

CERTIFICATION OF ENROLLMENT  
**ENGROSSED SECOND SUBSTITUTE SENATE BILL 6066**

69th Legislature  
2026 Regular Session

Passed by the Senate March 10, 2026  
Yeas 48 Nays 1

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**President of the Senate**

Passed by the House March 6, 2026  
Yeas 94 Nays 2

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**Speaker of the House of  
Representatives**

Approved

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**Governor of the State of Washington**

CERTIFICATE

I, Sarah Bannister, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SECOND SUBSTITUTE SENATE BILL 6066** as passed by the Senate and the House of Representatives on the dates hereon set forth.

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**Secretary**

FILED

**Secretary of State  
State of Washington**

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ENGROSSED SECOND SUBSTITUTE SENATE BILL 6066

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AS AMENDED BY THE HOUSE

Passed Legislature - 2026 Regular Session

**State of Washington**                      **69th Legislature**                      **2026 Regular Session**

**By** Senate Transportation (originally sponsored by Senators Torres, Dozier, and J. Wilson)

READ FIRST TIME 02/09/26.

1            AN ACT Relating to establishing crash prevention zones; amending  
2 RCW 46.61.672, 46.63.250, 46.63.210, 46.63.220, and 36.89.030; adding  
3 a new section to chapter 46.61 RCW; and adding a new section to  
4 chapter 35.77 RCW.

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

6            NEW SECTION.    **Sec. 1.**    A new section is added to chapter 46.61  
7 RCW to read as follows:

8            (1)(a)(i) Until January 1, 2029, the legislative body of a  
9 county, city, or town may create a crash prevention zone within its  
10 jurisdiction on the portion of U.S. Highway 395 from milepost 23 to  
11 milepost 32 between Pasco and Mesa, on highway 12 from Tank Farm Road  
12 to A street, and on highway 12 from Attalia East road to Nine Mile  
13 Canyon road.

14            (ii) These crash prevention zones may be dissolved prior to, on,  
15 or after January 1, 2029, in accordance with the provisions of  
16 subsection (5) of this section.

17            (iii) A crash prevention zone created under (a)(i) of this  
18 subsection must use the process described in (b)(i) of this  
19 subsection.

20            (b) Beginning January 1, 2029:

1 (i) The legislative body of a county, city, or town may create a  
2 crash prevention zone within its jurisdiction by identifying public  
3 roads where the incidence of collisions resulting in serious injuries  
4 or fatalities is greater than expected for similar roads over the  
5 previous five-year period using processes as adopted in the highway  
6 safety manual published by the American association of state highway  
7 and transportation officials;

8 (ii) The secretary of the department of transportation may create  
9 a crash prevention zone within its jurisdiction by identifying public  
10 roads where the incidence of collisions resulting in serious injuries  
11 or fatalities is greater than expected for similar highways over the  
12 previous five-year period using processes as adopted in the highway  
13 safety manual published by the American association of state highway  
14 and transportation officials.

15 (c) A county, city, or town or the department of transportation  
16 may consider and implement safety improvement approaches in  
17 designated crash prevention zones. A county, with the approval of a  
18 city or town, may designate a crash prevention zone that includes  
19 public roads within the county and city or town. A county, city, or  
20 town may designate a crash prevention zone under (a)(i) and (b)(i) of  
21 this subsection that includes roadways managed by the department of  
22 transportation with the approval of the department of transportation.  
23 The department of transportation may designate a crash prevention  
24 zone on a state highway without the approval of a county, city, or  
25 town.

26 (d) Prior to the final establishment of a crash prevention zone,  
27 the county, city, or town must hold a public hearing, to which the  
28 department of transportation regional administrator must be invited,  
29 where members of the public may view and comment on a map of the  
30 designated crash prevention zone.

31 (2) Once a crash prevention zone has been designated, the  
32 jurisdiction that established the zone must conduct an engineering  
33 and traffic investigation of the public roads in the zone to identify  
34 options for safety improvements, including adjustments to the speed  
35 limits. A county, city, or town may contract with the department of  
36 transportation to have the department conduct an engineering and  
37 traffic investigation of the public roads in the zone.

