

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE SENATE BILL 6005

Chapter 257, Laws of 2026

(partial veto)

69th Legislature
2026 Regular Session

TRANSPORTATION BUDGET—SUPPLEMENTAL

EFFECTIVE DATE: March 31, 2026

Passed by the Senate March 12, 2026
Yeas 49 Nays 0

DENNY HECK

President of the Senate

Passed by the House March 12, 2026
Yeas 69 Nays 26

LAURIE JINKINS

**Speaker of the House of
Representatives**

Approved March 31, 2026 1:46 PM with
the exception of sections 208(30),
208(32), 215(13), and 310, page 119,
lines 17-18, which are vetoed.

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
SUBSTITUTE SENATE BILL 6005** as
passed by the Senate and the House
of Representatives on the dates
hereon set forth.

SARAH BANNISTER

Secretary

FILED

April 1, 2026

**Secretary of State
State of Washington**

ENGROSSED SUBSTITUTE SENATE BILL 6005

AS RECOMMENDED BY THE CONFERENCE COMMITTEE

Passed Legislature - 2026 Regular Session

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, 46.68.395, 47.28.030, and
3 47.60.322; amending 2025 c 416 ss 105, 109, 110, 117, 108, 114, 201,
4 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 213, 214, 215, 216,
5 217, 218, 219, 220, 221, 222, 223, 224, 302, 303, 304, 305, 306, 307,
6 308, 309, 310, 311, 401, 402, 403, 404, 405, 406, 407, 601, 606, 609,
7 and 701 (uncodified); adding new sections to 2025 c 416 (uncodified);
8 making appropriations and authorizing expenditures for capital
9 improvements; 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:

15 **FOR THE DEPARTMENT OF AGRICULTURE**

16 Motor Vehicle Account—State Appropriation. (~~(\$1,530,000)~~)
17 \$1,548,000

18 **Sec. 102.** 2025 c 416 s 109 (uncodified) is amended to read as
19 follows:

1 **FOR THE BOARD OF PILOTAGE COMMISSIONERS**

2 Pilotage Account—State Appropriation. (~~(\$3,335,000)~~)
3 \$3,702,000

4 **Sec. 103.** 2025 c 416 s 110 (uncodified) is amended to read as
5 follows:

6 **FOR THE ECONOMIC AND REVENUE FORECAST COUNCIL**

7 Motor Vehicle Account—State Appropriation. (~~(\$987,000)~~)
8 \$1,012,000

9 **Sec. 104.** 2025 c 416 s 117 (uncodified) is amended to read as
10 follows:

11 **FOR THE DEPARTMENT OF REVENUE**

12 Motor Vehicle Account—State Appropriation. (~~(\$2,460,000)~~)
13 \$2,710,000

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

16 (1) \$2,460,000 of the motor vehicle account—state appropriation
17 is provided solely for implementation of chapter 417, Laws of 2025
18 (transportation resources). ((If chapter . . . (Engrossed Substitute
19 Senate Bill No. 5801), Laws of 2025 is not enacted by June 30, 2025,
20 the amount provided in this section lapses.))

21 (2) \$250,000 of the motor vehicle account—state appropriation is
22 provided solely for implementation of chapter . . . (Engrossed
23 Substitute House Bill No. 2711), Laws of 2026 (transportation
24 resources). If chapter . . . (Engrossed Substitute House Bill No.
25 2711), Laws of 2026 is not enacted by June 30, 2026, the amount
26 provided in this subsection lapses.

27 **Sec. 105.** 2025 c 416 s 108 (uncodified) is amended to read as
28 follows:

29 **FOR THE DEPARTMENT OF COMMERCE**

30 Carbon Emissions Reduction Account—State
31 Appropriation. (~~(\$4,920,000)~~)
32 \$7,028,000

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

34 Electric Vehicle Account—State Appropriation. \$5,000,000

35 Multimodal Transportation Account—State
36 Appropriation. (~~(\$2,000,000)~~)

1 \$3,000,000
2 TOTAL APPROPRIATION. ((\$13,770,000))
3 \$21,878,000

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

6 (1) \$4,920,000 of the carbon emissions reduction account—state
7 appropriation is reappropriated and provided solely for a tribal
8 electric boat grant program. Federally recognized tribes, tribal
9 enterprises, and tribal members are eligible to apply for grant funds
10 for the purchase of or conversion to electric motors and engines for
11 fishing vessels.

12 (2) \$6,850,000 of the aeronautics account—state appropriation is
13 provided solely for a Cascadia sustainable aviation fuel institute or
14 accelerator to advance sustainable aviation fuel ecosystem build out,
15 develop regional partnerships, and promote market adoption of
16 sustainable aviation fuel within Washington state and the entire
17 Cascadia region.

18 (3) \$2,000,000 of the multimodal transportation account—state
19 appropriation is provided solely to (~~Snohomish county~~) the Cascadia
20 sustainable aviation fuel institute for preconstruction and site
21 readiness activities related to the sustainable aviation fuel
22 research and development center at Paine Field.

23 (~~(+5)~~) (4) The department shall provide information related to
24 emission reductions resulting from fuel conversion activities funded
25 with appropriations from the carbon emissions reduction account to
26 the joint transportation committee in accordance with section 814,
27 chapter . . ., Laws of 2025 (Engrossed Substitute Senate Bill No.
28 5801) (transportation resources).

29 (5) \$1,000,000 of the multimodal transportation account—state
30 appropriation is provided solely for the department to conduct a
31 review under the state environmental policy act (chapter 43.21C RCW)
32 and issue a programmatic final environmental impact statement (EIS)
33 evaluating zoning changes and related issues for the jurisdictions
34 subject to RCW 36.70A.840 regarding transit-oriented development. The
35 department shall publish the programmatic final EIS by July 1, 2027.
36 Issuance of the programmatic final EIS does not affect or modify the
37 requirements of chapter 43.21C RCW, including the obligations of
38 cities.

1 (1) The entire aeronautics account—state appropriation is
2 provided solely for the Washington state institute for public policy
3 to:

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

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

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

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

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

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

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

37 (ii) Sobriety checkpoints; and

38 (iii) Increased enforcement and penalties.

39 (c) By June 30, 2026, the institute shall publish a report with
40 information identifying the projected costs and benefits of

1 implementing the policies and programs identified in (b) of this
2 subsection, including an assessment of the comparative benefits
3 associated with each policy and program. The report may also include
4 recommendations on future research in this area.

5 (3) \$315,000 of the multimodal transportation account—state
6 appropriation is provided solely for the Washington state institute
7 for public policy, in consultation with the office of the insurance
8 commissioner, the department of licensing, and the Washington state
9 patrol, to review data on uninsured motorist rates both in Washington
10 state and nationally, perform an equity analysis of the uninsured
11 motorist population in Washington state, and review other factors
12 that may predict whether uninsured motorists purchase motor vehicle
13 liability insurance, including insurance premium costs and rates,
14 eligibility for coverage, and the availability of such insurance, to
15 the extent possible. The institute may evaluate the potential impacts
16 of requiring proof of liability insurance coverage at the time of
17 vehicle registration renewal. It is the intent of the legislature
18 that the institute must report its findings to the appropriate policy
19 and fiscal committees of the legislature by June 30, 2028.

20 NEW SECTION. Sec. 108. A new section is added to 2025 c 416
21 (uncodified) to read as follows:

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

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

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

29 (c) The impact of funding from the omnibus appropriations act and
30 omnibus transportation appropriations act on case processing and
31 resource allocation;

32 (d) Recommended staffing levels relative to workload growth and
33 use of temporary or contract staffing;

34 (e) Potential alternative strategies used to manage service
35 backlogs; and

36 (f) Recommended performance measures for backlog reduction and
37 turnaround times.

38 (2) It is the intent of the legislature that the joint
39 legislative audit and review committee must report audit and review

1 findings and recommendations to the appropriate committees of the
2 legislature by December 1, 2027.

(End of part)

TRANSPORTATION AGENCIES—OPERATING

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

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

Highway Safety Account—State Appropriation.	((\$9,794,000))
	<u>\$10,547,000</u>
Highway Safety Account—Federal Appropriation.	((\$39,998,000))
	<u>\$50,001,000</u>
Highway Safety Account—Private/Local Appropriation.	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation.	\$400,000
School Zone Safety Account—State Appropriation.	\$850,000
TOTAL APPROPRIATION.	((\$51,102,000))
	<u>\$61,858,000</u>

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

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

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

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

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

23 (4) \$350,000 of the highway safety account—state appropriation is
24 provided solely to complete an annual report on impacts of the
25 automated traffic safety cameras used in the state as required in RCW
26 46.63.220(6)(b)(ii), beginning July 1, 2026.

27 (5) \$200,000 of the highway safety account—state appropriation is
28 provided solely for the commission, in collaboration with the
29 department of licensing and Washington state patrol, to evaluate and
30 make recommendations for policies to improve ignition interlock
31 device compliance based on the joint legislative audit and review
32 committee's preliminary "Ignition Interlock Device Compliance and
33 Monitoring Report" and findings from the ongoing ignition interlock
34 compliance Yakima County Superior Court pilot project, including
35 through a review of ignition interlock device financing program
36 eligibility screening and fund distribution recommendations on
37 improving access to and increased funding for the program. The
38 commission must submit a report to the transportation committees of
39 the legislature by December 15, 2026.

1 (6) Within existing resources, the commission must designate an
2 older driver traffic safety awareness week highlighting resources for
3 older road users, including tips, tools, and any additional guidance
4 to assist older drivers.

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

7 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

Rural Arterial Trust Account—State Appropriation.	((\$4,059,000))
	<u>\$1,558,000</u>
Motor Vehicle Account—State Appropriation.	((\$3,532,000))
	<u>\$6,066,000</u>
County Arterial Preservation Account—State	
Appropriation.	((\$4,549,000))
	<u>\$4,548,000</u>
<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$267,000</u>
TOTAL APPROPRIATION.	((\$12,140,000))
	<u>\$12,439,000</u>

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

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

29 (2) \$2,500,000 of the ((~~rural arterial trust~~)) motor vehicle
30 account—state appropriation and \$2,500,000 of the county arterial
31 preservation account—state appropriation are provided solely for a
32 grant program to assist counties and cities with the costs associated
33 with obtaining a new federal highway administration load rating for
34 bridges to accommodate legal loads as authorized under RCW 46.44.041.

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

37 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

1	<u>Complete Streets Grant Program Account—State</u>	
2	<u>Appropriation.</u>	\$163,000
3	Transportation Improvement Account—State	
4	Appropriation.	((\$4,771,000))
5		<u>\$4,874,000</u>
6	<u>TOTAL APPROPRIATION.</u>	<u>\$5,037,000</u>

7 The appropriations in this section (~~is~~) are subject to the
8 following conditions and limitations: Within appropriated funds, the
9 transportation improvement board may opt in as provided under RCW
10 70A.02.030 to assume all of the substantive and procedural
11 requirements of covered agencies under chapter 70A.02 RCW. The board
12 shall include in its 2025 and 2026 annual reports to the legislature
13 a progress report on opting into the healthy environment for all act
14 and a status report on diversity, equity, and inclusion within the
15 board's jurisdiction. The transportation improvement board may revise
16 program standards, as needed, with legislative consultation.

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

19 **FOR THE JOINT TRANSPORTATION COMMITTEE**

20	Carbon Emissions Reduction Account—State	
21	Appropriation.	((\$624,000))
22		<u>\$1,264,000</u>
23	Motor Vehicle Account—State Appropriation.	((\$3,379,000))
24		<u>\$3,687,000</u>
25	Multimodal Transportation Account—State	
26	Appropriation.	((\$350,000))
27		<u>\$1,200,000</u>
28	<u>TOTAL APPROPRIATION.</u>	((\$4,353,000))
29		<u>\$6,151,000</u>

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

32 (1) \$75,000 of the motor vehicle account—state appropriation is
33 for the joint transportation committee, in collaboration with the
34 facilities program within the department of transportation, to
35 evaluate the cost and benefits associated with having the facilities
36 program take on full responsibility for planning and support of some
37 or all of the facilities currently operated by the Washington state
38 ferries. The joint transportation committee must provide a

1 preliminary assessment, including any recommendations, by December 1,
2 2025. The joint transportation committee must prepare a final report,
3 including any recommendations, by October 1, 2026.

4 (2) \$390,000 of the motor vehicle account—state appropriation is
5 for the joint transportation committee, from amounts set aside out of
6 statewide fuel taxes distributed to cities according to RCW
7 46.68.110(2), for the following activities:

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

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

30 (3) \$75,000 of the motor vehicle account—state appropriation is
31 for the joint transportation committee to continue the alternative
32 project delivery methods and innovative practices study under section
33 204(9), chapter 310, Laws of 2024. The next phase of the study must
34 provide additional consultation on collaborative procurement and
35 contracting approaches that may be used by the Washington state
36 department of transportation in public works contracting to increase
37 contract competition and support containing costs and project
38 delivery schedule. A supplemental report on findings and
39 recommendations, including any changes in current practice and

1 statutory requirements, is due to the transportation committees of
2 the legislature by December 1, 2025.

3 (4) \$274,000 of the carbon emissions reduction account—state
4 appropriation is reappropriated for the joint transportation
5 committee for a study of the impacts of implementing California's
6 emissions standards for ocean-going vessels at berth in Titles 13 and
7 17 of the California Code of Regulations in Washington. The joint
8 transportation committee must report to the transportation committees
9 of the legislature by December 31, 2025.

10 (5) \$250,000 of the motor vehicle account—state appropriation is
11 for the joint transportation committee to contract with the Freight
12 Policy Transportation Institute of Washington State University to
13 serve as the independent review team to work in coordination with the
14 Washington state department of transportation's analysis, funded in
15 section 217(5) (~~of this act~~), chapter 416, Laws of 2025, of
16 highway, road, and freight rail transportation needs, options, and
17 impacts from shifting the movement of freight and goods that
18 currently move by barge through the lower Snake river dams to
19 highways, other roads, and rail.

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

29 (b) The independent review team must conduct an independent
30 stakeholder engagement effort. The river transportation work group
31 must be formed to provide data and guidance to the independent review
32 team for the independent stakeholder engagement effort. The river
33 transportation work group must be made up of stakeholders, including
34 farming and agricultural production, fishing industry, tug and barge
35 operators, shippers and receivers, public ports, railroad operators,
36 cruise lines, the federal highway administration, and the army corps
37 of engineers. Consultations with federally recognized tribes must
38 also occur in coordination with the Washington state department of
39 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) \$640,000 of the carbon emissions reduction account—state
17 appropriation is for the joint transportation committee to continue
18 to oversee the development and use of the carbon emission reduction
19 tracking tool developed to assist in program delivery evaluation for
20 fuel conversion activity programs that receive appropriations from
21 the carbon emissions reduction account, where "fuel conversion
22 activity programs" include the purchase of zero emission or hybrid
23 electric vehicles, vessels, or off-road equipment, and the charging
24 or fueling infrastructure needed to support zero emission or hybrid
25 electric vehicles or vessels. Tool development and use activities may
26 include, but are not limited to, tool administration, hosting,
27 maintenance, support, enhancements, quality assurance activities, and
28 a tool redesign for better integration of user data and data export
29 capabilities.

30 (11) \$300,000 of the motor vehicle account—state appropriation is
31 for the joint transportation committee to contract with Washington
32 State University's Freight Policy Transportation Institute for the
33 following activities:

34 (a) (i) \$200,000 to conduct a study of off-hour gate operations at
35 the container terminals operated jointly by the ports of Seattle and
36 Tacoma. The study should consider the following:

37 (A) The cost to the terminal operating entities associated with
38 shifting hours of operation to an off-peak schedule;

1 (B) Cost savings to the state resulting from reduced
2 transportation impacts of freight movement if an off-peak schedule is
3 adopted;

4 (C) Other costs and benefits to the state from the adoption of an
5 off-peak schedule;

6 (D) Emission reductions and other environmental benefits and
7 costs that could result from adoption of an off-peak schedule;

8 (E) Costs and benefits to shippers and beneficial cargo owners;

9 (F) Impacts to key supply chain partners involved in freight
10 movement, through interviews conducted by the joint transportation
11 committee and Washington State University;

12 (G) Impacts to other supply chain partners, including, but not
13 limited to, labor partners, warehousing, trucking, rail, and
14 transloading; and

15 (H) Strategies that could support participation of supply chain
16 partners in an off-peak schedule.

17 (ii) A final report shall be submitted to the transportation
18 committees of the legislature by June 30, 2027.

19 (b) (i) \$100,000 to review the existing methodology for
20 designating Washington state department of transportation freight and
21 goods transportation system (FGTS) and the freight mobility strategic
22 investment board's strategic freight corridors. The review should
23 include:

24 (A) Recommendations for incorporating improved freight and
25 economic data including, but not limited to, data on economic
26 impacts, performance, tonnage, volume, resiliency, safety, and supply
27 chain impacts;

28 (B) Recommendations on streamlining and utilizing collected data
29 to designate FGTS and strategic freight corridors;

30 (C) An assessment of whether any new data collection, recording,
31 and sharing capabilities of the Washington state department of
32 transportation or local jurisdictions would be necessary to implement
33 recommendations made; and

34 (D) An assessment of whether any statutory changes would be
35 required to implement recommended methodology changes.

36 (ii) A final report of findings and recommendations shall be
37 submitted to the transportation committees of the legislature by
38 December 1, 2026.

39 (12) \$100,000 of the multimodal transportation account—state
40 appropriation is for the joint transportation committee to review

1 options for long-term financial sustainability for the transportation
2 budget.

3 (13)(a) The joint transportation committee must conduct the
4 following activities on transportation-related liability issues:

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

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

12 (iii) Evaluate and review other state laws related to state
13 defenses involving claims for injury or wrongful death when the
14 person was engaged in a felony, to determine if the current state
15 defense in this regard should be expanded to include traffic-related
16 misdemeanors, including impaired driving, reckless driving, and
17 racing.

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

20 (14) \$750,000 of the motor vehicle account—state appropriation is
21 for the joint transportation committee to convene a work group to
22 consider options for long-term, financially sustainable vessel
23 preservation and replacement, terminal improvements, and ferry asset
24 management, and to conduct additional research as described in this
25 subsection.

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

28 (i) The deputy secretary of transportation for Washington state
29 ferries or their designee;

30 (ii) The joint transportation committee executive committee
31 members or their designees, and two members from both the house of
32 representatives transportation committee and the senate
33 transportation committee, appointed by the executive committee of the
34 joint transportation committee; and

35 (iii) A representative from the office of financial management.

36 (b) The committee may contract with a third-party consultant for
37 work group support. The committee shall contract with consultants
38 specializing in naval architecture and marine engineering to provide
39 neutral technical expertise to the work group.

1 (c) In considering long-term vessel sufficiency and ferry asset
2 management, the work group shall:

3 (i) Evaluate procurement and contract delivery options, including
4 leasing, as well as parameters and schedules needed to avoid
5 degradation of service;

6 (ii) Examine alternative vessel types, propulsion systems, and
7 fuels, taking into consideration environmental benefits and impacts,
8 life-cycle costs, and risks associated with technology and design
9 alternatives;

10 (iii) Evaluate options for upgrading and modifying existing aging
11 vessels and consider to what extent upgrading and modifying existing
12 aging vessels is a viable supplemental strategy to avoid service
13 interruptions and effectively use available resources;

14 (iv) Evaluate in-state versus out-of-state shipyards for vessel
15 construction, including consideration of shipyard capacity; and

16 (v) Evaluate sustainable funding and financing options, including
17 leasing, certificates of participation, and bonding, that prioritize
18 the avoidance of both a multiyear gap in service and loss of service
19 delivery. The work group shall evaluate the financial feasibility of
20 these options, both in ferries related accounts and the broader state
21 transportation budget, taking into consideration other constraints in
22 meeting long-term delivery expectations.

23 (d) Support for the work group must be provided by staff from the
24 joint transportation committee, office of program research, senate
25 committee services, the office of financial management, and the
26 department of transportation.

27 (e) The work group shall report its initial findings to the
28 governor and the transportation committees of the legislature by
29 December 15, 2026.

30 (f) (i) In consultation with the work group, the joint
31 transportation committee must contract with an independent third
32 party to conduct a study and make recommendations to modify or
33 maintain the credit provided by the department of transportation on
34 bid proposals for hybrid-diesel electric ferry vessels constructed in
35 the state of Washington. The study must consider economic and cost
36 factors including, but not limited to:

37 (A) The economic and revenue loss to the state of Washington from
38 constructing vessels outside the state of Washington; and

1 (B) Additional costs of transport, potential delay, and owner
2 oversight incurred for construction at shipyards outside of
3 Washington.

4 (ii) Final recommendations from this independent study must be
5 provided to the department, the office of the governor, and the
6 transportation committees of the legislature by June 30, 2027.

7 (g)(i) In consultation with the work group, the joint
8 transportation committee must contract with an independent third
9 party to evaluate the costs and benefits associated with the use of a
10 short- or long-term lease of a hydrogen or hybrid hydrogen powered
11 vessel for the state ferry system. The evaluation must include an
12 analysis of whether hydrogen fueling would assist in electrification
13 of the state ferry fleet, and whether alternative procurement or
14 lease-to-purchase options for hydrogen vessels would assist the state
15 in meeting the state's goals for stability and reliability of the
16 ferry system.

17 (ii) The joint transportation committee must consult with
18 companies that design, build, and lease hybrid vessels, including
19 hydrogen-powered vessels. For this study, it is the intent of the
20 legislature that the joint transportation committee provide a report
21 with findings and recommendations to the governor and the
22 transportation committees of the legislature by December 1, 2027.

23 (15) The joint transportation committee must convene a work group
24 to study and recommend options to streamline and enhance reporting
25 and data sharing between the department of transportation and the
26 legislature.

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

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

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

33 (iii) Identify prioritized options to implement the communication
34 and transparency recommendations of the committee's project delivery
35 and innovative practices studies; and

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

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

40 (i) The office of financial management;

- 1 (ii) The department of transportation;
- 2 (iii) The office of program research;
- 3 (iv) Senate committee services; and
- 4 (v) The legislative evaluation and accountability program.

