For transfer to the Puget Sound Capital

31 Construction Account—State. \$115,315,000

32 ~~((24))~~ (21) State Route Number 520 Civil Penalties

33 Account—State Appropriation: For transfer to the Motor

34 Vehicle Account—State. \$3,000,000

35 ~~((25))~~ (22) State Route Number 520 Civil Penalties

36 Account—State Appropriation: For transfer to the

37 State Route Number 520 Corridor Account—State. ~~(\$1,752,000)~~

38 \$1,300,000

39 ~~((26))~~ (23) Multimodal Transportation Account—State

1 Appropriation: For transfer to the Move Ahead WA
 2 Flexible Account—State. ((\$18,770,000))
 3 \$3,770,000
 4 ((+27)) (24) Multimodal Transportation Account—State
 5 Appropriation: For transfer to the Puget Sound
 6 Ferry Operations Account—State. ((\$64,000,000))
 7 \$26,000,000
 8 ((+28)) (25) Multimodal Transportation Account—State
 9 Appropriation: For transfer to the Complete Streets
 10 Grant Program Account—State. \$14,670,000
 11 ((+29)) (26) Multimodal Transportation Account—State
 12 Appropriation: For transfer to the Freight Mobility
 13 Multimodal Account—State. \$8,511,000
 14 ~~((+30)) (26) Multimodal Transportation Account—State~~
 15 ~~Appropriation: For transfer to the Puget Sound Capital~~
 16 ~~Construction Account—State. \$105,000,000~~
 17 ~~(+31)) (27) Multimodal Transportation Account—State~~
 18 Appropriation: For transfer to the Regional Mobility
 19 Grant Program Account—State. \$27,679,000
 20 ((+32)) (28) Multimodal Transportation Account—State
 21 Appropriation: For transfer to the Rural Mobility
 22 Grant Program Account—State. \$12,223,000
 23 ((+33)) (29) Multimodal Transportation Account—State
 24 Appropriation: For transfer to the Transportation
 25 Partnership Account—State. ((\$25,000,000))
 26 \$20,000,000
 27 ((+34)) (30) Carbon Emissions Reduction Account—State
 28 Appropriation: For transfer to the Puget Sound Ferry
 29 Operations Account—State. \$4,200,000
 30 ((+35)) (31)(a) General Fund Account—State
 31 Appropriation: For transfer to the State Patrol Highway
 32 Account—State. \$625,000
 33 (b) The state treasurer shall transfer the funds under this
 34 subsection only after receiving notification from the Washington
 35 state patrol under section 207 ~~((of this act)), chapter 416, Laws of~~
 36 2025.
 37 ((+36)) (32)(a) Highway Safety Account—State
 38 Appropriation: For transfer to the Driver Education
 39 Safety Improvement Account—State for fiscal

1 year 2026. \$2,000,000
 2 (b) Driver Education Safety Improvement
 3 Account—State Appropriation: For transfer to
 4 the Highway Safety Account—State for fiscal year 2027. . . \$2,000,000
 5 (33) Motor Vehicle Account—State Appropriation:
 6 For transfer to the Move Ahead WA Account—State. \$250,000,000
 7 (34) Capital Vessel Replacement Account—State
 8 Appropriation: For transfer to the Puget Sound Capital
 9 Construction Account—State. \$6,000,000
 10 (35) Multimodal Transportation Account—State
 11 Appropriation: For transfer to the Move Ahead WA
 12 Account—State. \$129,000,000
 13 (36) Multimodal Transportation Account—State
 14 Appropriation: For transfer to the Supply Chain
 15 Competitiveness Infrastructure Program Account—State. . . \$15,000,000
 16 (37) Agency Financial Transactions Account—State
 17 Appropriation: For transfer to the Motor Vehicle
 18 Account—State. \$10,000,000
 19 (38) Driver Licensing Technology Support Account
 20 —State Appropriation: For transfer to the Motor Vehicle
 21 Account—State. \$4,000,000
 22 (39) Connecting Washington Account—State
 23 Appropriation: For transfer to the Move Ahead WA
 24 Account—State. \$55,000,000
 25 (40) Motor Vehicle Account—State Appropriation:
 26 For transfer to the Special Category C Account—
 27 State. \$38,920,000
 28 (41) Connecting Washington Account—State
 29 Appropriation: For transfer to the Motor Vehicle
 30 Account—State. \$143,000,000

(End of part)

1 **COMPENSATION**

2 NEW SECTION. **Sec. 501.** A new section is added to 2025 c 416
3 (uncodified) to read as follows:

4 **COLLECTIVE BARGAINING AGREEMENT**

5 (1) In accordance with chapter 41.80 RCW, an agreement has been
6 reached between the governor and an organization representing state
7 employee bargaining units for the 2027 fiscal year presented to the
8 legislature during the 2026 legislative session. Funding is not
9 provided for compensation and fringe benefit provisions not presented
10 to the legislature by the end of the 2026 legislative session.
11 Funding is approved for an agreement and award with the Washington
12 public employees association, general government.