38 (3)(a) The Washington state patrol and local law enforcement  
39 agencies must coordinate within existing resources and to the extent  
40 practicable increased enforcement of traffic laws within the crash

1 prevention zone in a manner intended to reduce collisions in the  
2 crash prevention zone.

3 (b) The department of transportation may use speed reduction  
4 methods, approaches, and technologies to reduce speeding within the  
5 crash prevention zones.

6 (4) For each crash prevention zone created by a city, town, or  
7 county, a corresponding local account must be created, administered,  
8 and maintained by the jurisdiction. Expenditures from the  
9 corresponding local account may only be used for engineering and  
10 traffic investigations, creation and installation of road signs, and  
11 safety improvements in the crash prevention zone.

12 (5)(a) A crash prevention zone must be dissolved once safety  
13 improvements have been implemented.

14 (b) Until January 1, 2029, a crash prevention zone may also be  
15 dissolved at the discretion of the city, town, county, or department  
16 of transportation that created the zone.

17 (c) Beginning January 1, 2029, a crash prevention zone may also  
18 be dissolved at the discretion of the city, town, county, or  
19 department of transportation that created the zone or by direction of  
20 the Washington state legislature.

21 (6) The designation, establishment, investigation, or dissolution  
22 of a crash prevention zone under this section, or any data, reports,  
23 maps, county staff comments, public comments, engineering studies,  
24 prior testimony, or other materials prepared or used in connection  
25 with the creation or management of a crash prevention zone, are not  
26 admissible as evidence in any civil action.

27 **Sec. 2.** RCW 46.61.672 and 2017 c 334 s 1 are each amended to  
28 read as follows:

29 (1) A person who uses a personal electronic device while driving  
30 a motor vehicle on a public highway is guilty of a traffic infraction  
31 and must pay a fine as provided in RCW 46.63.110(3).

32 (2) Subsection (1) of this section does not apply to:

33 (a) A driver who is using a personal electronic device to contact  
34 emergency services;

35 (b) The use of a system by a transit system employee for time-  
36 sensitive relay communication between the transit system employee and  
37 the transit system's dispatch services;

38 (c) An individual employed as a commercial motor vehicle driver  
39 who uses a personal electronic device within the scope of such

1 individual's employment if such use is permitted under 49 U.S.C. Sec.  
2 31136 as it existed on July 23, 2017; and

3 (d) A person operating an authorized emergency vehicle.

4 (3) The state preempts the field of regulating the use of  
5 personal electronic devices in motor vehicles while driving, and this  
6 section supersedes any local laws, ordinances, orders, rules, or  
7 regulations enacted by any political subdivision or municipality to  
8 regulate the use of a personal electronic device by the operator of a  
9 motor vehicle.

10 (4) A second or subsequent offense under this section is subject  
11 to two times the penalty amount under RCW 46.63.110.

12 (5) If a person is found to have committed an infraction under  
13 this section within a crash prevention zone created under section 1  
14 of this act, the base penalty amount imposed under RCW 46.63.110(3)  
15 for such an infraction must be doubled. The total penalty amount,  
16 including statutory assessments, may not be waived, reduced, or  
17 suspended. Fifty percent of the moneys collected under this  
18 subsection must be deposited into the highway safety fund for  
19 infractions committed in crash prevention zones established by the  
20 department of transportation, and may only be used for engineering  
21 and traffic investigations, creation and installation of road signs,  
22 and safety improvements in the crash prevention zone.

23 (6) For purposes of this section:

24 (a) "Driving" means to operate a motor vehicle on a public  
25 highway, including while temporarily stationary because of traffic, a  
26 traffic control device, or other momentary delays. "Driving" does not  
27 include when the vehicle has pulled over to the side of, or off of,  
28 an active roadway and has stopped in a location where it can safely  
29 remain stationary.