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

7 **FOR THE TRANSPORTATION COMMISSION**

8	Motor Vehicle Account—State Appropriation.	((\$2,105,000))
9		<u>\$2,118,000</u>
10	Interstate 405 and State Route Number 167 Express	
11	Toll Lanes Account—State Appropriation.	\$150,000
12	State Route Number 520 Corridor Account—State	
13	Appropriation.	\$488,000
14	Tacoma Narrows Toll Bridge Account—State	
15	Appropriation.	\$178,000
16	Alaskan Way Viaduct Replacement Project Account—	
17	State Appropriation.	\$368,000
18	TOTAL APPROPRIATION.	((\$3,289,000))
19		<u>\$3,302,000</u>

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

22 ((+2)) (1) Within the parameters established under RCW
23 47.56.880, the commission shall review toll revenue performance on
24 the Interstate 405 and state route number 167 corridor and adjust
25 Interstate 405 tolls as appropriate to increase toll revenue to
26 provide sufficient funds for payments of future debt pursuant to RCW
27 47.10.896 and to support improvements to the corridor. The commission
28 shall consider adjusting maximum toll rates, minimum toll rates, day-
29 of-week rates and time-of-day rates, and restricting direct access
30 ramps to transit and HOV vehicles only, or any combination thereof,
31 in setting tolls to increase toll revenue. The commission is
32 encouraged to make any adjustments to toll rates in coordination with
33 the planned expansion of express toll lanes between the cities of
34 Renton and Bellevue.

35 ((+3)) (2) The commission must evaluate and consider temporary
36 toll rate adjustments for the state route number 99 tunnel to support
37 management of increased demand leading up to and during the 2026
38 World Cup.

1 (~~(4)~~) (3)(a) \$200,000 of the state route number 520 corridor
2 account—state appropriation and \$200,000 of the Alaskan Way viaduct
3 replacement project account—state appropriation are provided solely
4 for the commission, in coordination with the department of
5 transportation, to conduct a pilot or pilots of advanced tolling
6 technology provided by the private sector. The purpose of this pilot
7 or pilots will be to assess the viability and accuracy of advanced
8 technologies that may reduce the implementation and long-term costs
9 of the toll system or enable more flexible operations. The commission
10 shall retain a separate independent third-party vendor or vendors who
11 can provide expert oversight, guidance, and advisement on the work,
12 including: The pilot design; the evaluation plan; data analysis; and
13 reporting on findings.

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

24 (~~(5)~~) (4) The commission shall partner with the department of
25 transportation to design and implement a toll relief program based
26 upon income qualification. Implementation must start with facilities
27 where tolling begins in fiscal year 2026 or later. The commission
28 shall work with the department of transportation to assess potential
29 impacts of extending the toll relief program based upon income
30 qualification to existing tolled facilities that opened prior to
31 fiscal year 2026. The assessment, at a minimum, must determine
32 potential impacts to meeting current financial and legal requirements
33 in place for each facility. The commission, in partnership with the
34 department of transportation, shall provide annual updates on the
35 program to the transportation committees of the legislature.

36 (~~(6)~~) (5) The commission shall provide regular updates on the
37 status of ongoing coordination with the state of Oregon regarding
38 toll rates and exemptions. Prior to finalizing tolling proposals, the
39 commission shall advise on the status of any bistate agreements to

1 the joint transportation committee beginning in September 2025 and
2 quarterly thereafter until any agreements are finalized.

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

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

6 Freight Mobility Investment Account—State
7 Appropriation. (~~(\$1,412,000)~~)
8 \$1,417,000

9 The appropriation in this section is subject to the following
10 conditions and limitations: Within appropriated funds, the freight
11 mobility strategic investment board may opt in as provided under RCW
12 70A.02.030 to assume all of the substantive and procedural
13 requirements of covered agencies under chapter 70A.02 RCW. The board
14 shall include in its 2025 and 2026 annual reports to the legislature
15 a progress report on opting into the healthy environment for all act
16 and a status report on diversity, equity, and inclusion within the
17 board's jurisdiction. The freight mobility strategic investment board
18 may revise program standards, as needed, with legislative
19 consultation.

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

22 **FOR THE WASHINGTON STATE PATROL**

23 Alaskan Way Viaduct Replacement Project Account—
24 State Appropriation. \$42,000
25 State Patrol Highway Account—State Appropriation. (~~(\$710,586,000)~~)
26 \$727,808,000
27 State Patrol Highway Account—Federal Appropriation. (~~(\$24,001,000)~~)
28 \$24,150,000
29 State Patrol Highway Account—Private/Local
30 Appropriation. \$4,603,000
31 Highway Safety Account—State Appropriation. (~~(\$10,276,000)~~)
32 \$10,275,000
33 Ignition Interlock Device Revolving Account—State
34 Appropriation. (~~(\$2,705,000)~~)
35 \$2,404,000
36 Multimodal Transportation Account—State
37 Appropriation. \$328,000

1	State Route Number 520 Corridor Account—State	
2	Appropriation.	\$90,000
3	Tacoma Narrows Toll Bridge Account—State	
4	Appropriation.	\$274,000
5	I-405 and SR 167 Express Toll Lanes Account—State	
6	Appropriation.	\$2,894,000
7	TOTAL APPROPRIATION.	((\$755,799,000))
8		<u>\$772,868,000</u>

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

11 (1) \$580,000 of the state patrol highway account—state
12 appropriation is provided solely for the operation of and
13 administrative support to the license investigation unit to enforce
14 vehicle registration laws in southwestern Washington. The Washington
15 state patrol, in consultation with the department of revenue, shall
16 maintain a running estimate of the additional vehicle registration
17 fees, sales and use taxes, and local vehicle fees remitted to the
18 state pursuant to activity conducted by the license investigation
19 unit. Beginning October 1, 2025, and semiannually thereafter, the
20 Washington state patrol shall submit a report detailing the
21 additional revenue amounts generated since July 1, 2023, to the
22 director of the office of financial management and the transportation
23 committees of the legislature. At the end of the fiscal quarter in
24 which it is estimated that more than \$625,000 in state sales and use
25 taxes have been remitted to the state since July 1, 2023, the
26 Washington state patrol shall notify the state treasurer and the
27 state treasurer shall transfer funds pursuant to section ((~~406 of~~
28 ~~this act~~)) 407, chapter 416, Laws of 2025.

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

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

1 (3) Washington state patrol officers engaged in off-duty
2 uniformed employment providing traffic control services to the
3 department of transportation or other state agencies may use state
4 patrol vehicles for the purpose of that employment, subject to
5 guidelines adopted by the chief of the Washington state patrol. The
6 Washington state patrol must be reimbursed for the use of the vehicle
7 at the prevailing state employee rate for mileage and hours of usage,
8 subject to guidelines developed by the chief of the Washington state
9 patrol.

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

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

15 (ii) The number of transportation funded staff vacancies by major
16 category;

17 (iii) The number of applicants for each of the positions by these
18 categories;

19 (iv) The composition of workforce;

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

22 (vi) Activities related to the implementation of the agency's
23 workforce diversity plan, including short-term and long-term,
24 specific comprehensive outreach, and recruitment strategies to
25 increase populations underrepresented within both commissioned and
26 noncommissioned employee groups.

27 (b) During the 2025-2027 fiscal biennium, the office of financial
28 management, with assistance of the Washington state patrol, must
29 conduct two surveys regarding the competitiveness with law
30 enforcement agencies within the boundaries of the state of Washington
31 pursuant to RCW 43.43.380, with the first survey being informational
32 regarding the change since the last survey was conducted and the
33 second survey used as part of the collective bargaining process.
34 Prior to the 2026 legislative session, the office of financial
35 management, with assistance of the Washington state patrol, must also
36 provide comparison information regarding recruitment bonus amounts
37 currently being offered by local law enforcement agencies in the
38 state.

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

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

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

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

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

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

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

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

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

9 (8) \$1,668,000 of the state patrol highway account—state
10 appropriation is provided solely for three accelerated training
11 programs for lateral hires. It is the intent of the legislature that
12 the three accelerated training programs for lateral hires offered in
13 the 2025-2027 fiscal biennium achieve at least 30 qualified graduates
14 based on the Washington state patrol aggressively recruiting,
15 advertising bonus policies, and taking other steps to achieve this
16 outcome.

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

21 (10) \$7,572,000 of the state patrol highway account—state
22 appropriation is provided solely for ~~((one additional trooper basic
23 training class with troopers graduating in the 2025-2027 fiscal
24 biennium and funding to initiate an additional trooper basic training
25 class with troopers graduating in the 2027-2029 fiscal biennium))~~
26 additional trooper basic training classes starting or graduating in
27 the 2025-2027 fiscal biennium.

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

32 (12)(a) It is the intent of the legislature to address any
33 demographic disparities that might exist regarding traffic stops
34 initiated by troopers, including traffic stops of indigenous
35 motorists. Therefore, within the amounts provided in this section,
36 the Washington state patrol must provide a report to the joint
37 transportation committee by October 1, 2025, detailing the
38 demographic breakout of traffic stops for each of the most recent
39 three calendar years for which data is available. The report must
40 include counts and per capita rates for each demographic group on:

1 ~~((a))~~ (i) Traffic stops; ~~((b))~~ (ii) verbal warnings; ~~((e))~~
2 (iii) written warnings; ~~((d))~~ (iv) citation issuance; ~~((e))~~ (v)
3 arrests; and ~~((f))~~ (vi) searches. The joint transportation
4 committee must hold a work session on the traffic stop report by
5 December 15, 2025. If deemed warranted, the joint transportation
6 committee shall make recommendations to the office of financial
7 management and the transportation committees of the legislature on
8 future funding adjustments or other actions necessary to address any
9 demographic disparities identified in the report.

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

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

31 (13) \$800,000 of the highway safety account—state appropriation
32 is provided solely for increased chain enforcement on Interstate 90
33 in the area around Snoqualmie Pass. The legislature intends that the
34 Washington state patrol, pursuant to RCW 46.37.005, require
35 commercial vehicles to carry chains statewide during winter months
36 and, in coordination with the department of transportation, develop a
37 process for monitoring compliance at weigh stations.

38 (14) \$3,500,000 of the state patrol highway account—state
39 appropriation is provided solely to address emergent issues that may
40 arise due to the high level of commissioned and noncommissioned

1 vacancies. Potential uses of the funding include the following:
2 Employee leave buyouts, increased contracting to maintain adequate
3 service levels, unanticipated facility and equipment needs, increased
4 overtime, travel, and other related costs.

5 (15) (~~(\$3,000,000)~~) \$1,600,000 of the state patrol highway
6 account—state appropriation is provided solely for hiring additional
7 staff (~~and~~), increased overtime, increased contracting to maintain
8 adequate service levels, purchasing equipment, and other related
9 costs for the toxicology laboratory to reduce the DUI processing
10 backlog, with the expectation that processing times will be reduced.
11 Beginning December 1, 2025, and semiannually thereafter, the state
12 patrol must report on the activities undertaken and planned with the
13 funding provided in this subsection and current DUI processing times
14 compared to those as of June 2025.

15 (16) (~~(\$4,500,000)~~) \$9,300,000 of the state patrol highway
16 account—state appropriation is provided solely for updates and
17 improvements to the agency's wide area and local area network. The
18 office of financial management, in consultation with Washington
19 technology solutions, must actively monitor the expenditure of funds
20 provided in this subsection to ensure that the state patrol is
21 staying within the scope, schedule, and budget of the project and has
22 adequately addressed issues identified by Washington technology
23 solutions in its review of the budget request. These issues include
24 the appropriate phasing of the equipment replacement, conducting a
25 cost-benefit analysis of leasing versus purchasing the equipment, and
26 the utilization of existing state patrol staff compared to
27 contracting for certain functions and activities to achieve the
28 desired outcomes. The office of financial management may unallot any
29 unused funding or pause the project at any time based on its
30 assessment and monitoring.

31 (17) \$5,000,000 of the state patrol highway account—state
32 appropriation is provided solely to enhance the vehicle replacement
33 cycle for higher mileage vehicles in the agency's fleet.

34 (18)(a) \$3,644,000 of the state patrol highway account—state
35 appropriation is provided solely for administrative costs,
36 advertising, outreach, and bonus payments associated with developing
37 and implementing a state trooper expedited recruitment incentive
38 program for the purpose of recruiting and filling vacant trooper
39 positions in the 2025-2027 fiscal biennium. The legislature is

1 committed to continuing the state trooper expedited recruitment
2 incentive program until the vacancy levels are significantly reduced
3 from current levels. The recruitment, advertising, and outreach
4 associated with this program must continue efforts to create a more
5 diverse workforce and must also provide an accelerated pathway for
6 joining the state patrol for high quality individuals who have
7 previously been employed as a general authority peace officer.

8 (b) The state trooper expedited recruitment incentive program
9 must include:

10 (i) Thorough hiring procedures to ensure that only the highest
11 quality candidates are selected as cadets and as lateral hires,
12 including extensive review of past law enforcement employment history
13 through extensive reference checks, Brady list identification, and
14 any other issues that may impact the performance, credibility, and
15 integrity of the individual;

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

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

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

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

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

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

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

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

36 (d) For the purposes of this subsection:

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

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

3 (19) (~~(\$2,178,000)~~) \$1,865,000 of the state patrol highway
4 account—state appropriation is provided solely to continue the bonus
5 policy for commissioned staff who reach 26 or more years of service
6 in the Washington state retirement system pursuant to chapter 237,
7 Laws of 2024.

8 (20) \$600,000 of the state patrol highway account—state
9 appropriation is provided solely for staffing and security equipment
10 for Washington state patrol to staff the international border
11 crossing and provide support for the department of homeland security,
12 during the months of June and July 2026 for the purposes of the World
13 Cup, to facilitate border crossings and screening against human
14 trafficking, narcotics trafficking, unlawful crossings, and other
15 unlawful activity.

16 (21) \$998,000 of the state patrol highway account—state
17 appropriation is provided solely for staffing and other related costs
18 to support video coordination and processing for public disclosure
19 and discovery requests. Within the amounts provided under this
20 subsection, the department must research and evaluate technology and
21 automation enhancements to gain efficiency and reduce costs.

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

24 **FOR THE DEPARTMENT OF LICENSING**

25 Driver Licensing Technology Support Account—State	
26 Appropriation.	((\$1,765,000))
27	<u>\$1,680,000</u>
28 Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
29 Motorcycle Safety Education Account—State	
30 Appropriation.	((\$5,382,000))
31	<u>\$5,416,000</u>
32 Limited Fish and Wildlife Account—State	
33 Appropriation.	((\$495,000))
34	<u>\$509,000</u>
35 Highway Safety Account—State Appropriation.	((\$289,511,000))
36	<u>\$304,406,000</u>
37 Highway Safety Account—Federal Appropriation.	\$1,311,000
38 Motor Vehicle Account—State Appropriation.	((\$94,639,000))

1		<u>\$95,615,000</u>
2	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
3	Ignition Interlock Device Revolving Account—State	
4	Appropriation.	((\$6,831,000))
5		<u>\$6,837,000</u>
6	Department of Licensing Services Account—State	
7	Appropriation.	((\$8,585,000))
8		<u>\$7,737,000</u>
9	License Plate Technology Account—State Appropriation.	((\$3,747,000))
10		<u>\$3,762,000</u>
11	Abandoned Recreational Vehicle Account—State	
12	Appropriation.	((\$3,109,000))
13		<u>\$4,983,000</u>
14	Limousine Carriers Account—State Appropriation.	((\$128,000))
15		<u>\$147,000</u>
16	Electric Vehicle Account—State Appropriation.	\$459,000
17	DOL Technology Improvement & Data Management	
18	Account—State Appropriation.	((\$968,000))
19		<u>\$967,000</u>
20	Agency Financial Transaction Account—State	
21	Appropriation.	((\$16,317,000))
22		<u>\$13,699,000</u>
23	Move Ahead WA Flexible Account—State Appropriation.	((\$1,506,000))
24		<u>\$1,471,000</u>
25	Driver's Education Safety Improvement Account—State	
26	Appropriation.	((\$10,460,000))
27		<u>\$10,143,000</u>
28	TOTAL APPROPRIATION.	((\$446,583,000))
29		<u>\$460,512,000</u>

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

32 (1) \$1,100,000 of the highway safety account—state appropriation
33 and \$1,100,000 of the move ahead WA flexible account—state
34 appropriation are provided solely for the department to provide an
35 interagency transfer to the department of children, youth, and
36 families for the purpose of providing driver's license support. In
37 addition to support services required under RCW 74.13.338(2), support
38 services may include reimbursement of:

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

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

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

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

12 (2) (a) (~~(\$2,200,000)~~) \$2,700,000 of the highway safety account—
13 state appropriation is provided solely for organizations providing
14 driver's license assistance and support services. Of the amount
15 provided in this subsection, \$500,000 is for the expansion of
16 services to increase the number of people served or for additional
17 contracted providers in fiscal year 2027.

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

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

29 (4) (a) (~~(\$3,109,000)~~) \$4,983,000 of the abandoned recreational
30 vehicle disposal account—state appropriation is provided solely for
31 providing reimbursements in accordance with the department's
32 abandoned recreational vehicle disposal reimbursement program. It is
33 the intent of the legislature that the department prioritize this
34 funding for allowable and approved reimbursements and not to build a
35 reserve of funds within the account. During the 2025-2027 fiscal
36 biennium, the department must report any amounts recovered to the
37 office of financial management and appropriate committees of the
38 legislature on a quarterly basis.

39 (b) Within the amounts appropriated under this subsection, the
40 department, after consulting with abandoned recreational vehicle

1 disposal reimbursement program participants, must assess current
2 practices and reimbursement rates associated with the fiscal
3 sustainability of the program. By December 1, 2025, the department
4 must submit a financial plan demonstrating sustainability for a
5 minimum of two subsequent fiscal biennia at current or proposed fee
6 rates.

7 ~~((+6))~~ (5) The department shall report on a quarterly basis on
8 licensing service office operations, associated workload, and
9 information with comparative information with recent comparable
10 months in prior years. The report must include detailed statewide and
11 by licensing service office information on staffing levels, average
12 monthly wait times, the number of enhanced drivers' licenses and
13 enhanced identicards issued and renewed, and the number of primary
14 drivers' licenses and identicards issued and renewed. By November 1,
15 2025, the department must update a report with recommendations on the
16 future of licensing service office operations based on the recent
17 implementation of efficiency measures designed to reduce the time for
18 licensing transactions and wait times, and the implementation of
19 statutory and policy changes.

20 ~~((+7))~~ (6) \$6,000 of the motorcycle safety education account—
21 state appropriation, \$1,000 of the limited fish and wildlife account—
22 state appropriation, \$406,000 of the highway safety account—state
23 appropriation, \$137,000 of the motor vehicle account—state
24 appropriation, \$5,000 of the ignition interlock device revolving
25 account—state appropriation, and \$6,000 of the department of
26 licensing services account—state appropriation are provided solely
27 for the department of licensing for additional finance and budget
28 staff. By December 1, 2025, the department shall submit a report to
29 the governor and appropriate committees of the legislature on the
30 specific steps the department has taken to address the findings of
31 the State Auditor's Office FY2022 Accountability Audit Report No.
32 1032793.

33 ~~((+8))~~ (7) \$50,000 of the motor vehicle account—state
34 appropriation is provided solely for the department to conduct a
35 study on the feasibility of implementing and administering a per mile
36 fee program. The study must identify the staffing and resources
37 needed to implement and administer the program, including possible
38 technical investments, leveraging existing technology platforms. The
39 legislature intends to require a final report that includes potential

1 third-party costs and options to the governor and the transportation
2 committees of the legislature by December 31, 2025.

3 ~~((9))~~ (8)(a) ~~(\$300,000)~~ \$750,000 of the highway safety
4 account—state appropriation is provided solely for the department to
5 enter into an interagency agreement with the commission on Asian
6 Pacific American affairs to contract with one or more private
7 nonprofit organizations with appropriate expertise and experience to
8 provide REAL ID compliance support to residents of the state who are
9 compact of free association citizens, comprised of citizens of the
10 Federated States of Micronesia, the Republic of the Marshall Islands,
11 and the Republic of Palau, by providing the following assistance
12 using a culturally and linguistically appropriate approach:

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

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

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

29 (b) To qualify for assistance under (a)(ii) of this subsection
30 ~~((9))~~ (8), a compact of free association citizen who resides in the
31 state of Washington must be:

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

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

36 ~~((10))~~ (9) \$173,000 of the motor vehicle account—state
37 appropriation is provided solely for implementation of chapter 332,
38 Laws of 2025 (improving collector vehicle regulations). ~~((11~~
39 ~~chapter . . . (Substitute Senate Bill No. 5127), Laws of 2025 is not~~

1 enacted by June 30, 2025, the amount provided in this subsection
2 lapses.

3 ~~(12))~~ (10) \$44,000 of the motor vehicle account—state
4 appropriation is provided solely for implementation of
5 ~~(chapter . . . (Substitute Senate Bill No. 5410), Laws of 2025~~
6 ~~(veteran parking privileges) or)~~ chapter 295, Laws of 2025 (veteran
7 parking privileges). ~~((If neither chapter . . . (Substitute Senate~~
8 ~~Bill No. 5410), Laws of 2025 or chapter . . . (Substitute House Bill~~
9 ~~No. 1371), Laws of 2025 are enacted by June 30, 2025, the amount~~
10 ~~provided in this subsection lapses.~~

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

16 ~~(14))~~ (12) \$36,000 of the motor vehicle account—state
17 appropriation is provided solely for implementation of chapter 10,
18 Laws of 2025 (vehicle inspection backlog). ~~((If chapter . . . (Senate~~
19 ~~Bill No. 5462), Laws of 2025 is not enacted by June 30, 2025, the~~
20 ~~amount provided in this subsection lapses.~~

21 ~~(15))~~ (13) \$64,000 of the highway safety account—state
22 appropriation is provided solely for implementation of chapter 217,
23 Laws of 2025 (blood type information). ~~((If chapter . . . (Engrossed~~
24 ~~Senate Bill No. 5689), Laws of 2025 is not enacted by June 30, 2025,~~
25 ~~the amount provided in this subsection lapses.~~

26 ~~(16))~~ (14) \$150,000 of the motor vehicle account—state
27 appropriation is provided solely for the department to send periodic
28 notifications to vehicle owners with significantly expired vehicle
29 registrations to increase compliance with annual vehicle registration
30 requirements. Notifications must contain information about vehicle
31 registration requirements and possible penalties associated with
32 operating a vehicle with an expired registration.

33 ~~((17) \$726,000))~~ (15) \$638,000 of the highway safety account—
34 state appropriation is provided solely for implementation of chapter
35 417, Laws of 2025 (transportation resources). ~~((If chapter . . .~~
36 ~~(Engrossed Substitute Senate Bill No. 5801), Laws of 2025 is not~~
37 ~~enacted by June 30, 2025, the amount provided in this subsection~~
38 ~~lapses.)) Of this amount:~~

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

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

6 (~~(+18)~~) (16) \$50,000 of the highway safety account—state
7 appropriation is provided solely for the department to translate the
8 driver licensing examination manual and knowledge test into Dari,
9 Farsi, and Somali.