13 (2) Expenditures for the agreement in subsection (1) of this
14 section may also be funded from nonappropriated accounts. If
15 positions are funded with lidded grants or dedicated fund sources
16 with insufficient revenue, additional funding from other sources is
17 not provided.

(End of part)

1 **IMPLEMENTING PROVISIONS**

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

4 **MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN**
5 **SESSION**

6 (1) The 2005 transportation partnership projects or improvements,
7 2015 connecting Washington projects or improvements, and move ahead
8 WA projects or improvements are listed in the LEAP Transportation
9 Document (~~(2025-1)~~) 2026-1 as developed (~~(April 26, 2025)~~) February
10 23, 2026, which consists of a list of specific projects by fund
11 source and amount over multiple biennia. Current fiscal biennium
12 funding for each project is a line-item appropriation, while the
13 outer year funding allocations represent a six-year plan. The
14 department of transportation is expected to use the flexibility
15 provided in this section to assist in the delivery and completion of
16 all transportation partnership account, connecting Washington
17 account, and move ahead WA account projects on the LEAP
18 transportation document referenced in this subsection. For the
19 2023-2025 and 2025-2027 project appropriations, unless otherwise
20 provided in this act, the director of the office of financial
21 management may provide written authorization for a transfer of
22 appropriation authority between projects funded with transportation
23 partnership account appropriations, connecting Washington account
24 appropriations, or move ahead WA account appropriations to manage
25 project spending and efficiently deliver all projects in the
26 respective program under the following conditions and limitations:

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

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

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

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

37 (e) Transfers to a project may not occur if that project is a
38 programmatic funding item described in broad general terms on the

1 applicable project list without referencing a specific state route
2 number;

3 (f) Transfers may not be made while the legislature is in
4 session;

5 (g) Transfers to a project may not be made with funds designated
6 as attributable to practical design savings as described in RCW
7 47.01.480;

8 (h) The total amount of transfers under this section may not
9 exceed \$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 LEAP
30 transportation documents referenced in this act, and update that
31 project list with all authorized transfers under this section,
32 including any effects to the total project budgets and schedules
33 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 606 (uncodified) is amended to read as
13 follows:

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

15 By November 15th of each year, the department of transportation
16 must report on amounts expended to benefit transit, bicycle, or
17 pedestrian elements within all connecting Washington projects in
18 programs I, P, and Z identified in LEAP Transportation Document
19 ((2025-2)) 2026-2 ALL PROJECTS as developed ((April 26, 2025))
20 February 23, 2026, in a manner consistent with past practices as
21 specified in section 602, chapter 186, Laws of 2022.

22 **Sec. 603.** 2025 c 416 s 609 (uncodified) is amended to read as
23 follows:

24 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

25 (1) If a transportation project, where the Washington state
26 department of transportation is the lead and the project is scheduled
27 to be delivered or completed in the 2025-2027 fiscal biennium as
28 shown on the LEAP Transportation Document ((2025-2)) 2026-2 ALL
29 PROJECTS as developed ((April 26, 2025)) February 23, 2026, is in
30 jeopardy of being delayed because the department is unable to deliver
31 or complete the project within the 2025-2027 fiscal biennium and
32 other local jurisdictions are able to deliver or complete the work,
33 the department must coordinate with the appropriate local
34 jurisdictions to determine if a potential local partner is ready,
35 willing, and able to execute delivery and completion of the project
36 within the 2025-2027 fiscal biennium.

37 (2) The department must compile a list of projects under this
38 section, including the timing under which the local partner agency

1 can deliver or complete the projects within the 2025-2027 and
2 2027-2029 fiscal biennia. The department must submit the compiled
3 list of projects to the governor and the transportation committees of
4 the legislature by November 1, 2025.