30 (b) "Personal electronic device" means any portable electronic  
31 device that is capable of wireless communication or electronic data  
32 retrieval and is not manufactured primarily for hands-free use in a  
33 motor vehicle. "Personal electronic device" includes, but is not  
34 limited to, a cell phone, tablet, laptop, two-way messaging device,  
35 or electronic game. "Personal electronic device" does not include  
36 two-way radio, citizens band radio, or amateur radio equipment.

37 (c) "Use" or "uses" means:

38 (i) Holding a personal electronic device in either hand or both  
39 hands;

1 (ii) Using your hand or finger to compose, send, read, view,  
2 access, browse, transmit, save, or retrieve email, text messages,  
3 instant messages, photographs, or other electronic data; however,  
4 this does not preclude the minimal use of a finger to activate,  
5 deactivate, or initiate a function of the device;

6 (iii) Watching video on a personal electronic device.

7 **Sec. 3.** RCW 46.63.250 and 2024 c 307 s 5 are each amended to  
8 read as follows:

9 (1) Automated traffic safety cameras may be used to detect speed  
10 violations, subject to RCW 46.63.220.

11 (2) Automated traffic safety cameras may be used to detect speed  
12 violations within the following locations:

13 (a) Hospital speed zones;

14 (b) Public park speed zones;

15 (c) School speed zones;

16 (d) School walk zones;

17 (e) Crash prevention zones;

18 (f) Roadway work zones, except that a notice of infraction may  
19 only be issued if an automated traffic safety camera captures a speed  
20 violation when workers are present; and

21 ~~((f))~~ (g) State highways within city limits that are classified  
22 as city streets under chapter 47.24 RCW.

23 (3) In addition to the automated traffic safety cameras that may  
24 be authorized for specified zones or roads in subsection (2) of this  
25 section, the local legislative authority may authorize the use of one  
26 additional automated traffic safety camera per 10,000 population to  
27 detect speed violations in locations deemed by the local legislative  
28 authority to experience higher crash risks due to excessive vehicle  
29 speeds. For automated traffic safety cameras authorized to detect  
30 speed violations as part of a pilot program prior to June 6, 2024,  
31 the location must be deemed by a local legislative authority to have  
32 experienced higher crash risks due to excessive vehicle speeds prior  
33 to installation of the automated traffic safety camera.

34 (4) Notices of infraction for automated traffic safety camera-  
35 detected speed violations may not be issued to the registered vehicle  
36 owner of:

37 (a) A marked fire engine equipped with emergency lights and  
38 siren; or

1 (b) An ambulance licensed by the department of health and  
2 equipped with emergency lights and siren.

3 **Sec. 4.** RCW 46.63.210 and 2025 c 417 s 905 are each amended to  
4 read as follows:

5 The definitions in this section apply throughout this section and  
6 RCW 46.63.220 through 46.63.260 unless the context clearly requires  
7 otherwise.

8 (1) "Automated traffic safety camera" means a device that uses a  
9 vehicle sensor installed to work in conjunction with an intersection  
10 traffic control system, a railroad grade crossing control system, or  
11 a speed measuring device, and a camera synchronized to automatically  
12 record one or more sequenced photographs, microphotographs, or  
13 electronic images of the front or rear of a motor vehicle at the time  
14 the vehicle fails to stop when facing a steady red traffic control  
15 signal or an activated railroad grade crossing control signal, or  
16 exceeds a speed limit as detected by a speed measuring device.  
17 "Automated traffic safety camera" also includes a device used to  
18 detect stopping at intersection or crosswalk violations; stopping  
19 when traffic obstructed violations; public transportation only lane  
20 violations; stopping or traveling in restricted lane violations; and  
21 public transportation bus stop zone violations and public  
22 transportation only lane violations detected by a public  
23 transportation vehicle-mounted system.

24 (2) "Crash prevention zone" means an area created and designated  
25 under section 1 of this act.