10 (~~(+20)~~) (17) \$106,000 of the highway safety account—state
11 appropriation is provided solely for the implementation of chapter
12 175, Laws of 2025 (driver training alternative). (~~If chapter . . . ,~~
13 ~~Laws of 2025 (House Bill No. 1244) is not enacted by June 30, 2025,~~
14 ~~the amount provided in this subsection lapses.~~

15 ~~(+21)~~) (18) \$1,081,000 of the highway safety account—state
16 appropriation is provided solely for the implementation of chapter
17 228, Laws of 2025 (speeding). (~~If chapter . . . , Laws of 2025~~
18 ~~(Engrossed Substitute House Bill No. 1596) is not enacted by June 30,~~
19 ~~2025, the amount provided in this subsection lapses.~~

20 ~~(+23) \$2,000,000)~~ (19) \$3,577,000 of the highway safety account—
21 state appropriation is provided solely to continue the DOL2Go
22 program, bringing driver licensing and identicard services to
23 underrepresented and rural communities.

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

30 (~~(+25)~~) (21)(a) \$300,000 of the highway safety account—state
31 appropriation is provided solely for additional actions in accordance
32 with the recently completed evaluation of ways to implement an older
33 and medically at-risk driver program.

34 (b) Within the amounts appropriated in this subsection, the
35 department must develop a comprehensive website that includes, but is
36 not limited to:

37 (i) Informational resources on aging and driving;

38 (ii) Guidance for family and caregivers, including warning signs,
39 with concerns about older drivers; and

1 (iii) Access to an online self-assessment tool for older drivers.
2 ~~((26) \$10,460,000))~~ (22) \$10,143,000 of the driver education
3 safety improvement account—state appropriation is provided solely for
4 the implementation of chapter 299, Laws of 2025 (young driver
5 safety). ~~((If chapter . . ., Laws of 2025 (Engrossed Substitute House
6 Bill No. 1878) is not enacted by June 30, 2025, the amount provided
7 in this subsection lapses.~~
8 ~~(27))~~ (23) \$22,000 of the motor vehicle account—state
9 appropriation is provided solely for the implementation of chapter
10 229, Laws of 2025 (transportation network companies). ~~((If
11 chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.
12 1332) is not enacted by June 30, 2025, the amount provided in this
13 subsection lapses.))~~
14 (24) The department shall update its administrative rules to
15 detail the requirements for documentation that health care
16 professionals may provide electronically to individuals for inclusion
17 in applications to the department for special parking privileges
18 under RCW 46.19.010, and shall ensure that vehicle licensing offices
19 have been provided with detailed guidance consistent with these
20 updated administrative rules. These efforts must be completed, and a
21 brief report provided to the transportation committees of the
22 legislature summarizing these efforts, by January 1, 2027.
23 (25) \$89,000 of the motor vehicle account—state appropriation is
24 provided solely for implementation of chapter . . . (Engrossed
25 Substitute Senate Bill No. 6110), Laws of 2026 (electric-assisted
26 bicycles and electric motorcycles). If chapter . . . (Engrossed
27 Substitute Senate Bill No. 6110), Laws of 2026 is not enacted by June
28 30, 2026, the amount provided in this subsection lapses. As part of
29 the scope of work required under the bill, the work group must also
30 address the regulatory landscape currently in place for micromobility
31 devices, including electric unicycles, scooters, and tricycles, and
32 whether revisions or additions to current regulations could better
33 align the state's approach with the regulation of other vehicles.
34 (26) \$14,000 of the highway safety account—state appropriation is
35 provided solely for implementation of chapter . . . (Substitute House
36 Bill No. 2323), Laws of 2026 (Traffic stops/blue envelope). If
37 chapter . . . (Substitute House Bill No. 2323), Laws of 2026 is not
38 enacted by June 30, 2026, the amount provided in this subsection
39 lapses.

1 (27) \$840,000 of the highway safety account—state appropriation,
2 \$140,000 of the motor vehicle account—state appropriation, and
3 \$420,000 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. Of the amounts provided in this subsection, funding is
9 for implementation of chapter . . . (Substitute House Bill No. 2334),
10 Laws of 2026 (cash transactions/pennies), chapter . . . (Substitute
11 House Bill No. 2114), Laws of 2026 (defective license plates),
12 chapter . . . (Substitute House Bill No. 2410), Laws of 2026
13 (commercial truck safety council), chapter . . . (Substitute Senate
14 Bill No. 6081), Laws of 2026 (government record privacy), and
15 chapter . . . (Engrossed Substitute Senate Bill No. 6354), Laws of
16 2026 (electric vehicles).

17 (28) \$817,000 of the motor vehicle account—state appropriation is
18 provided solely for the department to finalize the upgrade and
19 improvements to its prorated and fuel tax system, and is subject to
20 the conditions, limitations, and review requirements of section 701
21 of this act.

22 (29) \$26,000 of the highway safety account—state appropriation is
23 provided solely for the department to provide reduced-fee identicards
24 to individuals aged 70 or over that voluntarily replace their
25 driver's license with an identicard.

26 **(30) \$4,050,000 of the motor vehicle account—state appropriation**
27 **is provided solely for the licensing, oversight, and inspections**
28 **associated with auto dealers, including reinstating, as**
29 **appropriate, on-site inspections as part of the initial application**
30 **process for retail auto dealers by August 1, 2026. The on-site**
31 **inspections, as part of the initial application process and at other**
32 **times, must focus on locations with more than ten auto dealers at the**
33 **same location and other areas identified by the department. By**
34 **January 15, 2027, the department must submit a report to the governor**
35 **and appropriate committees of the legislature on the specific steps**
36 **the department has taken to improve auto dealer licensing and**
37 **inspection activities and planned actions in the future.**

38 (31) \$200,000 of the highway safety account—state appropriation
39 is provided solely to implement a quarterly reporting of statistical

1 information and a status report on the actions taken to protect
2 personal individual data from misuse, particularly for immigrant
3 communities. Beginning June 1, 2026, and quarterly thereafter, the
4 department must include a breakout, by federal, state, and local
5 agency, on the number of queries on Washington driver's license or
6 identocard holders in the following systems: Driver and plate search
7 (DAPS); and the driver information and adjudication system (DIAS).
8 Beginning June 1, 2026, the department must collect statistical
9 information from the Washington state patrol on queries received from
10 Nlets system and ACCESS terminals, of Washington driver's license or
11 identocard records. This data must identify the number of incoming
12 queries, broken out by federal and state agencies that access
13 Washington systems via Nlets and ACCESS terminals. The number of
14 queries from state and local agencies outside of Washington may be
15 grouped by state. The data on the number of incoming queries must
16 include the message keys used and a general description of data
17 provided by each message key used. The quarterly report must also
18 include information on the current federal, state, and local agencies
19 that are allowed and denied access. The first quarterly report must
20 include detailed information on the actions the department has taken
21 in the prior 12 months to ensure compliance with chapter 440, Laws of
22 2019 (keep Washington working act), and the Governor's executive
23 order 25-09.

24 **(32) \$300,000 of the motor vehicle account—state appropriation is**
25 **provided solely to continue and improve parking ticket information**
26 **provided as part of the vehicle registration renewal process, which**
27 **may include information technology improvements to allow vehicle**
28 **owners a quicker, more efficient method to resolve unpaid parking**
29 **tickets that serve as a barrier to vehicle registration renewal.**

30 (33) \$100,000 of the highway safety account—state appropriation
31 and \$100,000 of the motor vehicle account—state appropriation are
32 provided solely for implementation of chapter . . . (Engrossed
33 Substitute House Bill No. 2711), Laws of 2026 (transportation
34 resources). If chapter . . . (Engrossed Substitute House Bill No.
35 2711), Laws of 2026 is not enacted by June 30, 2026, the amounts
36 provided in this subsection lapse.

****Sec. 208 was partially vetoed. See message at end of chapter.***

1 performance measures listed in RCW 47.56.880(4). These reports must
2 include:

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

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

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

20 (4) As part of the department's 2027-2029 biennial budget
21 request, the department shall update the cost allocation
22 recommendations that assign appropriate costs to each of the toll
23 funds for services provided by relevant Washington state department
24 of transportation programs, the Washington state patrol, and the
25 transportation commission. The recommendations shall be based on
26 updated traffic and toll transaction patterns and other relevant
27 factors.

28 (5) \$150,000 of the state route number 520 corridor account—state
29 appropriation, \$150,000 of the Tacoma Narrows toll bridge account—
30 state appropriation, \$150,000 of the Alaskan Way viaduct replacement
31 project account—state appropriation, and \$150,000 of the Interstate
32 405 and state route number 167 express toll lanes account—state
33 appropriation are provided solely for the development of a strategic,
34 long-range tolling feasibility assessment that indicates the
35 operational viability and revenue potential for possible future
36 tolled facilities in the state. At a minimum, the department, working
37 in partnership with the transportation commission, shall: Identify
38 candidate projects for modeling analysis utilizing a screening tool
39 that seeks to maximize systemwide performance; determine tolling

1 feasibility and potential gross and net toll revenue for each
2 identified project; consider various approaches to tolling operations
3 and their associated costs; and identify the potential impacts of
4 tolling to surrounding roadways. The strategic tolling feasibility
5 assessment must be submitted to the transportation committees of the
6 legislature by October 1, 2026.

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

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

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

18 **FOR THE DEPARTMENT OF TRANSPORTATION—INFORMATION TECHNOLOGY—PROGRAM**
19 **C**

20 Move Ahead WA Account—State Appropriation.	\$11,970,000
21 Transportation Partnership Account—State	
22 Appropriation.	\$2,472,000
23 Motor Vehicle Account—State Appropriation.	(\$127,544,000)
24	<u>\$130,528,000</u>
25 Puget Sound Ferry Operations Account—State	
26 Appropriation.	\$307,000
27 Multimodal Transportation Account—State	
28 Appropriation.	(\$3,059,000)
29	<u>\$3,062,000</u>
30 Transportation 2003 Account (Nickel Account)—State	
31 Appropriation.	\$1,488,000
32 TOTAL APPROPRIATION.	(\$146,840,000)
33	<u>\$149,827,000</u>

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

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

1	Motor Vehicle Account—State Appropriation.	((\$43,820,000))
2		<u>\$43,994,000</u>
3	Move Ahead WA Account—State Appropriation.	\$2,044,000
4	State Route Number 520 Corridor Account—State	
5	Appropriation.	\$34,000
6	TOTAL APPROPRIATION.	((\$45,898,000))
7		<u>\$46,072,000</u>

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

10 (1) \$2,000,000 of the motor vehicle account—state appropriation
11 is provided solely for tenant improvements and other costs associated
12 with administrative space efficiency actions taken throughout the
13 agency. The department must continue to aggressively pursue office
14 and administrative space efficiency as detailed in recent reports
15 identifying opportunities for savings and cost avoidance, including:

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

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

21 (c) Evaluating specific additional opportunities for space
22 efficiency, consolidations, and colocation opportunities associated
23 with the Bellingham engineering field office, the Corson Avenue
24 regional headquarters campus, the Dayton Avenue northwest regional
25 headquarters, and the transportation building in Olympia.

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

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

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

34	Aeronautics Account—State Appropriation.	((\$13,398,000))
35		<u>\$15,443,000</u>
36	Aeronautics Account—Federal Appropriation.	((\$2,597,000))
37		<u>\$3,154,000</u>
38	Aeronautics Account—Private/Local Appropriation.	\$60,000

1 TOTAL APPROPRIATION. ((\$16,055,000))
2 \$18,657,000

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

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

- 13 (a) Mobile battery charging technology;
- 14 (b) Hydrogen electrolyzers and storage;
- 15 (c) Electric ground equipment; and
- 16 (d) (~~Hangar~~) Hangar charging technology.

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

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

27 (4) \$750,000 of the aeronautics account—state appropriation is
28 provided solely for the city of Yakima for an overflow parking lot at
29 the Yakima Air Terminal. The department may not require a match for
30 this project.

31 (5) \$1,774,000 of the aeronautics account—state appropriation is
32 provided solely for the commercial aviation work group created in
33 chapter 463, Laws of 2023, specifically for the following activities:

34 (a) The state commercial aviation work group shall
35 comprehensively evaluate the long-range commercial aviation needs of
36 Washington within the broader context of state transportation needs
37 and the specific needs of western Washington taking into
38 consideration airport capacity in adjacent states and provinces. The
39 work group shall review existing data and conduct research to

1 determine Washington's long-range commercial aviation facility needs
2 while considering alternatives to additional airport capacity.

3 (b) (i) Except as provided in subsection (c) of this section, the
4 work group shall investigate the expansion of existing aviation
5 facilities and possible siting locations for new greenfield aviation
6 facilities, with the expected outcome to be a report that compares
7 the strengths and weaknesses of each site considered. In this
8 investigation, the work group shall consider both new sites and those
9 previously identified in previous aviation planning documents. The
10 work group must consider all impacts that, whether by the expansion
11 of a current facility or the location of a new greenfield site, the
12 creation of a new primary commercial aviation facility may have,
13 including impacts on:

14 (A) Community members and quality of life;

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

18 (C) County master plans and other local planning and zoning,
19 including development regulations and comprehensive plans adopted
20 under chapter 36.70A RCW; and

21 (D) Current airspace operations.

22 (ii) The work group shall:

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

24 (I) Applicable federal agencies including the federal aviation
25 administration, the United States environmental protection agency,
26 the United States department of defense, and the United States
27 department of energy;

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

33 (III) The environmental community;

34 (IV) Local communities;

35 (V) Economic development agencies;

36 (VI) Other states and provinces as appropriate;

37 (B) Identify potential site infrastructure shortfalls and make
38 recommendations as to how they could be most suitably addressed,
39 including the feasibility of the specific transportation
40 infrastructure required to move people to the potential site. This

1 process includes the delivery of an adequate supply of aircraft fuel
2 and supporting infrastructure along with facilities needed to
3 transition to the use of sustainable aviation fuels;

4 (C) Consider the cost of construction of a facility and
5 supporting infrastructure;

6 (D) In cooperation with the federal aviation administration,
7 analyze:

8 (I) Airspace requirements and airspace restrictions of potential
9 sites;

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

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

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

15 (c) The work group shall not consider:

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

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

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

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

31 (6) (~~(\$2,100,000)~~) \$2,553,000 of the aeronautics account—state
32 appropriation is provided solely for the move ahead WA aviation
33 grants. Of this amount, \$453,000 represents the reappropriation of
34 amounts provided in the 2023-2025 fiscal biennium for this purpose.
35 The department shall prioritize projects eligible for federal
36 funding.

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

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

3	Motor Vehicle Account—State Appropriation.	((\$70,272,000))
4		<u>\$70,301,000</u>
5	Motor Vehicle Account—Federal Appropriation.	\$500,000
6	Multimodal Transportation Account—State	
7	Appropriation.	((\$1,176,000))
8		<u>\$2,676,000</u>
9	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
10	TOTAL APPROPRIATION.	((\$72,520,000))
11		<u>\$74,049,000</u>

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

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

24 (2)(a) \$572,000 of the move ahead WA flexible account—state
25 appropriation is provided solely to track and maximize clean fuels
26 credits and revenue generated by state agencies pursuant to chapter
27 70A.535 RCW.

28 (b) The LEAP Transportation Document ((~~2025-2~~)) 2026-2 ALL
29 PROJECTS as developed ((~~April 26, 2025~~)) March 10, 2026, anticipates
30 fulfillment of the requirements under chapter 70A.535 RCW of
31 generating credits and revenue for transportation investments funded
32 in an omnibus transportation appropriations act, including the move
33 ahead WA transportation package. The omnibus transportation
34 appropriations act anticipates credits for ferry electrification for
35 new hybrid electric vessels, active transportation, transit programs
36 and projects, alternative fuel infrastructure, connecting
37 communities, and multimodal investments.

38 (c) Pursuant to the reporting requirements of RCW 70A.535.050(5),
39 the department must present a detailed projection of the credit

1 revenues generated and achieved directly as a result of the funding
2 and activities in this subsection.

3 (3) \$350,000 of the multimodal transportation account—state
4 appropriation is reappropriated and provided solely for the
5 department to explore alternative uses of the state's highway rights-
6 of-way consistent with section 214(7), chapter 310, Laws of 2024.
7 Within amounts provided in this subsection, the department must
8 deliver two pollinator habitat test sections in eastern Washington
9 and recommend any additional opportunities to enhance pollinator
10 habitat in highway rights-of-way in its final report.

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

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

22 (6) \$250,000 of the motor vehicle account—state appropriation is
23 provided solely for the implementation of chapter 298, Laws of 2025
24 (lease of unused highway land). (~~If chapter . . ., Laws of 2025~~
25 ~~(Substitute House Bill No. 1774) is not enacted by June 30, 2025, the~~
26 ~~amount provided in this subsection lapses.))~~

27 (7) \$285,000 of the motor vehicle account—state appropriation is
28 provided solely for the implementation of chapter 365, Laws of 2025
29 (streamlining of permitting for transportation projects work group).
30 (~~If chapter . . ., Laws of 2025 (Engrossed Substitute House Bill No.~~
31 ~~1902) is not enacted by June 30, 2025, the amount provided in this~~
32 ~~subsection lapses.))~~

33 (8) The property located between S Freya St and S Myrtle St and E
34 4th Ave and E 3rd Ave in Spokane that is not needed for the alignment
35 of the NSC I-90 Connection Freya to Appleway project is deemed
36 surplus property. Therefore, by July 1, 2026, the department must
37 provide a letter of intent to Beloved Kijiji LLC stating intent to
38 sell four acres of the property referenced in this subsection, in
39 accordance with RCW 47.12.063(3)(i), with a closing date of no later

1 than September 1, 2027. Additionally, the legislature recognizes that
2 the sale of this property requires federal approval. Therefore, the
3 department must report back to the legislature by January 1, 2027, on
4 the timeline of completion of the final design and necessary federal
5 approvals to finalize the sale of property under this subsection.

6 (9) \$1,500,000 of the multimodal transportation account—state
7 appropriation is provided solely for the department to implement a
8 low-carbon transportation materials program to reduce embodied carbon
9 in transportation construction materials.

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

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

14	Motor Vehicle Account—State Appropriation.	\$1,647,000
15	Multimodal Transportation Account—State	
16	Appropriation.	(\$200,000)
17		<u>\$700,000</u>
18	Multimodal Transportation Account—Federal	
19	Appropriation.	(\$51,526,000)
20		<u>\$83,733,000</u>
21	Carbon Emissions Reduction Account—State	
22	Appropriation.	(\$167,962,000)
23		<u>\$169,567,000</u>
24	TOTAL APPROPRIATION.	(\$221,335,000)
25		<u>\$255,647,000</u>

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

28 (1) ~~(\$25,000,000)~~ \$27,005,000 of the carbon emissions reduction
29 account—state appropriation is provided solely for the clean
30 alternative fuel vehicle charging and refueling infrastructure
31 program described in RCW 47.04.350. Of this amount, \$2,005,000
32 represents the reappropriation of amounts provided in the 2023-2025
33 fiscal biennium for this purpose.

34 (2) \$125,851,000 of the carbon emissions reduction account—state
35 appropriation is provided solely for a point-of-sale voucher
36 incentive program, inclusive of costs for program administration and
37 staffing, to encourage the faster adoption of zero-emission medium
38 and heavy-duty vehicles to further state climate goals under RCW

1 70A.45.020 and state equity goals under chapter 70A.02 RCW. The
2 voucher incentive program must be administered by a third-party
3 administrator that has experience administering voucher incentive
4 programs, with oversight conducted by the department.

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

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

10 (ii) Vehicle and infrastructure incentives aligned with programs
11 in other jurisdictions, where appropriate, to streamline user
12 planning;

13 (iii) Financial enhancements for select populations based on
14 equity considerations, including for vehicles in disadvantaged
15 communities and vehicles to be purchased by small, minority-owned
16 businesses, with consideration for support of the secondary vehicle
17 market;

18 (iv) A centralized user and manufacturer portal for information,
19 application, and assistance;

20 (v) A fleet assistance and qualification program to assist in
21 zero-emission vehicle and infrastructure planning, to be administered
22 by the Washington State University extension energy program in
23 coordination with the department and the voucher program's third-
24 party administrator; and

25 (vi) A voucher preapproval process to evaluate participant
26 eligibility, readiness for fleet deployment, and infrastructure
27 preparedness.

28 (b) The following battery electric and hydrogen fuel cell
29 electric vehicle categories and associated charging, as well as
30 refueling infrastructure for these categories, are eligible for the
31 voucher program, subject to additional qualification criteria to be
32 determined by the department and the voucher program third-party
33 administrator:

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

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

37 (c) School buses and transit vehicles eligible for state grant
38 programs for the purchase of zero-emission vehicles are not eligible
39 for vouchers under this program, but are eligible for fleet
40 assistance provided in association with the voucher program, which

1 must include assistance in determining state and federal grant
2 eligibility for these vehicles.

3 (d) The voucher amounts selected by the department and voucher
4 program third-party administrator must further the policy goals of
5 the program cited in this subsection by offsetting investments
6 required for medium and heavy-duty vehicle and equipment owners to
7 transition to zero-emission vehicles and equipment. The department
8 and voucher program third-party administrator must condition vehicle
9 and infrastructure voucher funding to ensure these program policy
10 goals are furthered through the voucher funding provided.

11 (e) Consistent with voucher program design, the department is
12 required to distribute funds to the voucher program third-party
13 administrator sufficiently in advance of final requirements for
14 voucher distribution being met to facilitate the voucher's timely
15 distribution by the third-party administrator to sellers of zero-
16 emission vehicles and infrastructure.

17 (3) (~~((a) — \$14,986,000))~~ \$10,496,000 of the carbon emissions
18 reduction account—state appropriation is provided solely for grants,
19 or to serve as a state match for secured federal funds, to finance
20 hydrogen refueling infrastructure and fueling stations for medium and
21 heavy-duty vehicles and up to two years of hydrogen fueling station
22 operational costs along corridors designated as hydrogen corridors by
23 the state or near or on transit agency, port, or public utility
24 district property, or finance hydrogen fuel cell transportation
25 infrastructure projects. The department, in consultation with the
26 interagency electric vehicle coordinating council, should pursue any
27 federal funding available through the charging and fueling
28 infrastructure discretionary grant program and any other sources
29 under the federal infrastructure investment and jobs act (P.L. 29
30 117-58), and other public or private funding sources as necessary, to
31 bring hydrogen fueling stations into commercial operation.

32 (4) \$1,000,000 of the carbon emissions reduction account—state
33 appropriation is provided solely for the Pacific Northwest Hydrogen
34 Association for technical assistance for hydrogen supply chain
35 projects and hydrogen market development in the transportation
36 sector.

