

CERTIFICATION OF ENROLLMENT

ENGROSSED SECOND SUBSTITUTE SENATE BILL 6066

Chapter 123, Laws of 2026

69th Legislature
2026 Regular Session

CRASH PREVENTION ZONES

EFFECTIVE DATE: June 11, 2026

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

DENNY HECK

President of the Senate

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

LAURIE JINKINS

**Speaker of the House of
Representatives**

Approved March 20, 2026 1:50 PM

BOB FERGUSON

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.

SARAH BANNISTER

Secretary

FILED

March 23, 2026

**Secretary of State
State of Washington**

ENGROSSED SECOND SUBSTITUTE SENATE BILL 6066

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.

 Passed by the Senate March 10, 2026.
 Passed by the House March 6, 2026.
 Approved by the Governor March 20, 2026.
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