26 (3) "Hospital speed zone" means the marked area within hospital  
27 property and extending 300 feet from the border of the hospital  
28 property (a) consistent with hospital use; and (b) where signs are  
29 posted to indicate the location is within a hospital speed zone,  
30 where "hospital" has the same meaning as in RCW 70.41.020.

31 ~~((3))~~ (4) "Public park speed zone" means the marked area within  
32 public park property and extending 300 feet from the border of the  
33 public park property (a) consistent with active park use; and (b)  
34 where signs are posted to indicate the location is within a public  
35 park speed zone.

36 ~~((4))~~ (5) "Public transportation vehicle" means any motor  
37 vehicle, streetcar, train, trolley vehicle, ferry boat, or any other  
38 device, vessel, or vehicle that is owned or operated by a transit  
39 authority or an entity providing service on behalf of a transit

1 authority that is used for the purpose of carrying passengers and  
2 that operates on established routes. "Transit authority" has the same  
3 meaning as provided in RCW 9.91.025.

4 ~~((5))~~ (6) "Roadway work zone" means an area of any city  
5 roadway, including state highways that are also classified as city  
6 streets under chapter 47.24 RCW, or county road as defined in RCW  
7 46.04.150, with construction, maintenance, or utility work with a  
8 duration of 30 calendar days or more. A roadway work zone is  
9 identified by the placement of temporary traffic control devices that  
10 may include signs, channelizing devices, barriers, pavement markings,  
11 and/or work vehicles with warning lights. A roadway work zone extends  
12 from the first warning sign or high intensity rotating, flashing,  
13 oscillating, or strobe lights on a vehicle to the end road work sign  
14 or the last temporary traffic control device or vehicle.

15 ~~((6))~~ (7) "School speed zone" has the same meaning as described  
16 in RCW 46.61.440 (1) and (2).

17 ~~((7))~~ (8) "School walk zone" means a roadway identified under  
18 RCW 28A.160.160 or roadways within a one-mile radius of a school that  
19 students use to travel to school by foot, bicycle, or other means of  
20 active transportation.

21 **Sec. 5.** RCW 46.63.220 and 2025 c 417 s 906 are each amended to  
22 read as follows:

23 (1) Nothing in this section prohibits a law enforcement officer  
24 from issuing a notice of traffic infraction to a person in control of  
25 a vehicle at the time a violation occurs under RCW 46.63.030(1) (a),  
26 (b), or (c).

27 (2) Any city or county may authorize the use of automated traffic  
28 safety cameras and must adopt an ordinance authorizing such use  
29 through its local legislative authority.

30 (3) The local legislative authority must prepare an analysis of  
31 the locations within the jurisdiction where automated traffic safety  
32 cameras are proposed to be located before adding traffic safety  
33 cameras to a new location or relocating any existing camera to a new  
34 location within the jurisdiction. The analysis must include equity  
35 considerations including the impact of the camera placement on  
36 livability, accessibility, economics, education, and environmental  
37 health when identifying where to locate an automated traffic safety  
38 camera. The analysis must also show a demonstrated need for traffic  
39 cameras based on one or more of the following in the vicinity of the

1 proposed camera location: Travel by vulnerable road users, evidence  
2 of vehicles speeding, rates of collision, reports showing near  
3 collisions, and anticipated or actual ineffectiveness or  
4 infeasibility of other mitigation measures.

5 (4) Automated traffic safety cameras may not be used on an on-  
6 ramp to a limited access facility as defined in RCW 47.52.010.

7 (5) A city may use automated traffic safety cameras to enforce  
8 traffic ordinances in this section on state highways that are also  
9 classified as city streets under chapter 47.24 RCW. A city government  
10 must notify the department of transportation when it installs an  
11 automated traffic safety camera to enforce traffic ordinances as  
12 authorized in this subsection.

13 (6) (a) At a minimum, a local ordinance adopted pursuant to this  
14 section must contain the restrictions described in this section and  
15 provisions for public notice and signage. Cities and counties must  
16 also post such restrictions and other automated traffic safety camera  
17 policies on the city's or county's website. Cities and counties using  
18 automated traffic safety cameras before July 24, 2005, are subject to  
19 the restrictions described in this section, but are not required to  
20 adopt an authorizing ordinance.