37 (5) \$790,000 of the carbon emissions reduction account—state
38 appropriation is provided solely for state match funding for the west
39 coast truck charging and fueling corridor project, funded through the

1 federal charging and fueling infrastructure program, which includes
2 the installation of one hydrogen fueling station along I-5.

3 ~~((b))~~ (6) \$2,500,000 ~~((of the amount provided in (a) of this~~
4 ~~subsection))~~ of the carbon emissions reduction account—state
5 appropriation is provided solely ~~((to))~~ for Community Transit for a
6 hydrogen fuel cell demonstration project.

7 ~~((c))~~ (7) \$200,000 ~~((of the amount provided in (a) of this~~
8 ~~subsection))~~ of the carbon emissions reduction account—state
9 appropriation is provided solely for hydrogen fuel cell demonstration
10 projects that provide long term power equipment and fuel for traffic
11 signals at critical intersections during emergencies involving power
12 disruptions or shutoffs.

13 ~~((4) \$400,000 of the carbon emissions reduction account—state~~
14 ~~appropriation is reappropriated and provided solely for the cities of~~
15 ~~Bellevue and Redmond to each purchase an electric fire engine.~~

16 ~~(5))~~ (8) \$1,725,000 of the carbon emissions reduction account—
17 state appropriation is reappropriated and provided solely for a
18 Tacoma Public Utilities medium-duty zero-emission utility service
19 vehicle pilot project that includes charging infrastructure and
20 mobile battery units.

21 ~~((6))~~ (9) \$500,000 of the multimodal transportation account—
22 state appropriation is provided solely for the department to study
23 the feasibility of procuring and delivering improvements to U.S.
24 Highway 2 over the Snohomish river delta under the public-private
25 partnership model prescribed under chapter 47.47 RCW. The feasibility
26 study must be informed by previous studies on and ongoing analysis of
27 the U.S. 2 Trestle Capacity Improvements & Westbound Trestle
28 Replacement project (L4000056) funded in section 304 of this act, and
29 include an analysis of public-private partnership market feasibility
30 for the project. The department must submit a report on study
31 findings and recommendations to the transportation committees of the
32 legislature by January 1, 2027.

33 (10) \$890,000 of the motor vehicle account—state appropriation is
34 provided solely for implementation of chapter 417, Laws of 2025
35 (transportation resources). ~~((If chapter . . . , Laws of 2025~~
36 ~~(Engrossed Substitute Senate Bill No. 5801) is not enacted by June~~
37 ~~30, 2025, the amount provided in this subsection lapses.~~

38 ~~(7) \$8,342,000)~~ (11) \$10,080,000 of the multimodal
39 transportation account—federal appropriation is provided solely for

1 the electric vehicle charger reliability and accessibility
 2 accelerator program for projects to support the repair or replacement
 3 of existing broken or nonoperational publicly accessible chargers. Of
 4 this amount, \$1,738,000 represents the reappropriation of amounts
 5 provided in the 2023-2025 fiscal biennium for this purpose.

6 ~~((8))~~ (12) \$3,164,000 of the multimodal transportation account—
 7 federal appropriation is provided solely for funding for the west
 8 coast charging and fueling corridor project for two medium and heavy-
 9 duty vehicle electric vehicle charging station sites and one site
 10 with a hydrogen refueling station along the I-5 corridor.

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

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

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

20 Motor Vehicle Account—State Appropriation.	(((\$571,090,000))
	<u>\$571,668,000</u>
22 Motor Vehicle Account—Federal Appropriation.	\$7,000,000
23 Move Ahead WA Account—State Appropriation.	(((\$53,675,000))
	<u>\$93,675,000</u>
25 Puget Sound Gateway Facility Account—State	
26 Appropriation.	(((\$3,402,000))
	<u>\$3,202,000</u>
28 RV Account—State Appropriation.	\$1,100,000
29 State Route Number 520 Corridor Account—State	
30 Appropriation.	(((\$4,726,000))
	<u>\$4,826,000</u>
32 Tacoma Narrows Toll Bridge Account—State	
33 Appropriation.	\$1,585,000
34 Alaskan Way Viaduct Replacement Project Account—	
35 State Appropriation.	\$10,752,000
36 Interstate 405 and State Route Number 167 Express	
37 Toll Lanes Account—State Appropriation.	\$2,624,000
38 TOTAL APPROPRIATION.	(((\$655,954,000))

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

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

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

(3) \$11,500,000 of the motor vehicle account—state appropriation is provided solely for lane striping using ~~((the most reflective paint available to maximize the visibility of lane striping, especially at night))~~ materials that meet or exceed the federal minimum retro reflectivity requirements established in the Manual on Uniform Traffic Control Devices (MUTCD) to maximize nighttime and low visibility lane-marking performance.

(4) (a) \$5,000,000 of the motor vehicle account—state appropriation is provided solely for the department to address the risks to safety and public health associated with homeless encampments on department owned rights-of-way. The department must coordinate and work with local government officials and social service organizations who provide services and direct people to housing alternatives that are not in highway rights-of-way to help prevent future encampments from forming on highway rights-of-way and may reimburse the organizations doing this outreach assistance who transition people into treatment or housing or for debris clean up on highway rights-of-way. Of the amounts provided in this subsection, a minimum of \$2,000,000 must be used to deliver more frequent removal of litter on the highway rights-of-way that is generated by unsheltered people and may be used to hire crews specializing in collecting and disposing of garbage, clearing debris or hazardous material, and implementing safety improvements where hazards exist to the traveling public and department employees. The department may use

1 these funds to either reimburse local law enforcement costs or the
2 Washington state patrol if they are providing enhanced safety to
3 department staff during debris cleanup or during efforts to prevent
4 future encampments from forming on highway rights-of-way.

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

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

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

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

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

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

1 in order for both agencies to provide enhanced safety-related
2 activities regarding the emergency hazards along state highway
3 rights-of-way in the Seattle area.

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

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

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

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

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

1 on highway rights-of-way. State funds may be used to reimburse the
2 organizations doing this outreach assistance who transition people
3 into treatment or housing that is not on the rights-of-way or for
4 debris clean up on highway rights-of-way.

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

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

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

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

28 (12) \$40,000,000 of the move ahead WA account—state appropriation
29 is provided solely for supporting essential maintenance activities
30 necessary for timely repairs, adequate equipment and materials, and
31 the reliable operation of Washington's transportation system. Of the
32 amount provided in this subsection, \$5,000,000 is for the department
33 to make further progress replacing obsolete transportation equipment.

34 (13) \$100,000 of the state route number 520 corridor account—
35 state appropriation is provided solely for the department to perform
36 facility and landscape maintenance of the three state route number
37 520 eastside lids and surrounding areas at Evergreen Point Road, 84th
38 Avenue NE, and 92nd Avenue NE.

1 (14) \$300,000 of the motor vehicle account—state appropriation is
2 provided solely for the department to administer the adopt-a-highway
3 program established in RCW 47.40.100 and maintain adopt-a-highway
4 signs under RCW 47.36.400, and to report to the transportation
5 committees of the legislature and the office of financial management
6 pursuant to RCW 47.40.120 by September 1, 2026, and pursuant to RCW
7 47.40.100(7) by December 1, 2026.

**Sec. 215 was partially vetoed. See message at end of chapter.*

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

10 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
11 **PROGRAM Q—OPERATING**

12 Highway Safety ((Fund)) <u>Account—State</u>	
13 Appropriation.	\$10,621,000
14 Motor Vehicle Account—State Appropriation.	(\$88,980,000)
15	<u>\$92,364,000</u>
16 Motor Vehicle Account—Federal Appropriation.	(\$2,088,000)
17	<u>\$2,087,000</u>
18 Motor Vehicle Account—Private/Local Appropriation.	\$294,000
19 Move Ahead WA Account—State Appropriation.	\$8,124,000
20 Multimodal Transportation Account—State	
21 Appropriation.	\$5,000,000
22 State Route Number 520 Corridor Account—State	
23 Appropriation.	\$247,000
24 Tacoma Narrows Toll Bridge Account—State	
25 Appropriation.	\$44,000
26 Alaskan Way Viaduct Replacement Project Account—	
27 State Appropriation.	\$1,122,000
28 Interstate 405 and State Route Number 167 Express	
29 Toll Lanes Account—State Appropriation.	\$36,000
30 TOTAL APPROPRIATION.	(\$116,556,000)
31	<u>\$119,939,000</u>

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

34 (1)(a) During the 2025-2027 fiscal biennium, the department shall
35 continue a pilot program that expands private transportation
36 providers' access to high occupancy vehicle lanes. Under the pilot
37 program, when the department reserves a portion of a highway based on

1 the number of passengers in a vehicle, the following vehicles must be
2 authorized to use the reserved portion of the highway if the vehicle
3 has the capacity to carry eight or more passengers, regardless of the
4 number of passengers in the vehicle: (i) Auto transportation company
5 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
6 carrier vehicles regulated under chapter 81.70 RCW, except marked or
7 unmarked stretch limousines and stretch sport utility vehicles as
8 defined under department of licensing rules; (iii) private nonprofit
9 transportation provider vehicles regulated under chapter 81.66 RCW;
10 and (iv) private employer transportation service vehicles. For
11 purposes of this subsection, "private employer transportation
12 service" means regularly scheduled, fixed-route transportation
13 service that is offered by an employer for the benefit of its
14 employees. Nothing in this subsection is intended to authorize the
15 conversion of public infrastructure to private, for-profit purposes
16 or to otherwise create an entitlement or other claim by private users
17 to public infrastructure.

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

28 (c) The department shall expand the high occupancy vehicle lane
29 access pilot program to for hire nonemergency medical transportation
30 vehicles, when in use for medical purposes, as described in section
31 208(20), chapter 472, Laws of 2023. Under the pilot program, when the
32 department reserves a portion of a highway based on the number of
33 passengers in a vehicle, nonemergency medical transportation vehicles
34 that meet the requirements identified in section 208(20), chapter
35 472, Laws of 2023 must be authorized to use the reserved portion of
36 the highway.

37 (d) The department shall expand the high occupancy vehicle lane
38 access pilot program to private, for hire vehicles regulated under
39 chapter 81.72 RCW that have been specially manufactured, designed, or
40 modified for the transportation of a person who has a mobility

1 disability and uses a wheelchair or other assistive device. Under the
2 pilot program, when the department reserves a portion of a highway
3 based on the number of passengers in a vehicle, wheelchair-accessible
4 taxicabs that are clearly and identifiably marked as such on all
5 sides of the vehicle are considered public transportation vehicles
6 and must be authorized to use the reserved portion of the highway.

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

10 (2) The appropriations in this section assume implementation of
11 additional cost recovery mechanisms to recoup at least \$100,000 in
12 credit card and other financial transaction costs related to the
13 collection of fees imposed under RCW 46.17.400, 46.44.090, and
14 46.44.0941 for driver and vehicle fee transactions beginning January
15 1, 2023. The department may recover transaction fees incurred through
16 credit card transactions.

17 (3) \$10,621,000 of the highway safety account—state appropriation
18 is provided solely for implementation of chapter 17, Laws of 2023
19 (speed safety cameras). Pursuant to the reporting requirements of RCW
20 46.63.200(10), the department, in collaboration with the Washington
21 state patrol and the Washington traffic safety commission, must
22 report to the transportation committees of the legislature by July 1,
23 2027, on the data and efficacy of speed safety camera system use in
24 state highway work zones. A preliminary report on the pilot
25 activities is due to the transportation committees of the legislature
26 by December 1, 2025, and must include, but is not limited to: (a) The
27 number of deployments and locations of the speed safety cameras, (b)
28 staffing workload, (c) number of violations issued, (d) detailed
29 expenses incurred by each agency in the pilot, and (e) efficiency
30 measures each agency has taken in operating the pilot program in the
31 most cost-effective manner possible.

32 (4) \$1,279,000 of the move ahead WA account—state appropriation
33 is provided solely for maintenance and operations of the virtual
34 coordination center. The department is encouraged to apply for
35 federal grant funds for the virtual coordination center and may use
36 state funds as a match. By December 1, 2026, the department shall
37 report to the transportation committees of the legislature: (a)
38 Recommendations to expand the center's operations, including specific
39 additional jurisdictions and corridors across the state; and (b)
40 amounts received and dates of receipt of any new cash and in-kind

1 matches from virtual coordination center partners including, but not
2 limited to, the city of Seattle, King county, other state and local
3 jurisdictions, and private sector partners.

4 (5) \$1,900,000 of the motor vehicle account—state appropriation
5 is reappropriated and provided solely for the department, in
6 coordination with the independent review team of the joint
7 transportation committee, to conduct an analysis of highway, road,
8 and freight rail transportation needs, options, and impacts from
9 shifting the movement of freight and goods that currently move by
10 barge through the lower Snake river dams to highways, other roads,
11 and rail, consistent with section 217(9), chapter 310, Laws of 2024.
12 The department shall provide status updates on a quarterly basis in
13 coordination with the joint transportation committee. The department
14 must submit a final report to the governor and the transportation
15 committees of the legislature by December 31, 2026.

16 (6) \$4,000,000 of the move ahead WA account—state appropriation
17 is provided solely for transportation operations activities to help
18 keep people and goods moving during the 2026 World Cup. These
19 activities include, but are not limited to, transportation management
20 center operations and upgrades, additional incident response team
21 coverage, trail crossing improvements, and updated guide signage/
22 wayfinding.

23 (7) \$5,000,000 of the multimodal transportation account—state
24 appropriation is provided solely for the department to address
25 emergent issues related to safety for pedestrians and bicyclists.
26 Funds may only be spent after approval from the office of financial
27 management. By December 15th of each odd-numbered year, the
28 department shall provide a report to the legislature listing all
29 emergent issues addressed in the prior fiscal biennium.

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

33 (9) \$6,000,000 of the motor vehicle account—state appropriation
34 is provided solely for low-cost enhancements. The department shall
35 give priority to low-cost enhancement projects that improve safety or
36 provide congestion relief. The department must identify low-cost
37 enhancement projects that could substantially fulfill safety
38 improvements before proceeding on full project scope designs and
39 engineering. Low-cost enhancements may include, but are not limited

1 to, new signage, rumble strips, speed bumps, flashing crosswalk
2 lights, lowering speed limits, lane narrowing via traffic calming,
3 and other safety improvements. By December 15th of each odd-numbered
4 year, the department shall provide a report to the legislature
5 listing all low-cost enhancement projects completed in the prior
6 fiscal biennium.

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

15 (11) \$1,050,000 of the move ahead WA account—state appropriation
16 is provided solely for Washington's share of efforts to mitigate
17 collision risk at the Lewis and Clark and Astoria-Megler bridges,
18 including a vessel collision risk assessment, installation of an air
19 gap sensor, and expansion of the virtual coordination center.

20 (12) \$234,000 of the motor vehicle account—state appropriation is
21 provided solely to the department to report to the legislature any
22 crash data or wrong-way driving violations that occur at locations
23 where wrong-way driving prevention strategies were implemented, as
24 funded under section 217(10), chapter 310, Laws of 2024. The report
25 is due June 30, 2027, and it is the intent of the legislature that
26 this report be made annually through June 30, 2029.

27 (13) \$1,000,000 of the motor vehicle account—state appropriation
28 is provided solely for the Spokane Regional Traffic Management Center
29 (TMC).

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

32 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
33 **SUPPORT—PROGRAM S**

34 Motor Vehicle Account—State Appropriation.	((\$45,218,000))
	<u>\$47,680,000</u>
36 Motor Vehicle Account—Federal Appropriation.	\$780,000
37 Motor Vehicle Account—Private/Local Appropriation.	\$500,000
38 Move Ahead WA Account—State Appropriation.	\$3,650,000

1	Move Ahead WA Flexible Account—State Appropriation. . . .	\$5,400,000
2	Puget Sound Ferry Operations Account—State	
3	Appropriation.	\$510,000
4	Multimodal Transportation Account—State	
5	Appropriation.	(\$7,920,000)
6		<u>\$11,503,000</u>
7	State Route Number 520 Corridor Account—State	
8	Appropriation.	\$220,000
9	Tacoma Narrows Toll Bridge Account—State	
10	Appropriation.	\$136,000
11	Alaskan Way Viaduct Replacement Project Account—	
12	State Appropriation.	\$127,000
13	Interstate 405 and State Route Number 167 Express	
14	Toll Lanes Account—State Appropriation.	\$114,000
15	TOTAL APPROPRIATION.	(\$64,575,000)
16		<u>\$70,620,000</u>

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

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

23 (i) The preapprenticeship support services (PASS) and career
24 opportunity maritime preapprenticeship support services (COMPASS)
25 programs, which aim to increase diversity in the highway construction
26 and maritime workforces and prepare individuals interested in
27 entering the highway construction and maritime workforces. In
28 addition to the services allowed under RCW 47.01.435, the PASS and
29 COMPASS programs may provide housing assistance for youth aging out
30 of the foster care and juvenile rehabilitation systems to support
31 their participation in a transportation-related preapprenticeship
32 program and support services to obtain necessary maritime documents
33 and coast guard certification; and

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

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

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

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

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

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

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

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

1 (7) (~~(\$6,791,000)~~) \$10,374,000 of the multimodal transportation
 2 account—state appropriation (~~(is)~~) and \$2,500,000 of the motor
 3 vehicle account—state appropriation are provided solely for the
 4 department to complete the transportation reporting and accounting
 5 information system to the current cloud version of the software and
 6 are subject to the conditions, limitations, and review requirements
 7 of section 701 of this act.

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

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

12 Interstate 405 and State Route Number 167 Express

13	Toll Lanes Account—State Appropriation.	\$1,500,000
14	Motor Vehicle Account—State Appropriation.	((\$32,682,000))
15		<u>\$33,266,000</u>
16	Motor Vehicle Account—Federal Appropriation.	((\$43,115,000))
17		<u>\$43,873,000</u>
18	Motor Vehicle Account—Private/Local Appropriation.	\$400,000
19	Move Ahead WA Account—State Appropriation.	\$6,900,000
20	Move Ahead WA Flexible Account—State Appropriation.	\$6,348,000
21	Multimodal Transportation Account—State	
22	Appropriation.	((\$1,489,000))
23		<u>\$1,739,000</u>
24	Multimodal Transportation Account—Federal	
25	Appropriation.	\$2,816,000
26	Multimodal Transportation Account—Private/Local	
27	Appropriation.	\$100,000
28	State Route Number 520 Corridor Account—State	
29	Appropriation.	((\$657,000))
30		<u>\$400,000</u>
31	TOTAL APPROPRIATION.	((\$96,007,000))
32		<u>\$97,342,000</u>

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

35 (1) \$1,557,000 of the motor vehicle account—state appropriation
 36 is provided solely for the department to upgrade the department's
 37 linear referencing system (LRS) and highway performance monitoring
 38 system (HPMS).

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

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

6 (b) Advancing seismic vulnerability analyses;

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

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

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

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

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

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

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

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

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

1 public and mitigate for potential joint damage, the study must
2 include laboratory-based testing of a highly durable sound
3 attenuation system based on the system developed in the WSDOT Modular
4 Bridge Expansion Joints - Phase 2 study. A draft report, including
5 test results and recommendations describing and identifying the
6 duration of future studies, must be submitted to the transportation
7 committees of the legislature and the governor by ~~((March 1))~~
8 December 31, 2026. A final report must be submitted to the
9 transportation committees of the legislature and the governor by
10 ~~((December 31, 2026))~~ March 1, 2027.

11 (10) \$200,000 of the motor vehicle account—state appropriation is
12 provided solely for the department to conduct a feasibility study to
13 determine the optimal location for an essential public facility at
14 exit 34 off Interstate 90 in North Bend in accordance with RCW
15 26.70A.200 and 47.06.140. The facility shall include Interstate 90
16 and Highway 18 truck parking and a regional Washington state patrol
17 office and weigh station in the exit 34 area of the city of North
18 Bend. The study may also include Washington state military department
19 facilities, if the Washington state military department determines
20 that its funding and relocation schedule aligns. The department shall
21 conduct the feasibility study with the city of North Bend and the
22 Washington state patrol in consultation with King county, the
23 Washington state military department, the Washington state department
24 of natural resources, and the Snoqualmie Indian Tribe. The
25 department, the city of North Bend, and the Washington state patrol
26 must report the findings of the feasibility study to the office of
27 financial management and the transportation committees of the
28 legislature by June 30, 2027.

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

38 (12) \$400,000 of the motor vehicle account—state appropriation is
39 provided solely for the department to report to the joint
40 transportation committee by September 1, 2026, regarding the state's

1 maintenance and preservation needs, including: (a) Recommendations
2 for a sustainable and integrated delivery plan for maintenance and
3 preservation of the state's transportation infrastructure, delivery
4 models that achieve cost-effective use of taxpayer dollars, and
5 public-private partnerships to expand investments; and (b) a public
6 education program, including interactive visualizations about why the
7 state must invest in maintenance and preservation, options for
8 sustainable funding, and how funds are being invested.

9 (13) \$250,000 of the multimodal transportation account—state
10 appropriation is provided solely for the department to develop an
11 implementation plan for a megaproject for safety program subject to
12 the following conditions and limitations:

13 (a) The megaproject for safety program must be designed to
14 advance statewide transportation safety and mobility goals.

15 (b) In developing the implementation plan, the department must:

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

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

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

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

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

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

33 (c) The department must submit a report to the transportation
34 committees of the legislature by June 30, 2027, detailing the
35 implementation plan, program alignment, and funding recommendations.
36 It is the intent of the legislature to evaluate and consider the
37 recommendations in the report, but it is not the intent of the
38 legislature to create an expectation of funding for a new
39 megaproject.

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

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

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

26 (5) \$1,500,000 of the motor vehicle account—state appropriation
27 is provided solely for additional costs associated with the planned
28 consolidation of staff at a variety of facilities in Thurston county.
29 As part of the request, the department must submit a comprehensive
30 consolidation plan that does not include new space and that
31 identifies the best use of existing state owned or leased space,
32 developed in conjunction with the department of enterprise services
33 and the office of financial management, that details the planned
34 action steps and timeline to achieve the office and administrative
35 space efficiency as detailed in recent reports identifying
36 opportunities for savings and cost avoidance while prioritizing
37 employee safety. Beginning July 1, 2026, and semiannually thereafter,
38 the department must provide a report on the progress in meeting the
39 outcomes specified in the comprehensive consolidation plan to the

1 office of financial management and the transportation committees of
2 the legislature.