(End of part)

MISCELLANEOUS 2025-2027 FISCAL BIENNIUM

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~~) chapter . . . (Senate Bill No. 5998), Laws of 2026 (omnibus operating appropriations act): For the department of transportation: Washington state ferries dispatch system replacement (~~and~~); Washington state ferries ticketing and reservations modernization; and the transportation reporting and accounting information system (TRAINS) upgrade and PROPEL - WSDOT support of One Washington.

Sec. 702. RCW 46.01.385 and 2022 c 186 s 703 are each amended to read as follows:

The agency financial transaction account is created in the state treasury. Receipts directed by law to the account from cost recovery charges for credit card and other financial transaction fees must be deposited into the account. Moneys in the account may be spent only after appropriation. Expenditures from the account may be used only for paying credit card and financial transaction fees, and other related costs incurred by state agencies. During the 2021-2023 fiscal biennium, expenditures from the account may also be used for additional information technology costs related to supporting the department of licensing operations and addressing its staffing shortages. During the 2025-2027 fiscal biennium, the legislature may direct the state treasurer to make transfers of moneys in the agency financial transaction account to the motor vehicle fund.

Sec. 703. RCW 46.68.067 and 2022 c 157 s 2 are each amended to read as follows:

The driver licensing technology support account is created in the highway safety fund under RCW 46.68.060. Moneys in the account may be spent only after appropriation. Expenditures from the account may be used only for supporting information technology systems used by the department to communicate with the judicial information system, manage driving records, and implement court orders. During the 2025-2027 fiscal biennium, the legislature may direct the state

1 treasurer to make transfers of moneys in the driver licensing
2 technology support account to the motor vehicle fund.

3 **Sec. 704.** RCW 46.68.170 and 2013 c 306 s 705 are each amended to
4 read as follows:

5 There is hereby created in the motor vehicle fund the RV account.
6 All moneys hereafter deposited in said account shall be used by the
7 department of transportation for the construction, maintenance, and
8 operation of recreational vehicle sanitary disposal systems at safety
9 rest areas in accordance with the department's highway system plan as
10 prescribed in chapter 47.06 RCW. During the 2011-2013 and 2013-2015
11 fiscal biennia, the legislature may transfer from the RV account to
12 the motor vehicle fund such amounts as reflect the excess fund
13 balance of the RV account to accomplish the purposes identified in
14 this section. During the 2025-2027 fiscal biennium, the legislature
15 may appropriate from the RV account such amounts as reflect the
16 excess fund balance of the RV account to accomplish the purposes
17 identified in section 106 of this act.

18 **Sec. 705.** RCW 46.68.280 and 2025 c 416 s 707 are each amended to
19 read as follows:

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

34 (2) During the 2025-2027 fiscal biennium, the legislature may
35 direct the state treasurer to make transfers of moneys in the
36 transportation 2003 account (nickel account) to the move ahead WA
37 account and the motor vehicle fund.

38 (3) The "nickel account" means the transportation 2003 account.

1 **Sec. 706.** RCW 47.28.030 and 2025 c 416 s 719 are each amended to
2 read as follows:

3 (1) (a) A state highway shall be constructed, altered, repaired,
4 or improved, and improvements located on property acquired for
5 right-of-way purposes may be repaired or renovated pending the use of
6 such right-of-way for highway purposes, by contract or state forces.
7 The work or portions thereof may be done by state forces when the
8 estimated costs thereof are less than \$50,000 and effective July 1,
9 2005, \$60,000.

10 (b) When delay of performance of such work would jeopardize a
11 state highway or constitute a danger to the traveling public, the
12 work may be done by state forces when the estimated cost thereof is
13 less than \$80,000 and effective July 1, 2005, \$100,000.

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

17 (d) To enable a larger number of small businesses and veteran,
18 minority, and women contractors to effectively compete for department
19 of transportation contracts, the department may adopt rules providing
20 for bids and award of contracts for the performance of work, or
21 furnishing equipment, materials, supplies, or operating services
22 whenever any work is to be performed and the engineer's estimate
23 indicates the cost of the work would not exceed \$80,000 and effective
24 July 1, 2005, \$100,000.

25 (2) The rules adopted under this section:

26 (a) Shall provide for competitive bids to the extent that
27 competitive sources are available except when delay of performance
28 would jeopardize life or property or inconvenience the traveling
29 public; and

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

36 (c) May establish prequalification standards and procedures as an
37 alternative to those set forth in RCW 47.28.070, but the
38 prequalification standards and procedures under RCW 47.28.070 shall
39 always be sufficient.