21 (b) (i) Cities and counties using automated traffic safety cameras  
22 must post an annual report on the city's or county's website of the  
23 number of traffic crashes that occurred at each location where an  
24 automated traffic safety camera is located, as well as the number of  
25 notices of infraction issued for each camera. Beginning January 1,  
26 2026, the annual report must include the percentage of revenues  
27 received from fines issued from automated traffic safety camera  
28 infractions that were used to pay for the costs of the automated  
29 traffic safety camera program and must describe the uses of revenues  
30 that exceeded the costs of operation and administration of the  
31 automated traffic safety camera program by the city or county.

32 (ii) The Washington traffic safety commission must provide an  
33 annual report to the transportation committees of the legislature,  
34 and post the report to its website for public access, beginning July  
35 1, 2026, that includes aggregated information on the use of automated  
36 traffic safety cameras in the state that includes an assessment of  
37 the impact of their use, information required in city and county  
38 annual reports under (b) (i) of this subsection, and information on  
39 the number of automated traffic safety cameras in use by type and  
40 location, with an analysis of camera placement in the context of area

1 demographics and household incomes. To the extent practicable, the  
2 commission must also provide in its annual report the number of  
3 traffic accidents, speeding violations, single vehicle accidents,  
4 pedestrian accidents, and driving under the influence violations that  
5 occurred at each location where an automated traffic safety camera is  
6 located in the five years before each camera's authorization and  
7 after each camera's authorization. Cities and counties using  
8 automated traffic safety cameras must provide the commission with the  
9 data it requests for the report required under this subsection in a  
10 form and manner specified by the commission.

11 (7) All locations where an automated traffic safety camera is  
12 used on roadways or intersections must be clearly marked by placing  
13 signs at least 30 days prior to activation of the camera in locations  
14 that clearly indicate to a driver either that: (a) The driver is  
15 within an area where automated traffic safety cameras are authorized;  
16 or (b) the driver is entering an area where violations are enforced  
17 by an automated traffic safety camera. The signs must be readily  
18 visible to a driver approaching an automated traffic safety camera.  
19 Signs placed in automated traffic safety camera locations after June  
20 7, 2012, must follow the specifications and guidelines under the  
21 manual of uniform traffic control devices for streets and highways as  
22 adopted by the department of transportation under chapter 47.36 RCW.  
23 All public transportation vehicles utilizing a vehicle-mounted system  
24 must post a sign on the rear of the vehicle indicating to drivers  
25 that the vehicle is equipped with an automated traffic safety camera  
26 to enforce bus stop zone violations and public transportation only  
27 lane violations.

28 (8) Automated traffic safety cameras may only record images of  
29 the vehicle and vehicle license plate and only while an infraction is  
30 occurring. The image must not reveal the face of the driver or of  
31 passengers in the vehicle. The primary purpose of camera placement is  
32 to record images of the vehicle and vehicle license plate when an  
33 infraction is occurring. Cities and counties must consider installing  
34 automated traffic safety cameras in a manner that minimizes the  
35 impact of camera flash on drivers.

36 (9) A notice of infraction must be mailed to the registered owner  
37 of the vehicle within 14 days of the violation, or to the renter of a  
38 vehicle within 14 days of establishing the renter's name and address  
39 under subsection (17) of this section. The notice of infraction must  
40 include with it a certificate or facsimile thereof, based upon

1 inspection of photographs, microphotographs, or electronic images  
2 produced by an automated traffic safety camera, stating the facts  
3 supporting the notice of infraction. This certificate or facsimile is  
4 prima facie evidence of the facts contained in it and is admissible  
5 in a proceeding charging a violation under this chapter. The  
6 photographs, microphotographs, or electronic images evidencing the  
7 violation must be available for inspection and admission into  
8 evidence in a proceeding to adjudicate the liability for the  
9 infraction. A person receiving a notice of infraction based on  
10 evidence detected by an automated traffic safety camera may respond  
11 to the notice by mail.