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

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

6	Carbon Emissions Reduction Account—State	
7	Appropriation.	((\$275,545,000))
8		<u>\$276,498,000</u>
9	State Vehicle Parking Account—State Appropriation.	\$784,000
10	Rural Mobility Grant Program Account—State	
11	Appropriation.	\$32,223,000
12	Multimodal Transportation Account—State	
13	Appropriation.	((\$101,683,000))
14		<u>\$118,104,000</u>
15	Multimodal Transportation Account—Federal	
16	Appropriation.	((\$4,459,000))
17		<u>\$4,457,000</u>
18	Multimodal Transportation Account—Private/Local	
19	Appropriation.	\$100,000
20	TOTAL APPROPRIATION.	((\$414,794,000))
21		<u>\$432,166,000</u>

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

24 (1) (a) \$62,698,000 of the multimodal transportation account—state
25 appropriation and ((~~\$78,525,000~~)) \$79,077,000 of the carbon emissions
26 reduction account—state appropriation are provided solely for a grant
27 program for special needs transportation distributed in accordance
28 with RCW 47.66.150. Fuel type may not be a factor in the grant
29 selection process. For grant awards not yet under contract, as a
30 condition of special needs transportation grants provided pursuant to
31 this subsection, public transportation agencies may not delay,
32 divert, supplant, or suspend the collection of approved local sales
33 and use taxes for the purpose of public transportation during the
34 2025-2027 fiscal biennium.

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

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

3 (3) (~~(\$1,124,000)~~) \$2,212,000 of the multimodal transportation
4 account—state appropriation is provided solely for the department to
5 provide a statewide vanpool benefit for all state employees. For
6 department employees working in remote job sites, such as mountain
7 passes, the department must ensure employees are able to access job
8 sites via a subsidized vanpool or provide a modal alternative for the
9 "last mile" to ensure employees can access the job site without
10 additional charge.

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

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

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

38 (7) (~~(\$188,900,000)~~) \$189,301,000 of the carbon emissions
39 reduction account—state appropriation is provided solely for transit

1 support grants. The department must confirm zero-fare policies are in
2 effect at transit agencies to be eligible for biennial distributions.
3 For grant awards not yet under contract, as a condition of transit
4 support grants provided pursuant to this subsection, public
5 transportation agencies may not delay, divert, supplant, or suspend
6 the collection of approved local sales and use taxes for the purpose
7 of public transportation during the 2025-2027 fiscal biennium. The
8 legislature deems that a voter-approved phased-in reauthorization of
9 existing sales tax authority that maintains current levels of service
10 hours, does not constitute a delay or suspension of voter-approved
11 taxes under RCW 47.66.140.

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

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

33 (10) \$9,000,000 of the multimodal transportation account—state
34 appropriation is provided solely for grants to transit agencies for
35 enhanced services between June 1, 2026, and July 30, 2026.

36 (a) Enhanced services consist of:

37 (i) Increased frequency on regular routes, creating temporary
38 shuttle services, enhancing on-demand services, increasing frequency

1 of water taxi services, and supporting incentives to encourage
2 transit use; and

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

6 (b) Of the amounts provided in this subsection, the department
7 must distribute:

8 (i) Forty percent to King County metro;

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

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

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

24 (11) ~~(((\$10,000,000))~~ \$22,000,000 of the multimodal transportation
25 account—state appropriation is provided solely for King county metro
26 as part of a federal funds exchange pilot.

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

1 (b) Of the amounts provided in this subsection, \$12,000,000 is
2 provided solely to King county metro for the purpose of supporting
3 the Revive Interstate 5 — Ship Canal Bridge project. These funds are
4 not subject to the requirements in (a) of this subsection; however,
5 the federal funds exchange pilot must have been initiated by King
6 county metro for these funds to be released. It is the intent of the
7 legislature that if federal funds are exchanged under this pilot
8 during the 2025-2027 or 2027-2029 fiscal biennium, the federal funds
9 must first be applied toward the amounts provided in this subsection
10 (11) (b).

11 (12) \$350,000 of the multimodal transportation account—state
12 appropriation is provided solely for Pierce county to support public
13 transportation services on the Key Peninsula.

14 (13) \$950,000 of the multimodal transportation account—state
15 appropriation is provided solely for RiverCities Transit to operate
16 weekday transit service from Longview to Vancouver.

17 (14) \$5,000,000 of the multimodal transportation account—state
18 appropriation is provided solely for intercity bus expansion in
19 preparation for the 2026 World Cup. The department must report to the
20 transportation committees of the legislature and the office of
21 financial management annually on each January 15th with expansion
22 status and performance updates.

23 (15) The legislature intends in the 2027-2029 biennial budget and
24 beyond to fully restore the multimodal transportation account funding
25 for transportation demand management programs to levels that match
26 2025-2027 biennial appropriations.

27 (16) (a) (i) \$3,120,000 of the multimodal transportation account—
28 state appropriation is provided solely for King county metro to
29 implement affordable transit pass pilot programs at local community
30 and technical colleges, as defined in RCW 28B.50.030, that do not
31 currently operate affordable transit pass programs. At a minimum, the
32 pilot programs must make affordable transit passes available to all
33 students enrolled in a degree-seeking or certificate-seeking program
34 or an inclusive postsecondary education program at participating
35 institutions, including free or reduced-fare passes for students who
36 qualify.

37 (ii) King county metro must include Highline Community College as
38 one of the participating institutions.

1 (iii) No more than \$120,000 of this amount may be used for
2 administrative and program implementation costs.

3 (b) \$200,000 of the multimodal transportation account—state
4 appropriation is provided solely for Kitsap transit to implement
5 affordable transit pass pilot programs consistent with (a) (i) of this
6 subsection (16).

7 (c) By January 30, 2027, King County metro and Kitsap transit
8 must jointly provide a report to the office of financial management
9 and the transportation committees of the legislature that includes:

10 (i) An analysis of student participation levels that considers
11 the usage rate of passes among the total population of eligible
12 students; and

13 (ii) An analysis of fare subsidy structures including, but not
14 limited to, free fares and reduced fares.

15 (d) The intent of the legislature is to provide one-time startup
16 funding for this program during the 2025-2027 fiscal biennium.

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

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

20	<u>Move Ahead WA Account—State Appropriation.</u>	<u>\$254,000</u>
21	Puget Sound Ferry Operations Account—State	
22	Appropriation.	<u>((\$643,803,000))</u>
23		<u>\$646,309,000</u>
24	Puget Sound Ferry Operations Account—Federal	
25	Appropriation.	<u>((\$126,642,000))</u>
26		<u>\$126,643,000</u>
27	Puget Sound Ferry Operations Account—Private/Local	
28	Appropriation.	<u>\$121,000</u>
29	TOTAL APPROPRIATION.	<u>((\$770,566,000))</u>
30		<u>\$773,327,000</u>

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

33 (1) The office of financial management budget instructions
34 require agencies to recast enacted budgets into activities. The
35 Washington state ferries shall include a greater level of detail in
36 its 2025-2027 supplemental and 2027-2029 omnibus transportation
37 appropriations act requests, as determined jointly by the office of
38 financial management, the Washington state ferries, and the

1 transportation committees of the legislature. This level of detail
2 must include the administrative functions in the operating as well as
3 capital programs. The data in the tables in the report must be
4 supplied in a digital file format.

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

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

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

34 (4) \$50,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely for the department to conduct an
36 actuarial evaluation to determine the amount of funds needed in
37 reserve to provide an acceptable amount of self-insurance coverage as
38 compared to the commercial insurance option for the ferry system. The
39 evaluation must also include an analysis of the short and long-term

1 costs and benefits of self-insurance. By December 15, 2026, the
2 department shall report evaluation results to the transportation
3 committees of the legislature.

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

11 (6) \$500,000 of the Puget Sound ferry operations account—state
12 appropriation is provided solely for operating costs related to
13 moving vessels for emergency capital repairs. Funds may only be spent
14 after approval by the office of financial management.

15 (7) \$11,962,000 of the Puget Sound ferry operations account—state
16 appropriation is provided solely for the Washington state ferries
17 workforce development activities.

18 (8) \$6,950,000 of the Puget Sound ferry operations account—state
19 appropriation is provided solely for overtime and familiarization
20 expenses incurred by engine, deck, and terminal staff. The department
21 must provide updated staffing cost estimates for fiscal years 2026
22 and 2027 with its annual budget submittal and updated estimates by
23 January 1, 2026.

24 (9) \$2,548,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for security services at Colman
26 Dock.

27 (10) \$600,000 of the Puget Sound ferry operations account—state
28 appropriation is provided solely for traffic control at ferry
29 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
30 Bainbridge Island, during peak ferry travel times, with a particular
31 focus on Sundays and holiday weekends. If local law enforcement
32 entities are available, the Washington state ferries may contract
33 with local agencies for traffic control services.

34 (11) By December 31st of each year, as part of the annual ferries
35 division performance report, the department must report on the status
36 of efforts to increase the staff available for maintaining the
37 customary level of ferry service, including staff for deck, engine,
38 and terminals. The report must include data for a 12-month period up
39 to the most recent data available, by staff group, showing the number

1 of employees at the beginning of the 12-month period, the number of
2 new employees hired, the number of employees separating from service,
3 and the number of employees at the end of the 12-month period. The
4 department report on additional performance measures must include:

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

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

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

11 (12) \$75,000 of the Puget Sound ferry operations account—state
12 appropriation is provided solely for the department to contract with
13 the Evans School of Public Policy at the University of Washington to
14 conduct a study and develop recommendations to design a modernized
15 and more inclusive Washington state ferries' customer advisory
16 process. The study must prioritize ease of customer feedback,
17 inclusion of groups that have been historically underrepresented in
18 customer feedback and engagement processes, and capturing input from
19 passengers using the system for varying purposes. The study must also
20 look at customer engagement models developed by other comparable
21 ferry systems, both domestic and international, for best practices. A
22 report with findings and recommendations is due to the office of
23 financial management and the transportation committees of the
24 legislature by December 15, 2026.

25 (13) \$12,000,000 of the Puget Sound ferry operations account—
26 federal appropriation is provided solely for a federal fund exchange
27 pilot with King county metro.

28 (a) The pilot must be conducted in coordination with the Puget
29 Sound regional council, who has programming authority for the federal
30 funds to be exchanged. As supplemented in (b) of this subsection,
31 Washington state ferries must work with the Puget Sound regional
32 council to identify eligible projects for the exchanged federal funds
33 and amend the statewide transportation improvement program (STIP).
34 Upon approval of the amended plan and confirmation of distribution of
35 federal funds from the Puget Sound regional council, Washington state
36 ferries must notify the department's public transportation division
37 for release of state funds to King county metro in section 221(11) of
38 this act. By January 15, ~~((2026))~~ 2027, Washington state ferries must
39 report to the office of financial management and transportation

1 committees of the legislature recommendations for expanding the
2 exchange in current and future biennia.

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

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

12 (15) \$2,600,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for winter service enhancements in
14 the San Juan Islands. By December 1, 2026, the department must report
15 to the transportation committees of the legislature and the office of
16 financial management impacts of the service increase including, but
17 not limited to, ridership impacts, service reliability, and whether
18 service changes have induced permanent relocation of workforce
19 serving San Juan Island routes.

20 (16) \$855,000 of the Puget Sound ferry operations account—state
21 appropriation is provided solely for a workforce development pilot at
22 the Seattle maritime academy for the 2025-2027 fiscal biennium.
23 Amounts provided in this subsection must be utilized for programs
24 that are a benefit to the Washington state ferries or the prospective
25 workforce pipeline of the Washington state ferries. Funding may not
26 be expended until Washington state ferries certifies to the office of
27 financial management that a memorandum of agreement with Seattle
28 central community college has been executed.

29 (a) The memorandum of agreement with Seattle central community
30 college must address:

31 (i) Prioritized use of training and other facilities and
32 implementation of joint training opportunities for Washington state
33 ferries' employees and trainees;

34 (ii) Development of a joint recruitment plan with Seattle central
35 community college aimed at increasing enrollment of women and people
36 of color, with specific strategies to recruit existing community and
37 technical college students, maritime skills center students, high
38 school students from maritime programs, including maritime skills
39 center students, foster care graduates, and former juvenile
40 rehabilitation and adult incarcerated individuals; and

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

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

11 (17) \$375,000 of the Puget Sound ferry operations account—state
12 appropriation is provided solely for the implementation of chapter
13 296, Laws of 2025 (ferry system salaries). ~~((If chapter . . . , Laws
14 of 2025 (Substitute House Bill No. 1264) is not enacted by June 30,
15 2025, the amount provided in this subsection lapses.))~~

16 (18) \$19,700,000 of the Puget Sound ferry operations account—
17 state appropriation is provided solely for the department to increase
18 deck and engine positions across the system, prioritizing positions
19 that will mitigate crew related cancellations and reduce overtime
20 expenditures. The department must consider data related to staffing
21 cancellations, as well as current and forecasted staffing levels of
22 deck and engine positions, and mitigation for job classes with the
23 highest overtime costs when adding positions. Funds provided in this
24 subsection are eligible to be used for all deck or engine job
25 classes. The department must include an update on the number of
26 positions hired by job class as part of the annual performance
27 report.

28 (19) \$500,000 of the Puget Sound ferry operations account—state
29 appropriation is provided solely for a feasibility study regarding
30 the establishment of a state-owned or leased dry dock facility. The
31 study must include cost estimates for owning-versus-leasing a
32 facility that enables the department to control scheduling, access,
33 and work conditions for ferry vessels and other public or private
34 vessels. The department shall make study recommendations on how to
35 proceed with creating more dry dock capacity and a recommended
36 financing solution to the transportation committees of the
37 legislature by June 30, 2027.

38 (20) \$254,000 of the move ahead WA account—state appropriation is
39 provided solely for: (a) Expanding warehouse space for parts and

1 material inventory; and (b) highly trained personnel to efficiently
2 procure complex maritime equipment.

3 (21) \$2,000,000 of the Puget Sound ferry operations account—state
4 appropriation is provided solely for the establishment of an emergent
5 preservation response team to mitigate disruption to planned
6 preservation activities caused by unexpected preservation needs
7 within the ferry fleet. By December 1, 2026, the department shall
8 report to the office of financial management and the transportation
9 committees of the legislature an analysis of the benefits provided
10 through the establishment of the response team.

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

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

14 Carbon Emissions Reduction Account—State

15 Appropriation. ((\$2,000,000))
16 \$5,000,000

17 Multimodal Transportation Account—State

18 Appropriation. ((\$81,085,000))
19 \$81,094,000

20 Multimodal Transportation Account—Private/Local

21 Appropriation. \$46,000

22 TOTAL APPROPRIATION. ((\$83,131,000))
23 \$86,140,000

24 The appropriations in this section are subject to the following
25 conditions and limitations: \$5,000,000 of the carbon emissions
26 reduction account—state appropriation is provided solely for ongoing
27 funding of the Amtrak Cascades youth zero fare program for
28 individuals 18 years old and younger for travel within the state. The
29 department must provide a report to the transportation committees of
30 the legislature and the office of the governor by December 1, 2026,
31 that includes:

32 (a) Overall ridership and youth fare ridership data and trends,
33 including by age range for youth fare ridership;

34 (b) Current and planned youth fare enforcement and verification
35 procedures developed in coordination with Amtrak;

36 (c) Farebox recovery rate data and trends, including the impact
37 the Amtrak Cascades youth fare program has, and is anticipated to
38 have, on farebox recovery rates; and

1 (d) Recommendations for strategies to apply to design and
2 administration of the youth fare program to maximize the overall
3 farebox recovery rate and control costs associated with the program,
4 while maintaining the overall legislative goals of the policy.

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 \$700,000

12 Motor Vehicle Account—State Appropriation. (~~(\$15,164,000)~~)
13 \$16,149,000

14 Motor Vehicle Account—Federal Appropriation. (~~(\$2,644,000)~~)
15 \$2,643,000

16 Multimodal Transportation Account—State

17 Appropriation. (~~(\$1,780,000)~~)
18 \$2,170,000

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

20 TOTAL APPROPRIATION. (~~(\$21,662,000)~~)
21 \$23,462,000

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

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

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

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

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

1 46.68.120(3), to contract with the Washington state association of
2 counties to:

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

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

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

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

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

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

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

1 the program to the transportation committees of the legislature by
2 December 1, 2026.

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

7 (9) \$90,000 of the multimodal transportation account—state
8 appropriation is provided solely to the city of Tacoma for the
9 purchase of research equipment and operating costs to support the
10 communities for a healthy bay in its work to detect derelict sunken
11 vessels and sunken fish and crabbing gear that may impact or impede
12 shipping lanes in order to assist the state in facilitating the
13 continued accessibility of these commercial routes.

14 (10) \$700,000 of the carbon emissions reduction account—state
15 appropriation is provided solely for the support of Pierce, Skagit,
16 and Whatcom county ferries youth zero-fare policies. Of this amount:

17 (a) \$263,000 is for Pierce county;

18 (b) \$363,000 is for Whatcom county; and

19 (c) \$74,000 is for Skagit county.

20 (11) \$986,000 of the motor vehicle account—state appropriation is
21 provided solely for the state share of the operating deficit of the
22 Wahkiakum county ferry.

23 (12) \$300,000 of the multimodal transportation account—state
24 appropriation is provided solely to develop a regional connections
25 action plan for the statewide development of active transportation
26 infrastructure that connects population centers, supports mode shift,
27 and improves safety performance. By December 1, 2026, the department
28 shall provide a plan to the office of financial management and the
29 transportation committees of the legislature that:

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

33 (b) Collects and updates data to support a conceptual network map
34 identifying existing, planned, and potential connections;

35 (c) Develops a cost estimating methodology for use in route
36 planning and project prioritizing and development; and

37 (d) Develops strategies and technical guidance for regional
38 connections maintenance and operations.

(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 new county local road grant
25 program (chapter 417, Laws of 2025; 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 equitably
30 provide financial assistance for county transportation infrastructure
31 damage and impacts from the December 2025 weather events in counties
32 that have met the damage amount indicator for federal public
33 assistance. It is the intent of the legislature that this financial
34 assistance serve as a bridge to when federal reimbursement is
35 available to mitigate the overwhelming nature of the December weather
36 events since it is necessary to respond immediately to ensure
37 appropriate emergency response, continued transportation of people

1 and access to vital services, and the repair of critical
2 infrastructure to allow 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 equitably
20 provide financial assistance for city and town transportation
21 infrastructure damage and impacts from the December 2025 weather
22 events in counties that have met the damage amount indicator for
23 federal public assistance. It is the intent of the legislature that
24 this financial assistance serve as a bridge to when federal
25 reimbursement is available to mitigate the overwhelming nature of the
26 December weather events since it is necessary to respond immediately
27 to ensure appropriate emergency response, continued transportation of
28 people 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.	((<u>\$20,158,000</u>))
	<u>\$24,450,000</u>
25 Move Ahead WA Account—State Appropriation.	((<u>\$21,487,000</u>))
	<u>\$21,900,000</u>
27 TOTAL APPROPRIATION.	((<u>\$41,645,000</u>))
	<u>\$46,350,000</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)~~) \$3,050,000 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. The master planning process, with representation from
11 South Seattle College and other relevant organizations, must include
12 a review of the potential opportunities to expand cement masons
13 apprenticeship training capacity and creation of the Corson River
14 Trail, as part of the space needs assessment at the Corson Avenue
15 regional headquarters property.

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

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

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

25	Alaskan Way Viaduct Replacement Project Account—	
26	State Appropriation.	(\$7,406,000)
27		<u>\$9,808,000</u>
28	Carbon Emissions Reduction Account—State	
29	Appropriation.	(\$13,331,000)
30		<u>\$14,632,000</u>
31	Move Ahead WA Account—Private/Local Appropriation. . . .	\$367,916,000
32	Puget Sound Gateway Facility Account—State	
33	Appropriation.	(\$88,200,000)
34		<u>\$50,200,000</u>
35	<u>State Route Number 520 Civil Penalties Account—State</u>	
36	<u>Appropriation.</u>	<u>\$20,000,000</u>
37	<u>Transportation 2003 Account (Nickel Account)—State</u>	
38	<u>Appropriation.</u>	<u>\$545,000</u>

1	Transportation Partnership Account—State	
2	Appropriation.	((\$8,948,000))
3		<u>\$24,443,000</u>
4	Motor Vehicle Account—State Appropriation.	((\$271,567,000))
5		<u>\$306,701,000</u>
6	Motor Vehicle Account—Federal Appropriation.	((\$487,331,000))
7		<u>\$649,728,000</u>
8	Coronavirus State Fiscal Recovery Fund—Federal	
9	Appropriation.	((\$54,334,000))
10		<u>\$57,011,000</u>
11	Motor Vehicle Account—Private/Local Appropriation.	((\$53,581,000))
12		<u>\$93,843,000</u>
13	Connecting Washington Account—State Appropriation.	((\$1,710,931,000))
14		<u>\$1,718,377,000</u>
15	Special Category C Account—State Appropriation.	((\$114,708,000))
16		<u>\$171,111,000</u>
17	Multimodal Transportation Account—State	
18	Appropriation.	((\$7,557,000))
19		<u>\$7,152,000</u>
20	Multimodal Transportation Account—Federal	
21	Appropriation.	((\$1,842,000))
22		<u>\$3,600,000</u>
23	State Route Number 520 Corridor Account—State	
24	Appropriation.	\$1,100,000
25	Interstate 405 and State Route Number 167 Express	
26	Toll Lanes Account—State Appropriation.	((\$547,950,000))
27		<u>\$523,850,000</u>
28	Move Ahead WA Account—State Appropriation.	((\$1,161,189,000))
29		<u>\$1,150,345,000</u>
30	Move Ahead WA Account—Federal Appropriation.	((\$467,532,000))
31		<u>\$427,732,000</u>
32	Model Toxics Control Stormwater Account—State.	((\$10,563,000))
33		<u>\$13,609,000</u>
34	<u>JUDY Transportation Future Funding Program Account—</u>	
35	<u>State Appropriation.</u>	<u>\$2,500,000</u>
36	TOTAL APPROPRIATION.	((\$5,375,986,000))
37		<u>\$5,614,203,000</u>

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

1 (1) Except as provided otherwise in this section, the entire
2 connecting Washington account—state appropriation, the entire move
3 ahead WA account—federal appropriation, the entire move ahead WA
4 account—state appropriation, and the entire transportation
5 partnership account—state appropriation are provided solely for the
6 projects and activities as listed by fund, project, and amount in
7 LEAP Transportation Document ((2025-1)) 2026-1 as developed ((April
8 ~~26, 2025~~) March 10, 2026, Program - Highway Improvements Program
9 (I). However, limited transfers of specific line-item project
10 appropriations may occur between projects for those amounts listed
11 subject to the conditions and limitations in section 601 of this act.