1 (3) The department of transportation shall comply with such goals
2 and rules as may be adopted by the office of minority and women's
3 business enterprises to implement chapter 39.19 RCW with respect to
4 contracts entered into under this chapter. The department may adopt
5 such rules as may be necessary to comply with the rules adopted by
6 the office of minority and women's business enterprises under chapter
7 39.19 RCW.

8 (4) (a) Work for less than \$100,000 may be performed on ferry
9 vessels and terminals by state forces. During the 2025-2027 fiscal
10 biennium, work for less than \$400,000 may be performed on ferry
11 vessels and terminals by state forces.

12 (b) When the estimated cost of work to be performed on ferry
13 vessels and terminals is between \$100,000 and \$200,000, or between
14 (~~(\$400,000)~~) \$500,000 and (~~(\$500,000)~~) \$750,000 during the 2025-2027
15 fiscal biennium, the department shall contact, by mail or email,
16 contractors that appear on the department's small works roster as
17 created pursuant to procedures in chapter 39.04 RCW to do specific
18 work the contractors are qualified to do to determine if any
19 contractor is interested and capable of doing the work. If there is a
20 response of interest within 72 hours, the small works roster
21 procedures commence. If no qualified contractors respond with
22 interest and availability to do the work, the department may use its
23 regular contracting procedures. If the secretary determines that the
24 work to be completed is an emergency, procedures governing
25 emergencies apply.

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

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

5 (i) Improve the basis for budgeting vessel maintenance,
6 preservation, and improvement costs and for projecting those costs
7 into a 16-year financial plan;

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

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

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

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

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

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

25 (iv) A review of the department's vessel maintenance,
26 preservation, and improvement program contracting process and
27 contractual requirements;

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

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

33 (vii) Coordination with required United States coast guard dry
34 dockings;

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

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

1 **Sec. 707.** RCW 47.66.140 and 2023 c 431 s 12 are each amended to
2 read as follows:

3 (1) (a) The department shall establish a transit support grant
4 program for the purpose of providing financial support to transit
5 agencies for operating and capital expenses only. Public transit
6 agencies must maintain or increase their local sales tax authority on
7 or after January 1, 2022, and may not delay or suspend the collection
8 of voter-approved sales taxes that were approved on or before January
9 1, 2022, in order to qualify for the grants.

10 (b) During the 2025-2027 fiscal biennium, a voter-approved
11 phased-in reauthorization of existing sales tax authority that
12 maintains current levels of service hours does not constitute a delay
13 or suspension of voter-approved taxes under this section. The
14 legislature intends to extend this subsection (1)(b) during the
15 2027-2029 fiscal biennium.

16 ~~((a))~~ (c) Grants for transit agencies must be prorated based on
17 the amount expended for operations in the most recently published
18 report of "Summary of Public Transportation" published by the
19 department.

20 ~~((b))~~ (d) No transit agency may receive more than 35 percent of
21 these distributions.

22 ~~((e))~~ (e) Fuel type may not be a factor in the grant selection
23 process.

24 (2) To be eligible to receive a grant, the transit agency must
25 have adopted, at a minimum, a zero-fare policy that allows passengers
26 18 years of age and younger to ride free of charge on all modes
27 provided by the agency. Transit agencies must submit documentation of
28 a zero-fare policy for 18 years of age and under by October 1, 2022,
29 to be eligible for the 2023-2025 biennium. Transit agencies that
30 submit such fare policy documentation following the October 1, 2022,
31 deadline shall become eligible for the next biennial distribution. To
32 the extent practicable, transit agencies shall align implementation
33 of youth zero-fare policies with equity and environmental justice
34 principles consistent with recommendations from the environmental
35 justice council, and ensure low-barrier accessibility of the program
36 to all youth.

37 (3) The department shall, for the purposes of the "Summary of
38 Public Transportation" report, require grantees to report the number
39 of trips that were taken under this program.

1 (4) For the purposes of this section, "transit agency" or
2 "agency" means a city transit system under RCW 35.58.2721 or chapter
3 35.95A RCW, a county public transportation authority under chapter
4 36.57 RCW, a metropolitan municipal corporation transit system under
5 chapter 36.56 RCW, a public transportation benefit area under chapter
6 36.57A RCW, an unincorporated transportation benefit area under RCW
7 36.57.100, or any special purpose district formed to operate a public
8 transportation system.

(End of part)

(End of Bill)

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