12 (10) The registered owner of a vehicle is responsible for an  
13 infraction under RCW 46.63.030(1)(d) unless the registered owner  
14 overcomes the presumption in RCW 46.63.075, or, in the case of a  
15 rental car business, satisfies the conditions under subsection (17)  
16 of this section. If appropriate under the circumstances, a renter  
17 identified under subsection (17)(a) of this section is responsible  
18 for an infraction.

19 (11) Notwithstanding any other provision of law, all photographs,  
20 microphotographs, or electronic images, or any other personally  
21 identifying data prepared under this section are for the exclusive  
22 use of authorized city or county employees, as specified in RCW  
23 46.63.030(1)(d), in the discharge of duties under this section and  
24 are not open to the public and may not be used in a court in a  
25 pending action or proceeding unless the action or proceeding relates  
26 to a violation under this section. No photograph, microphotograph, or  
27 electronic image, or any other personally identifying data may be  
28 used for any purpose other than enforcement of violations under this  
29 section nor retained longer than necessary to enforce this section.  
30 Transit authorities must provide to the appropriate local  
31 jurisdiction that has authorized traffic safety camera use under RCW  
32 46.63.260(3) any images or evidence collected establishing that a  
33 violation of stopping, standing, or parking in a bus stop zone or  
34 traveling, stopping, standing, or parking in a public transportation  
35 only lane has occurred for infraction processing purposes consistent  
36 with this section.

37 (12) If a county or city has established an automated traffic  
38 safety camera program as authorized under this section, the  
39 compensation paid to the manufacturer or vendor of the equipment used  
40 must be based only upon the value of the equipment and services

1 provided or rendered in support of the system and may not be based  
2 upon a portion of the fine or civil penalty imposed or the revenue  
3 generated by the equipment. If the contract between the city or  
4 county and manufacturer or vendor of the equipment does not provide  
5 for performance or quality control measures regarding camera images,  
6 the city or county must perform a performance audit of the  
7 manufacturer or vendor of the equipment every three years to review  
8 and ensure that images produced from automated traffic safety cameras  
9 are sufficient for evidentiary purposes as described in subsection  
10 (9) of this section.

11 (13)(a) Except as provided in (d) and (e) of this subsection, a  
12 county or a city may only use revenue generated by an automated  
13 traffic safety camera program as authorized under this section for:

14 (i) Traffic safety activities related to construction and  
15 preservation projects and maintenance and operations purposes  
16 including, but not limited to, projects designed to implement the  
17 complete streets approach as defined in RCW 47.04.010, changes in  
18 physical infrastructure to reduce speeds through road design, and  
19 changes to improve safety for active transportation users, including  
20 improvements to access and safety for road users with mobility,  
21 sight, or other disabilities; and

22 (ii) The cost to administer, install, operate, and maintain the  
23 automated traffic safety cameras, including the cost of processing  
24 infractions.

25 (b) Except as provided in (d) of this subsection:

26 (i) The automated traffic safety camera program revenue used by a  
27 county or city with a population of 10,000 or more for purposes  
28 described in (a)(i) of this subsection must include the use of  
29 revenue in census tracts of the city or county that have household  
30 incomes in the lowest quartile determined by the most currently  
31 available census data and areas that experience rates of injury  
32 crashes that are above average for the city or county. Funding  
33 contributed from traffic safety program revenue must be, at a  
34 minimum, proportionate to the share of the population of the county  
35 or city who are residents of these low-income communities and  
36 communities experiencing high injury crash rates. This share must be  
37 directed to investments that provide direct and meaningful traffic  
38 safety benefits to these communities. Revenue used to administer,  
39 install, operate, and maintain automated traffic safety cameras,  
40 including the cost of processing infractions, are excluded from

1 determination of the proportionate share of revenues under this  
2 subsection (13) (b); and

3 (ii) The automated traffic safety camera program revenue used by  
4 a city or county with a population under 10,000 for traffic safety  
5 activities under (a) (i) of this subsection must be informed by the  
6 department of health's environmental health disparities map.