12 (2) Except as provided otherwise in this section, the entire
13 motor vehicle account—state appropriation, multimodal transportation
14 account—state appropriation, and motor vehicle account—federal
15 appropriation are provided solely for the projects and activities
16 listed in LEAP Transportation Document ((2025-2)) 2026-2 ALL PROJECTS
17 as developed ((April ~~26, 2025~~) March 10, 2026, Program - Highway
18 Improvements Program (I). Any federal funds gained through
19 efficiencies, adjustments to the federal funds forecast, or the
20 federal funds redistribution process must then be applied to highway
21 and bridge preservation activities.

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

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

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

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

37 (4) The connecting Washington account—state appropriation
38 includes up to ((~~\$1,422,447,000~~)) \$1,269,770,000 in proceeds from the
39 sale of bonds authorized in RCW 47.10.889.

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

4 (6) The Puget Sound gateway facility account—state appropriation
5 includes up to (~~(\$88,200,000)~~) \$50,200,000 in proceeds from the sale
6 of bonds authorized in RCW 47.10.896.

7 (7) The motor vehicle account—state appropriation includes up to
8 \$30,000,000 in proceeds from the sale of bonds authorized in RCW
9 47.10.843.

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

13 (9) The move ahead WA account—state appropriation includes up to
14 (~~(\$879,000,000)~~) \$684,000,000 in proceeds from the sale of bonds
15 authorized in RCW 47.10.873.

16 (10) (~~The move ahead WA account—state appropriation includes up
17 to \$164,000,000 in proceeds from the sale of bonds authorized in RCW
18 47.10.889.~~

19 ~~(11))~~ The (~~move ahead WA~~) motor vehicle account—state
20 appropriation includes up to (~~(\$212,000,000)~~) \$165,000,000 in
21 proceeds from the sale of bonds authorized in RCW 47.10.861.

22 (11) The transportation partnership account—state appropriation
23 includes up to \$880,000 in proceeds from the sale of bonds authorized
24 in RCW 47.10.873.

25 (12) The move ahead WA account—state appropriation includes up to
26 \$300,000,000 in proceeds from the sale of bonds authorized in section
27 1, chapter . . . (Engrossed Substitute Senate Bill No. 6225), Laws of
28 2026 (transportation funding bonds).

29 (~~(12))~~ (13) The department shall itemize all future requests
30 for the construction of buildings on a project list and submit them
31 through the transportation executive information system as part of
32 the department's annual budget submittal. It is the intent of the
33 legislature that new facility construction must be transparent and
34 not appropriated within larger highway construction projects.

35 (~~(13))~~ (14) The legislature continues to prioritize the
36 replacement of the state's aging infrastructure and recognizes the
37 importance of reusing and recycling construction aggregate and
38 recycled concrete materials in our transportation system. To
39 accomplish Washington state's sustainability goals in transportation

1 and in accordance with RCW 70A.205.700, the legislature reaffirms its
2 determination that recycled concrete aggregate and other
3 transportation building materials are natural resource construction
4 materials that are too valuable to be wasted and landfilled, and are
5 a commodity as defined in WAC 173-350-100.

6 ~~((14))~~ (15) (a) ~~(\$54,334,000)~~ \$57,011,000 of the coronavirus
7 state fiscal recovery fund—federal appropriation, ~~(\$118,178,000)~~
8 \$118,424,000 of the motor vehicle account—federal appropriation,
9 ~~(\$796,352,000)~~ \$795,004,000 of the move ahead WA account—state
10 appropriation, ~~(\$112,263,000)~~ \$99,394,000 of the connecting
11 Washington account—state appropriation, ~~(\$2,698,000)~~ \$4,622,000 of
12 the motor vehicle account—private/local appropriation, and
13 ~~(\$8,621,000)~~ \$8,730,000 of the motor vehicle account—state
14 appropriation are provided solely for the Fish Passage Barrier
15 Removal project (OBI4001) with the intent of fully complying with the
16 federal *U.S. v. Washington* court injunction by 2030.

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

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

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

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

5 ~~((15))~~ (16) (a) ~~(((\$368,461,000))~~ \$138,049,000 of the move ahead
6 WA account—federal appropriation, ~~(((\$127,504,000))~~ \$357,916,000 of
7 the move ahead WA account—private/local appropriation, and
8 \$84,223,000 of the move ahead WA account—state appropriation are
9 provided solely for the I-5 Columbia river bridge project (L4000054).
10 The legislature finds that the replacement of the I-5 Columbia river
11 bridge is a project of national significance and is critical for the
12 movement of freight. One span is now more than a century old, at risk
13 for collapse in the event of a major earthquake, and no longer
14 satisfies the needs of commerce and travel. Replacing the aging
15 interstate bridge with a modern, seismically resilient, multimodal
16 structure that provides improved mobility for people, goods, and
17 services is a high priority. Therefore, the legislature intends to
18 support the replacement of the I-5 Columbia river bridge with an
19 investment of \$1,000,000,000.

20 (b) The department shall provide regular updates on the status of
21 ongoing coordination with the state of Oregon on any bistate
22 agreements regarding sharing of revenues, use of revenues, and fiscal
23 responsibilities of each state. Prior to finalizing any such
24 agreement, the department shall provide a draft of the agreement to
25 the transportation committees of the legislature for review and
26 input. Additionally, the department shall continue to advise
27 quarterly on the status of any bistate agreements to the joint
28 transportation committee until any agreements are finalized.

29 (c) As part of the design process for the final tolling system on
30 the bridge, the department must consider new toll technology options
31 that minimize capital costs of tolling equipment and operations.

32 ~~((16))~~ (17) (a) ~~(((\$37,322,000))~~ \$43,803,000 of the ~~((move-ahead~~
33 ~~WA))~~ connecting Washington account—state appropriation is provided
34 solely for the SR 3 Freight Corridor (T30400R) project. The
35 legislature intends to provide a total of \$78,910,000 for this
36 project, including an increase of \$12,000,000 in future biennia to
37 safeguard against inflation and supply/labor interruptions and ensure
38 that:

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

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

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

25 (c) Access hearings must begin prior to July 1, 2026.

26 (~~(17) \$8,500,000~~) (18) \$8,105,000 of the move ahead WA account—
27 state appropriation and (~~(\$5,000,000)~~) \$4,928,000 of the move ahead
28 WA account—federal appropriation are provided solely for the SR 3/
29 Gorst Area - Widening project (L4000017).

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

33 (b) Tribal consultation with the Suquamish tribe must begin at
34 the earliest stage of planning, including, without limitation, all
35 funding decisions and funding programs, to provide a government-to-
36 government mechanism for the tribe to evaluate, identify, and
37 expressly notify governmental entities of any potential impacts to
38 tribal cultural resources, archaeological sites, sacred sites,
39 fisheries, or other rights and interests in tribal lands and lands
40 within which the tribe possesses rights reserved or protected by

1 federal treaty, statute, or executive order. The consultation is
2 independent of, and in addition to, any public participation process
3 required under state law, or by a state agency, including the
4 requirements of Executive Order 21-02 related to archaeological and
5 cultural resources, and regardless of whether the agency receives a
6 request for consultation from the Suquamish tribe. Regularly
7 scheduled tribal consultation meetings with the Suquamish tribe must
8 continue throughout the duration of any funding program and proposed
9 project approval.

10 ~~((18))~~ (19) \$23,000,000 of the move ahead WA account—state
11 appropriation, \$10,000,000 of the move ahead WA account—private/local
12 appropriation, and ~~((6,387,000))~~ \$13,960,000 of the connecting
13 Washington account—state appropriation are provided solely for the
14 US-12/Walla Walla Corridor Improvements project (T20900R). The
15 legislature recognizes the importance of this project and intends to
16 provide additional matching funds if additional competitive federal
17 funding is awarded for the final remaining four-lane section between
18 Wallula and Nine Mile Hill and the Port of Walla Walla provides
19 right-of-way at no cost to the state for this project. The
20 department, in consultation with local governments in the vicinity,
21 must pursue any federal funding available.

22 ~~((19) \$12,571,000)~~ (20) \$4,663,000 of the move ahead WA account
23 —state appropriation, \$7,908,000 of the move ahead WA account—
24 federal appropriation, and \$2,429,000 of the special category C
25 account—state appropriation are provided solely for the SR 18
26 Widening - Issaquah/Hobart Rd to Raging River - Phase I project
27 (L1000199). The legislature recognizes the importance of this project
28 and the cost uncertainties associated with this project, and is
29 committed to its completion. The legislature intends to monitor the
30 project's budget and schedule and make adjustments as appropriate.

31 ~~((20) \$136,984,000)~~ (21) \$144,841,000 of the connecting
32 Washington account—state appropriation, ~~((1,527,000))~~ \$1,717,000 of
33 the multimodal transportation account—state appropriation,
34 ~~((28,103,000))~~ \$33,230,000 of the motor vehicle account—private/
35 local appropriation, ~~((324,483,000))~~ \$276,847,000 of the move ahead
36 WA account—federal appropriation, ~~((110,723,000))~~ \$147,829,000 of
37 the move ahead WA account—state appropriation, ~~((88,200,000))~~
38 \$50,200,000 of the Puget Sound gateway facility account—state
39 appropriation, and ~~((212,157,000))~~ \$326,330,000 of the motor vehicle

1 account—federal appropriation are provided solely for the SR 167/SR
2 509 Puget Sound Gateway project (M00600R).

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

5 (b) In making budget allocations to the Puget Sound Gateway
6 project, the department shall implement the project's construction as
7 a single corridor investment. The department shall continue to
8 collaborate with the affected stakeholders as it implements the
9 corridor construction and implementation plan for state route number
10 167 and state route number 509. Specific funding allocations must be
11 based on where and when specific project segments are ready for
12 construction to move forward and investments can be best optimized
13 for timely project completion. Emphasis must be placed on avoiding
14 gaps in fund expenditures for either project.

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

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

21 (ii) Segment 2 of the state route number 167 completion project
22 shared-use path to provide connections to the interchange of state
23 route number 167 at 54th to the intersection of state route number
24 509 and Taylor Way in Tacoma.

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

37 ~~((+22))~~ (23) \$100,000,000 of the special category C account—
38 state appropriation, ~~((\$272,820,000))~~ \$177,788,000 of the connecting
39 Washington account—state appropriation, and ~~((\$71,000))~~ \$164,000 of

1 the motor vehicle account—private/local appropriation are provided
2 solely for the US 395 North Spokane Corridor project (M00800R). Of
3 the amounts provided in this subsection, \$300,000 is for (~~an~~
4 ~~environmental justice assessment to determine if traffic noise~~
5 ~~abatement will reduce environmental harm to the East Central~~
6 ~~Neighborhood as a result of this project)) community engagement and
7 preliminary design, in consultation with the city of Spokane and the
8 community, to determine, locate, and advance appropriate visual
9 quality opportunities that reduce or mitigate visual and noise impact
10 in the East Central Neighborhood to advance environmental justice in
11 overburdened communities.~~

12 (~~(23)~~—\$578,139,000)) (24) \$607,789,000 of the connecting
13 Washington account—state appropriation, \$20,000,000 of the state
14 route number 520 civil penalty account—state appropriation,
15 \$1,100,000 of the state route number 520 corridor account—state
16 appropriation, and (~~(\$7,278,000)~~) \$11,951,000 of the motor vehicle
17 account—private/local appropriation are provided solely for the SR
18 520 Seattle Corridor Improvements - West End project (M00400R) and
19 are subject to the following conditions and limitations:

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

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

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

1 passengers, or private transportation provider vehicles pursuant to
2 RCW 47.52.025.

3 ~~((25) \$24,000))~~ (26) \$9,000 of the motor vehicle account—state
4 appropriation and ~~((304,000))~~ \$5,469,000 of the motor vehicle
5 account—federal appropriation are provided solely for the SR 900
6 Safety Improvements project (L2021118). The department must: (a) Work
7 in collaboration with King county and the Skyway coalition to align
8 community assets, transportation infrastructure needs, and initial
9 design for safety improvements along state route number 900; and (b)
10 work with the Skyway coalition to lead community planning engagement
11 and active transportation activities.

12 ~~((26))~~ (27) \$17,500,000 of the motor vehicle account—federal
13 appropriation is provided solely for a federal fund exchange pilot
14 program (L2021133). The pilot program must allow exchanges of federal
15 surface transportation block grant population funding and state funds
16 at an exchange rate of 95 cents in state funds per \$1.00 in federal
17 funds. The projects receiving the exchanged federal funds must adhere
18 to all federal requirements, including the applicable disadvantaged
19 business enterprise goals. The entirety of the appropriation in this
20 subsection must be held in unallotted status until surface
21 transportation block grant population funding has been offered to the
22 state, and the department determines that a federalized project or
23 projects funded in this section is eligible to spend the surface
24 transportation block grant population funding. \$16,625,000 from
25 existing state appropriations identified elsewhere within this
26 section are available to be used as part of the exchange. Upon
27 determination that a project or projects funded in this section is
28 eligible to spend the offered surface transportation block grant
29 population funding, state funds appropriated in this section for the
30 eligible state project or projects in an amount equal to 100 percent
31 of the offered surface transportation block grant population funding
32 must be placed in unallotted status. The legislature intends to
33 evaluate utilization and efficacy of this program, and if
34 underutilized, the program is intended to not continue into future
35 biennia.

36 ~~((27) \$5,030,000))~~ (28) \$3,601,000 of the multimodal
37 transportation account—state appropriation and ~~((1,842,000))~~
38 \$3,600,000 of the multimodal transportation account—federal
39 appropriation are provided solely for the department to develop and

1 implement a technology-based truck parking availability system along
2 the Interstate 5 corridor in partnership with Oregon state and
3 California state to maximize utilization of existing truck parking
4 capacity and deliver real-time parking availability information to
5 truck drivers (L1000375). The department may use a portion of the
6 appropriation in this subsection for grant proposal development and
7 as state match funding for technology-based truck parking
8 availability system federal grant applications. The department must
9 update the transportation committees of the legislature on agency
10 activities and their status by December 1, 2026.

11 ~~((28))~~ (29) \$57,593,000 of the motor vehicle account—state
12 appropriation is provided solely for the payment of deferred sales
13 and use taxes on activities related to the state route number 16
14 corridor improvements project (TNB001A) pursuant to RCW 47.46.060. It
15 is the intent of the legislature that any nontoll accounts used to
16 pay the deferred sales and use taxes will be reimbursed by toll
17 revenues no later than December 31, 2032, which reflects prior
18 legislative intent regarding the use of toll revenues for this
19 purpose.

20 ~~((29))~~ (30) \$159,480,000 of the motor vehicle account—state
21 appropriation is provided solely for the payment of deferred sales
22 and use taxes on the state route number 520 bridge replacement and
23 HOV project (8BI1009) pursuant to RCW 47.01.412. It is the intent of
24 the legislature that any nontoll accounts used to pay the deferred
25 sales and use taxes will be reimbursed by toll revenues no later than
26 December 31, 2050, which reflects prior legislative intent regarding
27 the use of toll revenues for this purpose.

28 ~~((30))~~ (31) \$1,000,000 of the multimodal transportation account
29 —state appropriation is provided solely for matching funds for the
30 department to apply to the federal highway administration's wildlife
31 crossings pilot program for wildlife crossing underpasses on U.S. 97
32 between Tonasket and Riverside (L1000373).

33 ~~((31))~~ (32) The legislature intends to evaluate the state's
34 approach to estimating capital project costs and risks, and to
35 explore pooling risk. The department must present to the joint
36 transportation committee on its cost estimating policies and
37 considerations for creating a project risk pool before the 2026
38 legislative session.

1 activities listed in LEAP Transportation Document (~~(2025-2)~~) 2026-2
2 ALL PROJECTS as developed (~~(April 26, 2025)~~) March 10, 2026, Program
3 - Highway Preservation Program (P). Any federal funds gained through
4 efficiencies, adjustments to the federal funds forecast, or the
5 federal funds redistribution process must then be applied to highway
6 and bridge preservation activities.

7 (2) Within the motor vehicle account—state appropriation and
8 motor vehicle account—federal appropriation, the department may
9 transfer appropriation authority between programs I and P, except for
10 appropriation authority that is otherwise restricted in this act, as
11 follows:

12 (a) Ten days prior to any transfer, the department must submit
13 its request to the office of financial management and the
14 transportation committees of the legislature and consider any
15 concerns raised.

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

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

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

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

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

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

15 (7) \$17,500,000 of the motor vehicle account—federal
16 appropriation is provided solely for a federal fund exchange pilot
17 program (L2021134). The pilot program must allow exchanges of federal
18 surface transportation block grant population funding and state funds
19 at an exchange rate of 95 cents in state funds per \$1.00 in federal
20 funds. The projects receiving the exchanged federal funds must adhere
21 to all federal requirements, including the applicable disadvantaged
22 business enterprise goals. The entirety of the appropriation in this
23 subsection must be held in unallotted status until surface
24 transportation block grant population funding has been offered to the
25 state and the department determines that a federalized project or
26 projects funded in this section is eligible to spend the surface
27 transportation block grant population funding. \$16,625,000 from
28 existing state appropriations identified elsewhere within this
29 section are available to be used as part of the exchange. Upon
30 determination that a project or projects funded in this section is
31 eligible to spend the offered surface transportation block grant
32 population funding, state funds appropriated in this section for the
33 eligible state project or projects in an amount equal to 100 percent
34 of the offered surface transportation block grant population funding
35 must be placed in unallotted status. The legislature intends to
36 evaluate utilization and efficacy of this program, and if
37 underutilized, the program is intended to not continue into future
38 biennia.

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

- 1 (a) SR 525 Bridge Replacement - Mukilteo;
2 (b) SR 4/Abernathy Creek Br - Replace Bridge;
3 (c) SR 155/Omak Bridge Rehabilitation;
4 (d) SR 243 Pavement Preservation and Shoulder Rebuild; (~~and~~)
5 (e) SR 104/Port Angeles Graving Dock Settlement and Remediation;
6 (f) SR 141 White Salmon Preservation; and
7 (g) SR 165 Fairfax Bridge Replacement project. The department is

8 directed to proceed with the project in an expedited manner. By
9 January 1, 2027, the department shall provide to the office of
10 financial management and the transportation committees of the
11 legislature cost estimates and projected timelines of replacing the
12 SR 165 Fairfax bridge for consideration in the 2027 legislative
13 session.

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

19 (10) The department may not proceed with construction of the US
20 195/Colfax North Fork Palouse River - Replace Bridges project during
21 the 2025-2027 fiscal biennium. The legislature intends for the
22 project to be delayed until the 2029-2031 fiscal biennium.

23 (11) By January 1, 2027, the department shall submit a report to
24 the transportation committees of the legislature to include a list of
25 the department's top priority bridge preservation and bridge
26 replacement projects for a six-year investment program with the
27 expected project costs and proposed timeline needed for each project.
28 It is the intent of the legislature that this report shall be made
29 annually.

30 (12) \$300,000,000 of the move ahead WA account—state
31 appropriation is provided solely for the Additional Highway System
32 Preservation project (G2000124) to support essential preservation
33 activities necessary for timely highway and bridge repairs,
34 replacements, and paving, and the reliable preservation of
35 Washington's transportation system. It is the intent of the
36 legislature to continue to invest in Washington state highways by
37 providing an additional \$500,000,000 in the 2027-2029 fiscal biennium
38 for highway preservation.

39 (13) The legislature intends to provide funding for the Highway
40 Preservation: High Risk Corridors project (L2021220) in the 2027-2029

1 fiscal biennium. This funding must be directed to corridors that
2 score highly on the "Vulnerable Road User Characteristic Index,"
3 developed as part of the 2023 Vulnerable Road User Safety Assessment,
4 and that have significant preservation needs. As part of its
5 2027-2029 biennial budget submittal, the department must submit its
6 methodology for programming this funding and a list of projects
7 likely to be delivered.

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

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

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

20 The appropriations in this section are subject to the following
21 conditions and limitations: ((~~\$5,621,000~~)) \$7,167,000 of the motor
22 vehicle account—state appropriation, ((~~\$6,500,000~~)) \$10,738,000 of
23 the motor vehicle account—federal appropriation, and ((~~\$635,000~~))
24 \$1,135,000 of the motor vehicle account—private/local appropriation
25 are provided solely for Programmatic Investment for Traffic
26 Operations Capital projects (000005Q). By December 15th of each odd-
27 numbered year, the department shall provide a report to the
28 legislature listing all traffic operations capital project
29 investments completed in the prior fiscal biennium.

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

32 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**
33 **—CAPITAL**

34	Carbon Emissions Reduction Account—State	
35	Appropriation.	((\$183,467,000))
36		<u>\$203,050,000</u>
37	Multimodal Transportation Account—State	

1	Appropriation.	((\$19,511,000))
2		<u>\$22,475,000</u>
3	Regional Mobility Grant Program Account—State	
4	Appropriation.	((\$135,229,000))
5		<u>\$133,445,000</u>
6	TOTAL APPROPRIATION.	((\$338,207,000))
7		<u>\$358,970,000</u>

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

10 (1) Except as provided otherwise in this section, the entire
11 appropriations in this section are provided solely for the projects
12 and activities as listed by project and amount in LEAP Transportation
13 Document ((~~2025-2~~)) 2026-2 ALL PROJECTS as developed ((~~April 26,~~
14 ~~2025~~)) March 10, 2026, Program - Public Transportation Program (V).

15 (2) (a) ((~~\$135,229,000~~)) \$133,445,000 of the regional mobility
16 grant program account—state appropriation is provided solely for
17 regional mobility grant projects. Of the amounts provided in this
18 subsection, ((~~\$58,447,000~~)) \$55,767,000 is for the reappropriation of
19 amounts provided for this purpose in the 2023-2025 fiscal biennium.
20 The department shall review all projects receiving grant awards under
21 this program at least semiannually to determine whether the projects
22 are making satisfactory progress. Any project that has been awarded
23 funds, but does not report activity on the project within one year of
24 the grant award, must be reviewed by the department to determine
25 whether the grant should be terminated. The department shall promptly
26 close out grants when projects have been completed, and any remaining
27 funds must be used only to fund projects identified in the LEAP
28 transportation document referenced in this section. The department
29 shall provide annual status reports on December 15, 2025, and
30 December 15, 2026, to the office of financial management and the
31 transportation committees of the legislature regarding the projects
32 receiving the grants. A grantee may not receive more than 25 percent
33 of the amount appropriated in this subsection unless all other
34 funding is awarded. Additionally, when allocating funding for the
35 2027-2029 fiscal biennium, no more than 30 percent of the total grant
36 program may directly benefit or support one grantee unless all other
37 funding is awarded.