7 (c) Except as provided in (d) of this subsection, beginning four  
8 years after an automated traffic safety camera authorized under this  
9 section is initially placed and in use after June 6, 2024, 25 percent  
10 of the noninterest money received for infractions issued by such  
11 cameras in excess of the cost to administer, install, operate, and  
12 maintain the cameras, including the cost of processing infractions,  
13 must be deposited into the Cooper Jones active transportation safety  
14 account created in RCW 46.68.480.

15 (d) (i) (A) Jurisdictions with an automated traffic safety camera  
16 program in effect before January 1, 2024, may continue to allocate  
17 revenue generated from automated traffic safety cameras authorized  
18 under RCW 46.63.230 and 46.63.250(2) (c) as determined by the  
19 jurisdiction, as well as for the purposes established in (a) through  
20 (c) of this subsection, by:

21 (I) Up to a 10 percent increase in the number of traffic safety  
22 camera locations authorized to detect violations for automated  
23 traffic safety cameras authorized under RCW 46.63.230; and

24 (II) Up to a 10 percent increase in the number of traffic safety  
25 camera locations authorized to detect violations for automated  
26 traffic safety cameras authorized under RCW 46.63.250(2) (c).

27 (B) (I) Any automated traffic safety camera program in effect  
28 before January 1, 2024, with fewer than 10 traffic safety camera  
29 locations for automated traffic safety cameras authorized under RCW  
30 46.63.230, which adds automated traffic safety cameras to one  
31 additional location for the use of cameras authorized under RCW  
32 46.63.230, may continue to allocate revenue generated from automated  
33 traffic safety cameras authorized under RCW 46.63.230 as determined  
34 by the jurisdiction, as well as for the purposes established in (a)  
35 through (c) of this subsection.

36 (II) Any automated traffic safety camera program in effect before  
37 January 1, 2024, with fewer than 10 traffic safety camera locations  
38 for automated traffic safety cameras authorized under RCW  
39 46.63.250(2) (c) as of January 1, 2024, which adds automated traffic  
40 safety cameras to one additional location for the use of cameras

1 authorized under RCW 46.63.250(2)(c), may continue to allocate  
2 revenue generated from automated traffic safety cameras authorized  
3 under RCW 46.63.250(2)(c) as determined by the jurisdiction, as well  
4 as for the purposes established in (a) through (c) of this  
5 subsection.

6 (C) For the purposes of this subsection (13)(d)(i), a location  
7 is:

8 (I) An intersection for automated traffic safety cameras  
9 authorized under RCW 46.63.230 where cameras authorized under RCW  
10 46.63.230 are in use; and

11 (II) A school speed zone for automated traffic safety cameras  
12 authorized under RCW 46.63.250(2)(c) where cameras authorized under  
13 RCW 46.63.250(2)(c) are in use.

14 (ii) The revenue distribution requirements under (a) through  
15 (d)(i) of this subsection do not apply to automated traffic safety  
16 camera programs in effect before January 1, 2024, for which an  
17 ordinance in effect as of January 1, 2024, directs the manner in  
18 which revenue generated from automated traffic safety cameras  
19 authorized under RCW 46.63.230 or 46.63.250(2)(c) must be used.

20 (e) Revenue generated from an automated traffic safety camera  
21 authorized under RCW 46.63.250(1)(e) must first be used to cover the  
22 costs to administer, install, operate, and maintain the automated  
23 traffic safety cameras, including the cost of processing infractions,  
24 with any remaining revenue to be deposited into the corresponding  
25 local account created under section 1(4) of this act for the purposes  
26 as described in section 1(4) of this act.

27 (14) A county or city may adopt the use of an online ability-to-  
28 pay calculator to process and grant requests for reduced fines or  
29 reduced civil penalties for automated traffic safety camera  
30 violations.