38 (b) To be eligible to receive a grant under (a) of this
39 subsection during the 2027-2029 fiscal biennium, a transit agency

1 must establish a process for private transportation providers to
2 apply for the use of park and ride facilities.

3 (c) For purposes of this subsection:

4 (i) "Private transportation provider" means an auto
5 transportation company regulated under chapter 81.68 RCW; a passenger
6 charter carrier regulated under chapter 81.70 RCW, except marked or
7 unmarked stretch limousines and stretch sport utility vehicles as
8 defined under department of licensing rules; a private nonprofit
9 transportation provider regulated under chapter 81.66 RCW; or a
10 private employer transportation service provider; and

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

14 (d) During the 2025-2027 fiscal biennium, the department shall
15 consider applications submitted by regional transportation planning
16 organizations and metropolitan planning organizations for the
17 regional mobility grant program funding in the 2027-2029 fiscal
18 biennium.

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

26 (3) (~~(\$11,636,000)~~) \$11,953,000 of the carbon emissions reduction
27 account—state appropriation is provided solely for move ahead WA
28 tribal transit grant projects. Of the amounts provided in this
29 subsection, (~~(\$1,635,000)~~) \$1,953,000 is for the reappropriation of
30 amounts provided for this purpose in the 2023-2025 fiscal biennium.
31 \$100,000 of the amount provided in this subsection may be used for
32 program administration and staffing. Grants to federally recognized
33 tribes may be for any transit purpose, including planning, operating
34 costs, maintenance, and capital costs. By December 15, 2026, the
35 department must submit a prioritized list to the office of financial
36 management and the transportation committees of the legislature of
37 new projects totaling no more than \$5,762,000.

38 (4) \$6,291,000 of the carbon emissions reduction account—state
39 appropriation is reappropriated and provided solely for additional
40 bus and bus facility projects. Of the amounts provided in this

1 subsection, \$1,891,000 is for Twin Transit for zero-emission vehicle
2 acquisition (BU232505) and \$4,400,000 is for C-TRAN for Highway 99
3 BRT hydrogen fuel cell buses (BU232507).

4 (5) (~~(\$11,800,000)~~) \$16,800,000 of the carbon emissions reduction
5 account—state appropriation is reappropriated and provided solely for
6 the following projects:

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

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

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

11 (d) (~~(King County Metro South Annex Base - Electrification~~
12 ~~Elements (L4000174))~~) Central Campus - Electrification (King County
13 Metro) (L1000407).

14 (6) (~~(\$6,673,000)~~) \$5,325,000 of the multimodal transportation
15 account—state appropriation is provided solely for a public transit
16 ride share grant program. For grant awards not yet under contract, as
17 a condition of public transit ride share grants provided pursuant to
18 this subsection, public transportation agencies may not delay,
19 divert, supplant, or suspend the collection of approved local sales
20 and use taxes for the purpose of public transportation during the
21 2025-2027 fiscal biennium. Of the amounts provided in this
22 subsection, (~~(\$1,673,000)~~) \$325,000 of the multimodal transportation
23 account—state appropriation is for the reappropriation of amounts
24 provided for a public transit ride share grant program in the
25 2023-2025 fiscal biennium.

26 (7) (~~(\$11,189,000)~~) \$13,639,000 of the multimodal transportation
27 account—state appropriation is provided solely for connecting
28 Washington transit projects. (~~(Of the amounts provided in this~~
29 ~~subsection, \$3,407,000 is for the reappropriation of amounts provided~~
30 ~~for this purpose in the 2023-2025 fiscal biennium.)) Entities
31 identified to receive funding in the LEAP transportation document
32 referenced in this section receive the amounts specified in the time
33 frame specified in that LEAP transportation document. If an entity
34 has already completed a project in the LEAP transportation document
35 referenced in this section before the time frame identified, the
36 entity may substitute another transit project or projects that cost a
37 similar or lesser amount.~~

38 (8) (~~(\$1,649,000)~~) \$2,927,000 of the multimodal transportation
39 account—state appropriation and (~~(\$50,799,000)~~) \$51,747,000 of the

1 carbon emissions reduction account—state appropriation are provided
2 solely for green transportation capital projects identified in LEAP
3 Transportation Document ((2025-2)) 2026-2 ALL PROJECTS as developed
4 ((~~April 26, 2025~~)) March 10, 2026, Program - Public Transportation
5 Program (V). Of the amounts provided in this subsection, the entire
6 multimodal transportation account—state amount and ((~~\$18,536,000~~))
7 \$19,484,000 of the carbon emissions reduction account—state amount
8 are for the reappropriation of amounts provided for this purpose in
9 the 2023-2025 fiscal biennium. Of the amount of carbon emissions
10 reduction account—state funds appropriated in this subsection,
11 \$938,000 may be used for program administration and staffing. For
12 grant awards not yet under contract, as a condition of green
13 transportation capital grants provided pursuant to this subsection,
14 public transportation agencies may not delay, divert, supplant, or
15 suspend the collection of approved local sales and use taxes for the
16 purpose of public transportation during the 2025-2027 fiscal
17 biennium.

18 (9) For grant awards not yet under contract, as a condition of
19 bus and bus facility grants identified in LEAP Transportation
20 Document ((2025-2)) 2026-2 ALL PROJECTS as developed ((~~April 26,~~
21 ~~2025~~)) March 10, 2026, Program - Public Transportation Program (V),
22 public transportation agencies may not delay, divert, supplant, or
23 suspend the collection of approved local sales and use taxes for the
24 purpose of public transportation during the 2025-2027 fiscal
25 biennium.

26 (10) The legislature intends to provide funding for new planned
27 grants for the regional mobility grant program (20250000) and the
28 rideshare grant program (RS252700) in the 2027-2029 and 2029-2031
29 fiscal biennia as reflected and listed by project and amount in LEAP
30 Transportation Document 2026-2 ALL PROJECTS as developed March 10,
31 2026, Program - Public Transportation Program (V).

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

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

36 Carbon Emissions Reduction Account—State

37 Appropriation. ((\$229,747,000))
38 \$351,266,000

1	Move Ahead WA Account—State Appropriation.	((\$109,408,000))
2		<u>\$100,687,000</u>
3	Puget Sound Capital Construction Account—State	
4	Appropriation.	((\$385,229,000))
5		<u>\$451,221,000</u>
6	Puget Sound Capital Construction Account—Federal	
7	Appropriation.	((\$31,830,000))
8		<u>\$49,817,000</u>
9	Puget Sound Capital Construction Account—	
10	Private/Local Appropriation.	((\$1,679,000))
11		<u>\$2,778,000</u>
12	Transportation Partnership Account—State	
13	Appropriation.	((\$5,395,000))
14		<u>\$6,864,000</u>
15	Connecting Washington Account—State Appropriation.	((\$8,424,000))
16		<u>\$14,834,000</u>
17	Capital Vessel Replacement Account—State	
18	Appropriation.	((\$122,000,000))
19		<u>\$52,389,000</u>
20	TOTAL APPROPRIATION.	((\$893,712,000))
21		<u>\$1,029,856,000</u>

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

24 (1) Except as provided otherwise in this section, the entire
25 appropriations in this section are provided solely for the projects
26 and activities as listed in LEAP Transportation Document ((~~2025-2~~))
27 2026-2 ALL PROJECTS as developed ((~~April 26, 2025~~)) March 10, 2026,
28 Program - Washington State Ferries Capital Program (W).

29 (2) \$5,000,000 of the Puget Sound capital construction account—
30 state appropriation is provided solely for emergency capital repair
31 costs (999910K). Funds may only be spent after approval by the office
32 of financial management.

33 (3) For the 2025-2027 fiscal biennium, the marine division shall
34 provide to the office of financial management and the legislative
35 transportation committees the following reports on ferry capital
36 projects:

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

- 1 (i) Anticipated cost increases and cost savings;
2 (ii) Anticipated cash flow and schedule changes; and
3 (iii) Explanations for the changes.

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

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

13 (4) The legislature intends to reassess funding for Bainbridge
14 Island and Kingston terminal electrification projects based on
15 progression of the electrification program and future recommendations
16 of the department.

17 (5) The appropriations in this section include savings assumed
18 under section 719 (~~of this act~~), chapter 416, Laws of 2025. By
19 October 15, 2026, Washington state ferries must report to the
20 transportation committees of the legislature and the office of
21 financial management any estimated savings, efficiencies realized,
22 and recommendations for further improvements.

23 (6) (~~(\$6,000,000)~~) \$6,471,000 of the Puget Sound capital
24 construction account—state appropriation is provided solely for
25 modernization of the ticketing and reservation system (990052C). The
26 department must prioritize integration of ORCA payment, Good to Go!
27 payment, and mobile payment platforms into the new system at the
28 earliest possible phase.

29 (7) The legislature intends to consider alternative forms of
30 financing including, but not limited to, certificates of
31 participation (lease-purchase) and leasing for the purpose of
32 securing up to five hybrid electric vessels for the Washington state
33 ferry system. The department must work with the office of the state
34 treasurer to determine allowable expenditures and appropriate timing
35 for issuance of certificates of participation (lease-purchase
36 agreements) to finance all of, or a portion of, the purchase of new
37 hybrid electric vessels (L2021073). This information is due to the
38 office of financial management and transportation committees of the
39 legislature by November 1, 2026.

1		<u>\$129,088,000</u>
2	TOTAL APPROPRIATION.	((\$311,877,000))
3		<u>\$374,133,000</u>

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

6 (1) Except as provided otherwise in this section, the entire
7 appropriations in this section are provided solely for the projects
8 and activities as listed by project and amount in LEAP Transportation
9 Document ((~~2025-2~~)) 2026-2 ALL PROJECTS as developed ((~~April 26,~~
10 ~~2025~~)) March 10, 2026, Program - Rail Program (Y).

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

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

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

28 (b) The department must coordinate with the chairs and ranking
29 members of the transportation committees of the legislature to
30 provide periodic updates and check-in points on progress made over
31 the course of the biennium, with updates available no less frequently
32 than semiannually, and must include written status updates to be
33 provided with sufficient time for review prior to any update meetings
34 held. An annual report on ultra high-speed ground transportation
35 corridor identification and development program efforts must be
36 provided to the transportation committees of the legislature and the
37 office of financial management by December 1, 2025 and December 1,
38 2026.

1 (5) \$3,600,000 of the multimodal transportation account—state
2 appropriation (~~((is))~~) \$8,000,000 of the multimodal transportation
3 account—federal appropriation are provided solely for the Cascades
4 corridor delivery program for advancing the Cascades corridor
5 (R00003A), including through planning and project development
6 activities conducted as part of the federal corridor identification
7 and development program. The department must continue to pursue
8 funding opportunities for the Cascades corridor through the corridor
9 identification and development program and the federal-state
10 partnership programs at the federal rail administration. The
11 department must notify the office of the governor and the
12 transportation committees of the legislature of funding opportunities
13 from the programs and any corresponding state match needs.

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

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

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

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

1 power systems and other zero emission infrastructure, equipment, and
2 technology.

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

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

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

19 (13)(a) \$10,000,000 of the multimodal transportation account—
20 state appropriation is provided solely for property acquisition and
21 infrastructure costs associated with Washington sponsor ports'
22 obligations under the lower Columbia river channel maintenance plan.

23 (b) It is the intent of the legislature to appropriate a total of
24 \$15,000,000 for this project in the 2025-2027 fiscal biennium, with
25 \$5,000,000 of this amount funded in the 2026 supplemental capital
26 budget.

27 (c) The legislature further intends that the sponsor ports
28 develop a comprehensive financial plan that relies primarily on
29 nonstate funding to support their obligations under the lower
30 Columbia river channel maintenance plan, and that development of the
31 plan include consideration of economic and ecological uses for
32 dredged material and sites, with input from relevant state agencies.

33 (d) The appropriations made by the legislature in this biennium
34 do not obligate the legislature to provide future funding from the
35 state for expenditures associated with the lower Columbia river
36 channel maintenance plan in future biennia.

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

1 amounts that are provided solely for a particular purpose within this
2 section subject to the following conditions and limitations:

3 (a) The department must confirm that any modification requested
4 under this subsection (1) of amounts provided solely for a specific
5 purpose are not expected to be used for that purpose in this fiscal
6 biennium;

7 (b) Appropriation modifications authorized under this subsection
8 (1) may not result in increased funding for any project beyond the
9 amount provided for that project in this fiscal biennium in LEAP
10 Transportation Document 2026-2 ALL PROJECTS as developed March 10,
11 2026, Program - Local Programs Program (Z);

12 (c) Appropriation modifications authorized under this subsection
13 (1) apply only to amounts appropriated in this section from the
14 following state accounts:

15 (i) Connecting Washington account;

16 (ii) Move ahead WA account;

17 (iii) Move ahead WA flexible account;

18 (iv) Motor vehicle account;

19 (v) Multimodal transportation account;

20 (vi) Carbon emissions reduction account;

21 (d) The director of the office of financial management shall
22 notify the transportation committees of the legislature in writing
23 ten days prior to approving any appropriation modifications under
24 this subsection (1).

25 (e) By December 1, 2026, the department must submit a report to
26 the transportation committees of the legislature regarding the
27 actions taken to date under this subsection (1).

28 (2) Except as provided otherwise in this section, the entire
29 appropriations in this section are provided solely for the projects
30 and activities as listed by project and amount in LEAP Transportation
31 Document ((2025-2)) 2026-2 ALL PROJECTS as developed ((April-26,
32 2025)) March 10, 2026, Program - Local Programs Program (Z).

33 ((+2)) (3) The amounts identified in the LEAP transportation
34 document referenced under subsection (1) of this section for
35 pedestrian safety/safe routes to school are as follows:

36 (a) ((\$38,380,000)) \$51,227,000 of the multimodal transportation
37 account—state appropriation and ((\$43,372,000)) \$63,885,000 of the
38 carbon emissions reduction account—state appropriation are provided
39 solely for pedestrian and bicycle safety program projects (L2000188
40 and L1000335). Of the amount of carbon emissions reduction account

1 funds appropriated in this subsection, up to one percent may be used
2 for program administration and staffing.

3 (b) (~~(\$16,933,000)~~) \$28,865,000 of the motor vehicle account—
4 federal appropriation, (~~(\$53,139,000)~~) \$70,004,000 of the carbon
5 emissions reduction account—state appropriation, and (~~(\$13,321,000)~~)
6 \$18,548,000 of the multimodal transportation account—state
7 appropriation are provided solely for safe routes to school projects
8 (L2000189 and L1000334). Of the amount of carbon emissions reduction
9 account funds appropriated in this subsection, up to one percent may
10 be used for program administration and staffing.

11 (c) For future rounds of grant selection, the department must
12 reevaluate the criteria to increase geographic diversity of
13 jurisdictions consistent with the requirements of the healthy
14 environment for all (HEAL) act.

15 (~~(3) \$35,528,000~~) (4) \$43,473,000 of the motor vehicle account—
16 federal appropriation is provided solely for acceleration of local
17 preservation projects that ensure the reliable movement of freight on
18 the national highway freight system (G2000100). The department will
19 select projects as part of its update of the state freight plan, in
20 consultation with the freight mobility strategic investment board and
21 other stakeholders.

22 (~~(4)~~) (5) The department shall submit a report to the
23 transportation committees of the legislature by December 1, 2025, and
24 December 1, 2026, on the status of projects funded as part of the
25 pedestrian safety/safe routes to school grant program and the Sandy
26 Williams connecting communities grant program.

27 (~~(5) \$27,200,000~~) (6) \$28,455,000 of the carbon emissions
28 reduction account—state appropriation is provided solely for the
29 statewide school-based bicycle education grant program (L1000309).
30 The department may partner with a statewide nonprofit to deliver
31 programs. Of the amounts appropriated in this subsection, up to one
32 percent may be used for program support.

33 (~~(6) \$22,000,000~~) (7) \$23,750,000 of the motor vehicle account—
34 state appropriation is provided solely for a federal fund exchange
35 pilot program. The pilot program will allow exchanges of federal
36 surface transportation block grant population funding and state funds
37 at an exchange rate of 95 cents in state funds per \$1.00 in federal
38 funds. The entirety of the appropriation in this subsection must be
39 held in unallotted status until: Surface transportation block grant

1 population funding has been offered to the state, the department
2 determines that a federalized project or projects funded in section
3 305 or 306 (~~(of this act)~~), chapter 416, Laws of 2025, is eligible to
4 spend the surface transportation block grant population funding, and
5 state funds appropriated in section 305 or 306 (~~(of this act)~~),
6 chapter 416, Laws of 2025, for the eligible state project or projects
7 in an amount equal to 100 percent of the offered surface
8 transportation block grant population funding have been placed in
9 unallotted status. A report on the effectiveness of the exchange
10 program, the total estimated cost of program administration, and
11 recommendations for continuing the pilot program is due to the
12 governor and transportation committees of the legislature by December
13 1, 2026. The department may issue additional calls for projects with
14 any remaining funds provided in this subsection. The legislature
15 intends to evaluate utilization and efficacy of this program, and if
16 underutilized, the program is intended not to continue into future
17 biennia.

18 ~~((7) \$33,200,000)~~ (8) \$46,415,000 of the carbon emissions
19 reduction account—state appropriation is provided solely for the
20 Sandy Williams connecting communities pilot program (L1000308) to
21 deliver projects to reconnect communities that have been bifurcated
22 by state highways. Priority must be given to historically
23 marginalized or overburdened communities. The department may consult
24 with the Cooper Jones active transportation safety council to
25 identify geographic locations where there are high incidences of
26 serious injuries and fatalities of active transportation users among
27 vulnerable populations. Of the amounts appropriated in this
28 subsection, up to one percent may be used for program support.

29 ~~((8) \$500,000)~~ (9) \$1,000,000 of the multimodal transportation
30 account—state appropriation is provided solely for the department to
31 award grants to local jurisdictions to implement network-wide traffic
32 conflict screening programs using video analytics in controlled
33 intersections with a disproportionate number of traffic violations
34 and injuries to active transportation users (L2021149). Grants must
35 be awarded proportionally across the state and include controlled
36 intersections in both urban and rural environments and along state
37 highways and county roads. Grant recipients must report back to the
38 department all traffic violation and active transportation facility
39 data acquired during the grant period and provide the department with
40 appropriate next steps for the state and the local jurisdiction to

1 improve traffic safety for active transportation users in such
2 intersections. The department must report such findings and
3 recommendations to the transportation committees of the legislature
4 by December 1, 2026.

5 ~~((9))~~ (10) (a) ~~((7,000,000))~~ \$9,002,000 of the carbon emissions
6 reduction account—state appropriation is provided solely for the
7 department to continue providing rebates to qualifying persons who
8 purchase e-bikes and qualifying equipment and services from a
9 qualifying retailer in accordance with rebate program qualification,
10 application, retailer, and reimbursement requirements under section
11 310(16)(a), chapter 472, Laws of 2023. Of this amount, \$4,000,000 is
12 for rebate amounts as described under (a)(i) of this subsection and
13 \$3,000,000 is for rebate amounts as described under (a)(ii) of this
14 subsection.

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

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

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

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

30 ~~((10) — \$19,335,000))~~ (11) \$23,514,000 of the freight mobility
31 investment account—state appropriation and ~~((24,952,000))~~
32 \$25,676,000 of the freight mobility multimodal account—state
33 appropriation are provided solely for freight mobility strategic
34 investment board projects listed in the LEAP transportation document
35 referenced in subsection (1) of this section. If funds are made
36 available due to capital project savings or cancellations, additional
37 funds may be provided to the freight mobility projects listed in the
38 LEAP transportation document referenced under subsection (1) of this

1 section due to unanticipated project cost increases with board
2 approval.

3 ~~((11) \$170,000))~~ (12) \$200,000 of the multimodal transportation
4 account—state appropriation is provided solely for the Seattle office
5 of planning and community development to finish updating the 2020 I-5
6 Lid Feasibility Study (L2021140).

7 ~~((12))~~ (13) The legislature intends to fund the Ballard and
8 Magnolia Bridge project (L4000123), as described in section 911(18),
9 chapter 472, Laws of 2023.

10 ~~((13) \$5,100,000))~~ (14) \$5,540,000 of the move ahead WA flexible
11 account—state appropriation is provided solely for development of an
12 applied sustainable aviation evaluation center (L2021135). Snohomish
13 county, in partnership with Washington State University, shall plan
14 and establish facilities to evaluate, qualify or certify, and
15 research technologies that can minimize the impact of aviation on
16 human health and the environment. Funds may be used for, but are not
17 limited to, planning, construction, and land acquisition for
18 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),
19 research on the impact of SAF on the environment and human health,
20 and SAF storage for the purpose of advancing sustainable aviation. At
21 a minimum, three sustainable aviation platforms must be considered:

- 22 (a) Sustainable aviation fuel;
- 23 (b) Hydrogen; and
- 24 (c) Battery electric energy storage mechanisms.

25 ~~((14) \$5,000,000))~~ (15) \$7,000,000 of the multimodal
26 transportation account—state appropriation is provided solely for the
27 department to assist local jurisdictions in addressing emergent
28 issues related to safety for pedestrians and bicyclists (LXXXXPBF).
29 Funds may only be spent after approval from the office of financial
30 management. By December 15th of each odd-numbered year, the
31 department shall provide a report to the legislature listing all
32 emergent issues addressed in the prior fiscal biennium. Reporting may
33 be done in conjunction with the transportation operations division.

34 ~~((15) \$45,000,000))~~ (16) \$46,491,000 of the move ahead WA
35 account—state appropriation is provided solely for the Confluence
36 Parkway Infra Match project (L2021180). The legislature intends that
37 in the 2027-2029 fiscal biennium, \$35,000,000 of the move ahead WA
38 account—state account funds will be provided for the project only if

1 federal project funding for Phase 2 of the Confluence Parkway project
2 is secured.

3 ~~((16) \$40,000,000))~~ (17) \$42,306,000 of the move ahead WA
4 account—state appropriation is provided solely for Columbia River
5 Bridge Replacement/Hood River to White Salmon (L4000046). The
6 legislature intends that in the 2027-2029 fiscal biennium and future
7 biennia, \$30,000,000 of the move ahead WA account—state account funds
8 will be provided for the project only if federal project funding and
9 a match from the state of Oregon are secured for construction.

10 (18) \$6,511,000 of the move ahead WA account—state appropriation
11 is provided solely for the Reducing Rural Roadway Departures program
12 (L2021122). The department shall structure the program so that grant
13 applications and awards occur concurrently for towns, small cities,
14 counties, and transportation benefit districts and independently of
15 any other grant program administered by the department.

16 (19) \$50,000 of the multimodal transportation account—state
17 appropriation is provided solely for the installation of signs
18 displaying the 988 national suicide prevention and mental health
19 crisis hotline in appropriate locations on or near state- or locally-
20 owned bridges that have been identified as high risk for suicides
21 (L2021305).