31 (15) Except as provided in this subsection, registered owners of  
32 vehicles who receive notices of infraction for automated traffic  
33 safety camera-enforced infractions and are recipients of public  
34 assistance under Title 74 RCW or participants in the Washington  
35 women, infants, and children program, and who request reduced  
36 penalties for infractions detected through the use of automated  
37 traffic safety camera violations, must be granted reduced penalty  
38 amounts of 50 percent of what would otherwise be assessed for a first  
39 automated traffic safety camera violation and for subsequent  
40 automated traffic safety camera violations issued within 21 days of

1 issuance of the first automated traffic safety camera violation.  
2 Eligibility for medicaid under RCW 74.09.510 is not a qualifying  
3 criterion under this subsection. Registered owners of vehicles who  
4 receive notices of infraction must be provided with information on  
5 their eligibility and the opportunity to apply for a reduction in  
6 penalty amounts through the mail or internet.

7 (16) Infractions detected through the use of automated traffic  
8 safety cameras are not part of the registered owner's driving record  
9 under RCW 46.52.101 and 46.52.120. Additionally, infractions  
10 generated by the use of automated traffic safety cameras under this  
11 section must be processed in the same manner as parking infractions,  
12 including for the purposes of RCW 3.50.100, 35.20.220, 46.16A.120,  
13 and 46.20.270(2). The amount of the fine issued for an infraction  
14 generated through the use of an automated traffic safety camera may  
15 not exceed \$145, as adjusted for inflation by the office of financial  
16 management every five years, beginning January 1, 2029, based upon  
17 changes in the consumer price index during that time period, but may  
18 be doubled for a school speed zone infraction or crash prevention  
19 zone infraction generated through the use of an automated traffic  
20 safety camera.

21 (17) If the registered owner of the vehicle is a rental car  
22 business, the issuing agency must, before a notice of infraction  
23 being issued under this section, provide a written notice to the  
24 rental car business that a notice of infraction may be issued to the  
25 rental car business if the rental car business does not, within 18  
26 days of receiving the written notice, provide to the issuing agency  
27 by return mail:

28 (a) A statement under oath stating the name and known mailing  
29 address of the individual driving or renting the vehicle when the  
30 infraction occurred; or

31 (b) A statement under oath that the business is unable to  
32 determine who was driving or renting the vehicle at the time the  
33 infraction occurred because the vehicle was stolen at the time of the  
34 infraction. A statement provided under this subsection must be  
35 accompanied by a copy of a filed police report regarding the vehicle  
36 theft; or

37 (c) In lieu of identifying the vehicle operator, the rental car  
38 business may pay the applicable penalty. Timely mailing of this  
39 statement to the issuing agency relieves a rental car business of any  
40 liability under this chapter for the notice of infraction.

1        NEW SECTION.    **Sec. 6.**    A new section is added to chapter 35.77  
2    RCW to read as follows:

3        Cities and towns are authorized to establish crash prevention  
4    zones in accordance with section 1 of this act.

5        **Sec. 7.**    RCW 36.89.030 and 1984 c 7 s 42 are each amended to read  
6    as follows:

7        Counties are authorized to establish, acquire, develop,  
8    construct, and improve open space, park, recreation, and community  
9    facilities, public health and safety facilities, stormwater control  
10   facilities, and highways or any of them pursuant to the provisions of  
11   this chapter within and without the cities and towns of the county  
12   and for such purposes have the power to acquire lands, buildings and  
13   other facilities by gift, grant, purchase, condemnation, lease,  
14   devise, and bequest, to construct, improve, or maintain buildings,  
15   structures, and facilities necessary for such purposes, and to use  
16   and develop for such purposes the air rights over and the subsurface  
17   rights under any highway. The approval of the state department of  
18   transportation shall be first secured for such use and development of  
19   any state highway. For visual or sound buffer purposes the county  
20   shall not acquire by condemnation less than an owner's entire  
21   interest or right in the particular real property to be so acquired  
22   if the owner objects to the taking of a lesser interest or right.  
23   Counties are authorized to establish crash prevention zones in  
24   accordance with section 1 of this act.

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