22 (20) \$1,000,000 of the JUDY transportation future funding program
23 account—state appropriation is provided solely for the Fairfax/
24 Wilkeson/Carbon River SR 165 Bridge Closure Mitigation project to
25 provide temporary access and mobility solutions, Fairfax emergency
26 management and operations support, and planning and design for
27 secondary egress from Fairfax (L2021294). It is the intent of the
28 legislature to provide \$1,500,000 from the JUDY transportation future
29 funding program account—state for the same purposes in the 2027-2029
30 fiscal biennium, as reflected in LEAP Transportation Document 2026-2
31 ALL PROJECTS as developed March 10, 2026, Program - Local Programs
32 Program (Z).

****Sec. 310 was partially vetoed. See message at end of chapter.***

(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 \$458,371,000

9 Multimodal Transportation Account—State
10 Appropriation: For distribution to cities and
11 counties. \$26,786,000

12 Motor Vehicle Account—State Appropriation: For
13 distribution to cities and counties. \$23,438,000

14 TOTAL APPROPRIATION. (~~(\$494,084,000)~~)
15 \$508,595,000

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

18 **FOR THE STATE TREASURER—TRANSFERS**

19 Motor Vehicle Account—State Appropriation: For motor
20 vehicle fuel tax refunds and statutory
21 transfers. (~~(\$1,877,014,000)~~)
22 \$1,797,289,000

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

25 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**

26 Motor Vehicle Account—State Appropriation: For motor
27 vehicle fuel tax refunds and transfers. (~~(\$206,302,000)~~)
28 \$225,368,000

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

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

35 Transportation Partnership Account—State

1	Appropriation.	((\$4,061,000))
2		<u>\$2,604,000</u>
3	Motor Vehicle Account—State Appropriation.	\$150,000
4	Connecting Washington Account—State Appropriation.	((\$15,234,000))
5		<u>\$4,707,000</u>
6	Special Category C Account—State Appropriation.	((\$510,000))
7		<u>\$387,000</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>\$1,500,000</u>
12	Highway Bond Retirement Account—State Appropriation ((\$1,604,659,000))	
13		<u>\$1,578,451,000</u>
14	Transportation Improvement Board Bond Retirement	
15	Account—State Appropriation.	((\$5,619,000))
16		<u>\$8,793,000</u>
17	Nondebt-Limit Reimbursable Bond Retirement Account—	
18	State Appropriation.	((\$28,212,000))
19		<u>\$27,780,000</u>
20	Toll Facility Bond Retirement Account—State	
21	Appropriation.	((\$90,015,000))
22		<u>\$104,839,000</u>
23	Transportation 2003 Account (Nickel Account)—State	
24	Appropriation.	((\$934,000))
25		<u>\$825,000</u>
26	Interstate 405 and State Route Number 167 Express	
27	Toll Lanes Account—State Appropriation.	((\$1,877,000))
28		<u>\$1,875,000</u>
29	TOTAL APPROPRIATION.	((\$1,751,621,000))
30		<u>\$1,733,352,000</u>

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

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

36 (2) \$3,174,000 of the transportation improvement board bond
37 retirement account—state appropriation is provided solely for the
38 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 \$684,000,000

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

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

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

18 ~~(b) The amount authorized in this subsection is a maximum amount~~
19 ~~allowed and represents proceeds from the sale of bonds authorized in~~
20 ~~RCW 47.10.889. Transfers under this subsection are deemed for~~
21 ~~projects or improvements identified as connecting Washington projects~~
22 ~~or improvements for purposes of RCW 47.10.889. Appropriations in the~~
23 ~~amount of this transfer are made in this act to reflect proceeds from~~
24 ~~the sale of bonds authorized in RCW 47.10.889.)) Connecting~~
25 ~~Washington Account—State Appropriation: For transfer~~
26 ~~to the Motor Vehicle Account—State. \$100,000,000~~

27 (4) (a) Transportation 2003 Account (Nickel Account)
28 —State Appropriation: For transfer to the
29 ((Move Ahead WA Account—State. \$212,000,000

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

37 ~~(5) Move Ahead WA Account—State Appropriation:~~
38 ~~For transfer to the Puget Sound Capital Construction~~
39 ~~Account—State. \$40,000,000)) Motor Vehicle Account~~

1 —State. \$165,000,000

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

9 ~~((6))~~ (5) Move Ahead WA Account—State
10 Appropriation: For transfer to the Puget Sound Ferry
11 Operations Account—State. \$172,000,000

12 ~~((7) Move Ahead WA Account—State~~
13 ~~Appropriation: For transfer to the Transportation~~
14 ~~Partnership Account—State. \$40,000,000~~

15 ~~(8))~~ (6) Move Ahead WA Flexible Account—State
16 Appropriation: For transfer to the Move Ahead
17 WA Account—State. ~~(((\$192,000,000))~~
18 \$198,000,000

19 ~~((9))~~ (7) Pilotage Account—State Appropriation:
20 For transfer to the Multimodal Transportation
21 Account—State. ~~(((\$320,000))~~
22 \$66,000

23 ~~((10))~~ (8) Transportation Infrastructure Account
24 —State Appropriation: For transfer to the Multimodal
25 Transportation Account—State. \$9,000,000

26 ~~((11))~~ (9) Regional Mobility Grant Program Account
27 —State Appropriation: For transfer to the Multimodal
28 Transportation Account—State. \$9,000,000

29 ~~((12))~~ (10) Electric Vehicle Account—State
30 Appropriation: For transfer to Move Ahead WA
31 Flexible Account—State. ~~(((\$3,600,000))~~
32 \$3,050,000

33 ~~((13))~~ (11)(a) Alaskan Way Viaduct Replacement
34 Project Account—State Appropriation: For transfer to the
35 Transportation Partnership Account—State. \$22,896,000

36 (b) The amount transferred in this subsection represents
37 repayment of debt service incurred for the construction of the SR 99/
38 Alaskan Way Viaduct Replacement project (809936Z).

39 ~~((14))~~ (12) Highway Safety Account—State

1 Appropriation: For transfer to the State Patrol Highway
2 Account—State. ((~~\$88,000,000~~))
3 \$78,000,000
4 ((~~15~~)) (13) Motor Vehicle Account—State
5 Appropriation: For transfer to the County Arterial
6 Preservation Account—State. \$4,844,000
7 ((~~16~~)) (14) Motor Vehicle Account—State
8 Appropriation: For transfer to the Freight Mobility
9 Investment Account—State. \$8,511,000
10 ((~~17~~)) (15) Motor Vehicle Account—State
11 Appropriation: For transfer to the Rural Arterial
12 Trust Account—State. \$4,844,000
13 ((~~18~~)) (16) Motor Vehicle Account—State
14 Appropriation: For transfer to the Transportation
15 Improvement Account—State. \$9,688,000
16 ((~~19~~)) (17) Motor Vehicle Account—State
17 Appropriation: For transfer to the State Patrol
18 Highway Account—State. ((~~\$130,000,000~~))
19 \$137,500,000
20 ((~~20~~)) ~~Motor Vehicle Account—State~~
21 ~~Appropriation: For transfer to the Capital Vessel~~
22 ~~Replacement Account—State. \$5,000,000~~
23 ~~(21))~~ (18) Motor Vehicle Account—State
24 Appropriation: For transfer to the Puget Sound
25 Capital Construction Account—State. ((~~\$6,500,000~~))
26 \$16,000,000
27 ((~~22~~)) (19) Motor Vehicle Account—State
28 Appropriation: For transfer to the Puget Sound
29 Ferry Operations Account—State. ((~~\$15,000,000~~))
30 \$20,000,000
31 (20) Motor Vehicle Account—State Appropriation:
32 For transfer to the Move Ahead WA Account—State. \$250,000,000
33 (21) Motor Vehicle Account—State Appropriation:
34 For transfer to the Special Category C Account—State. . . . \$48,920,000
35 ((~~23~~)) (22) Puget Sound Ferry Operations Account
36 —State Appropriation: For transfer to the Puget Sound
37 Capital Construction Account—State. \$115,315,000
38 ((~~24~~)) (23) State Route Number 520 Civil Penalties

1 Account—State Appropriation: For transfer to the Motor
2 Vehicle Account—State. \$3,000,000
3 ((~~25~~)) (24) State Route Number 520 Civil Penalties
4 Account—State Appropriation: For transfer to the
5 State Route Number 520 Corridor Account—State. (~~(\$1,752,000)~~)
6 \$1,300,000
7 ((~~26~~)) (25) Multimodal Transportation Account—State
8 Appropriation: For transfer to the Move Ahead WA
9 Flexible Account—State. (~~(\$18,770,000)~~)
10 \$3,770,000
11 (26) Multimodal Transportation Account—State
12 Appropriation: For transfer to the Move Ahead WA
13 Account—State. \$179,000,000
14 (27) Multimodal Transportation Account—State
15 Appropriation: For transfer to the Puget Sound
16 Ferry Operations Account—State. (~~(\$64,000,000)~~)
17 \$26,000,000
18 (28) Multimodal Transportation Account—State
19 Appropriation: For transfer to the Complete Streets
20 Grant Program Account—State. \$14,670,000
21 (29) Multimodal Transportation Account—State
22 Appropriation: For transfer to the Freight Mobility
23 Multimodal Account—State. \$8,511,000
24 (30) (~~Multimodal Transportation Account—State~~
25 ~~Appropriation: For transfer to the Puget Sound Capital~~
26 ~~Construction Account—State. \$105,000,000~~
27 ~~(31))~~ Multimodal Transportation Account—State
28 Appropriation: For transfer to the Regional Mobility
29 Grant Program Account—State. \$27,679,000
30 ((~~32~~)) (31) Multimodal Transportation Account—State
31 Appropriation: For transfer to the Rural Mobility
32 Grant Program Account—State. \$12,223,000
33 ((~~33~~) ~~Multimodal Transportation Account—State~~
34 ~~Appropriation: For transfer to the Transportation~~
35 ~~Partnership Account—State. \$25,000,000~~
36 ~~(34))~~ (32) Carbon Emissions Reduction Account—State
37 Appropriation: For transfer to the Puget Sound Ferry
38 Operations Account—State. \$4,200,000

1 (~~(35)~~) (33) (a) General Fund Account—State
2 Appropriation: For transfer to the State Patrol Highway
3 Account—State. \$625,000
4 (b) The state treasurer shall transfer the funds under this
5 subsection only after receiving notification from the Washington
6 state patrol under section 207 (~~(of this act)~~), chapter 416, Laws of
7 2025.

8 (~~(36)~~) (34) (a) Highway Safety Account—State
9 Appropriation: For transfer to the Driver Education
10 Safety Improvement Account—State for fiscal
11 year 2026. \$2,000,000
12 (b) Driver Education Safety Improvement
13 Account—State Appropriation: For transfer to
14 the Highway Safety Account—State for fiscal year 2027. . . \$2,000,000

15 (35) Capital Vessel Replacement Account—State
16 Appropriation: For transfer to the Puget Sound Capital
17 Construction Account—State. \$65,000,000

18 (36) Agency Financial Transaction Account—State
19 Appropriation: For transfer to the Motor Vehicle
20 Account—State. \$10,000,000

21 (37) Driver Licensing Technology Support
22 Account—State Appropriation: For transfer to the
23 Motor Vehicle Account—State. \$4,000,000

(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)~~) March 10,
10 2026, which consists of a list of specific projects by fund source
11 and amount over multiple biennia. Current fiscal biennium funding for
12 each project is a line-item appropriation, while the outer year
13 funding allocations represent a six-year plan. The department of
14 transportation is expected to use the flexibility provided in this
15 section to assist in the delivery and completion of all
16 transportation partnership account, connecting Washington account,
17 and move ahead WA account projects on the LEAP transportation
18 document referenced in this subsection. For the 2023-2025 and
19 2025-2027 project appropriations, unless otherwise provided in this
20 act, the director of the office of financial management may provide
21 written authorization for a transfer of appropriation authority
22 between projects funded with transportation partnership account
23 appropriations, connecting Washington account appropriations, or move
24 ahead WA account appropriations to manage project spending and
25 efficiently deliver all projects in the respective program under the
26 following conditions and limitations:

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

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

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

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

37 (e) Transfers to a project may not occur if that project is a
38 programmatic funding item described in broad general terms on the

1 applicable project list without referencing a specific state route
2 number;

3 (f) Transfers may not be made while the legislature is in
4 session;

5 (g) Transfers to a project may not be made with funds designated
6 as attributable to practical design savings as described in RCW
7 47.01.480;

8 (h) The total amount of transfers under this section may not
9 exceed \$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~~)) March
20 10, 2026, in a manner consistent with past practices as specified in
21 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~~)) March 10, 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.

5 NEW SECTION. **Sec. 604.** A new section is added to 2025 c 416
6 (uncodified) to read as follows:

7 **CARBON EMISSIONS REDUCTION ACCOUNT APPROPRIATIONS AND TRANSFER PHASE**
8 **OUT**

9 It is the intent of the legislature in a future omnibus
10 transportation appropriations act to phase out the following:

11 (1) Appropriations from the carbon emissions reduction account—
12 state for the statewide school-based bicycle education grant program;
13 and

14 (2) Transfers from the carbon emissions reduction account—state
15 to the Puget Sound ferry operations account—state that offset the
16 fiscal impacts of the "Youth Zero-Fare" policy on Washington state
17 ferries.

(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 (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 for a vehicle flood relief
17 program under the state military department.

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 46.68.395 and 2025 c 416 s 712 are each amended to
2 read as follows:

3 (1) The connecting Washington account is created in the motor
4 vehicle (~~(account-[fund])~~) fund. Moneys in the account may be spent
5 only after appropriation. Expenditures from the account must be used
6 only for projects or improvements identified as connecting Washington
7 projects or improvements in a transportation appropriations act,
8 including any principal and interest on bonds authorized for the
9 projects or improvements.

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

13 (3) During the 2023-2025 and 2025-2027 fiscal biennia, the
14 legislature may direct the state treasurer to make transfers of
15 moneys in the connecting Washington account to the move ahead WA
16 account and the motor vehicle fund.

17 **Sec. 707.** RCW 47.28.030 and 2025 c 416 s 719 are each amended to
18 read as follows:

19 (1)(a) A state highway shall be constructed, altered, repaired,
20 or improved, and improvements located on property acquired for
21 right-of-way purposes may be repaired or renovated pending the use of
22 such right-of-way for highway purposes, by contract or state forces.
23 The work or portions thereof may be done by state forces when the
24 estimated costs thereof are less than \$50,000 and effective July 1,
25 2005, \$60,000.

26 (b) When delay of performance of such work would jeopardize a
27 state highway or constitute a danger to the traveling public, the
28 work may be done by state forces when the estimated cost thereof is
29 less than \$80,000 and effective July 1, 2005, \$100,000.

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

33 (d) To enable a larger number of small businesses and veteran,
34 minority, and women contractors to effectively compete for department
35 of transportation contracts, the department may adopt rules providing
36 for bids and award of contracts for the performance of work, or
37 furnishing equipment, materials, supplies, or operating services
38 whenever any work is to be performed and the engineer's estimate

1 indicates the cost of the work would not exceed \$80,000 and effective
2 July 1, 2005, \$100,000.

3 (2) The rules adopted under this section:

4 (a) Shall provide for competitive bids to the extent that
5 competitive sources are available except when delay of performance
6 would jeopardize life or property or inconvenience the traveling
7 public; and

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

14 (c) May establish prequalification standards and procedures as an
15 alternative to those set forth in RCW 47.28.070, but the
16 prequalification standards and procedures under RCW 47.28.070 shall
17 always be sufficient.

18 (3) The department of transportation shall comply with such goals
19 and rules as may be adopted by the office of minority and women's
20 business enterprises to implement chapter 39.19 RCW with respect to
21 contracts entered into under this chapter. The department may adopt
22 such rules as may be necessary to comply with the rules adopted by
23 the office of minority and women's business enterprises under chapter
24 39.19 RCW.

25 (4) (a) Work for less than \$100,000 may be performed on ferry
26 vessels and terminals by state forces. During the 2025-2027 fiscal
27 biennium, work for less than \$400,000 may be performed on ferry
28 vessels and terminals by state forces.

29 (b) When the estimated cost of work to be performed on ferry
30 vessels and terminals is between \$100,000 and \$200,000, or between
31 (~~(\$400,000)~~) \$500,000 and (~~(\$500,000)~~) \$750,000 during the 2025-2027
32 fiscal biennium, the department shall contact, by mail or email,
33 contractors that appear on the department's small works roster as
34 created pursuant to procedures in chapter 39.04 RCW to do specific
35 work the contractors are qualified to do to determine if any
36 contractor is interested and capable of doing the work. If there is a
37 response of interest within 72 hours, the small works roster
38 procedures commence. If no qualified contractors respond with
39 interest and availability to do the work, the department may use its
40 regular contracting procedures. If the secretary determines that the

1 work to be completed is an emergency, procedures governing
2 emergencies apply.

3 (c) The department shall hire a disinterested, third party to
4 conduct an independent analysis to identify methods of reducing out-
5 of-service times for vessel maintenance, preservation, and
6 improvement projects. The analysis must include options that consider
7 consolidating work while vessels are at shipyards by having state
8 forces perform services traditionally performed at Eagle Harbor at
9 the shipyard and decreasing the allowable time at shipyards. The
10 analysis must also compare the out-of-service vessel times of
11 performing services by state forces versus contracting out those
12 services which in turn must be used to form a recommendation as to
13 what the threshold of work performed on ferry vessels and terminals
14 by state forces should be. This analysis must be presented to the
15 transportation committees of the senate and house of representatives
16 by December 1, 2010.

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

21 (i) Improve the basis for budgeting vessel maintenance,
22 preservation, and improvement costs and for projecting those costs
23 into a 16-year financial plan;

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

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

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

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

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

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

1 (iv) A review of the department's vessel maintenance,
2 preservation, and improvement program contracting process and
3 contractual requirements;

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

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

9 (vii) Coordination with required United States coast guard dry
10 dockings;

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

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

16 **Sec. 708.** RCW 47.60.322 and 2025 c 417 s 402 are each amended to
17 read as follows:

18 (1) The capital vessel replacement account is created in the
19 motor vehicle (~~(account-[fund])~~) fund. All revenues generated from
20 the vessel replacement surcharges under RCW 47.60.315 (7) and (8),
21 and service fees collected by the department of licensing or county
22 auditor or other agent appointed by the director under RCW 46.17.040,
23 46.17.050, and 46.17.060, must be deposited into the account. Moneys
24 in the account may be spent only after appropriation. Expenditures
25 from the account may be used only for the construction or purchase of
26 ferry vessels and to pay the principal and interest on bonds
27 authorized for the construction or purchase of ferry vessels.

28 (2) The legislature may transfer from the capital vessel
29 replacement account to the connecting Washington account created
30 under RCW 46.68.395 such amounts as reflect the excess fund balance
31 of the capital vessel replacement account to be used for ferry
32 terminal construction and preservation.

33 (3) During the 2021-2023 and 2023-2025 fiscal biennia, the
34 legislature may direct the state treasurer to make transfers of
35 moneys in the capital vessel replacement account to the
36 transportation partnership account and the connecting Washington
37 account.

38 (4) During the 2025-2027 fiscal biennium, the legislature may
39 direct the state treasurer to make transfers of moneys in the capital

1 vessel replacement account to the Puget Sound capital construction
2 account.

(End of part)

Passed by the Senate March 12, 2026.

Passed by the House March 12, 2026.

Approved by the Governor March 31, 2026, with the exception of certain items that were vetoed.

Filed in Office of Secretary of State April 1, 2026.

Note: Governor's explanation of partial veto is as follows:

"I am returning herewith, without my approval as to Sections 208(30), 208(32), 215(13), and 310, page 119, lines 17-18, Engrossed Substitute Senate Bill No. 6005 entitled:

"AN ACT Relating to transportation fiscal matters."

Section 208(30), page 38, Department of Licensing, On-Site Auto Dealership Inspections

This section restricts \$4,050,000 from the current law Motor Vehicle Account—State appropriation so that it may be used only for oversight of auto dealers, including new work performing on-site inspections of vehicle dealerships. No additional appropriation has been provided for the Department of Licensing in the transportation budget to perform these inspections, meaning that this section would divert funding from crucial agency functions without the Legislature having identified a commensurate funding reduction to those functions. For this reason, I am vetoing Section 208(30).

Section 208(32), page 39, Department of Licensing, Parking Ticket Information

This section restricts \$300,000 from the current law Motor Vehicle Account—State appropriation so that it may be used only for improving parking ticket information provided as part of the vehicle registration renewal process. No additional appropriation has been provided for the Department of Licensing in the transportation budget to perform this work, meaning that this section would divert funding from crucial agency functions without the Legislature having identified a commensurate funding reduction to those functions. For this reason, I am vetoing Section 208(32). However, I am directing the Department of Licensing to utilize existing resources in an amount within its discretion to work toward the goals outlined in this proviso.

Section 215(13), page 57, Department of Transportation, Highway Maintenance

This section provides \$100,000 from the State Route Number 520 Corridor Account—State appropriation solely for the Department of Transportation to perform facility and landscape maintenance of the State Route Number 520 eastside lids and surrounding areas at Evergreen Point Road, 84th Avenue NE, and 92nd Avenue NE.

This section moves responsibility from local jurisdictions that typically perform this work to the department. As a result, it requires the department to shift limited state maintenance workforce and resources away from existing highway maintenance priorities, affecting the department's ability to address essential maintenance tasks including replacing safety guard rails, lane stripping, repairing potholes, and much more across the transportation system.

In addition, the language also requires maintenance of both the lids and "surrounding areas," which is undefined and could extend beyond

the transportation facility. For these reasons, I am vetoing Section 215(13).

Section 310, page 119, lines 17-18, Department of Transportation, Local Programs—Program Z—Capital—Motor Vehicle Account—State Appropriation

This section reduces the total Motor Vehicle Account—State appropriation in the Local Programs section, while a proviso in the section was not also reduced and therefore the proviso amount now exceeds the total available funds. Because the proviso was not reduced, sufficient funding is not available for the projects identified in the published legislative project list. For this reason, I am vetoing Section 310, page 119, lines 17-18.

For these reasons I have vetoed Sections 208(30), 208(32), 215(13), and 310, page 119, lines 17-18 of Engrossed Substitute Senate Bill No. 6005.

With the exception of Sections 208(30), 208(32), 215(13), and 310, page 119, lines 17-18, Engrossed Substitute Senate Bill No. 6005 is approved."

(End of Bill)

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