

HOUSE BILL 1226

State of Washington 69th Legislature 2025 Regular Session

By Representative Fey; by request of Office of Financial Management
Prefiled 01/09/25.

1 AN ACT Relating to transportation funding and appropriations;
2 amending RCW 46.68.510 and 43.43.386; amending 2024 c 310 ss 105,
3 106, 110, 201, 202, 205, 206, 207, 208, 209, 210, 211, 213, 214, 215,
4 216, 217, 218, 219, 220, 221, 222, 223, 224, 303, 304, 305, 306, 307,
5 308, 309, 401, 402, 403, 404, 405, 406, 501, 502, and 503
6 (uncodified); amending 2023 c 472 s 303 (uncodified); adding a new
7 section to 2024 c 310 (uncodified); making appropriations and
8 authorizing expenditures for capital improvements; and declaring an
9 emergency.

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

2023-2025 FISCAL BIENNIUM

GENERAL GOVERNMENT AGENCIES—OPERATING

13 Sec. 101. 2024 c 310 s 105 (uncodified) is amended to read as
14 follows:

15 FOR THE UNIVERSITY OF WASHINGTON

Table with 2 columns: Description and Amount. Rows include Motor Vehicle Account—State Appropriation (\$1,000,000), Multimodal Transportation Account—State Appropriation ((\$5,000,000)), and TOTAL APPROPRIATION ((\$6,000,000)).

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

(1) (~~(\$5,000,000)~~) \$2,700,000 of the multimodal transportation account—state appropriation is provided solely for the University of Washington's sidewalk inventory and accessibility mapping project to develop a public dataset under an open license and develop the tools needed to publish that data according to an open data specification. The project must include, but is not limited to, utilization of existing data sources, imagery, detailed surveys, and manually collected, detailed data for city streets, county rural and urban local access roads and collectors/arterials, state roads of all types, and roads owned by other entities. The project may draw on partially developed sidewalk data for all state facilities. To the extent practicable, the final product must be suitable for use by the department of transportation, local and regional agencies, tribal governments, and the general public. For the (~~(2023-2025 fiscal biennium)~~) first phase of work, the project will produce a base active transportation data layer for all counties, with priority given to counties with high proportions of overburdened communities. A project status report is due to the transportation committees of the legislature on December 1st of each year until the work is completed. The legislature intends that in the 2025-2027 fiscal biennium, \$5,000,000 of multimodal transportation account funds be provided to complete a second phase of work on the active transportation data.

(2) (a) \$1,000,000 of the motor vehicle account—state appropriation is provided solely for the Washington state transportation center to fund:

- (i) Intern programs with the department of transportation;
- (ii) A road scholars short-term training program; and
- (iii) Professional master's degree fellowships between the department of transportation and the University of Washington within a program in civil and environmental engineering.

(b) Of the amounts provided in this subsection, \$81,000 is provided solely for the center to consult with the board of registration for professional engineers and land surveyors to conduct a statewide survey and analysis assessing workforce shortages of civil engineers, civil engineering technicians, land surveyors, land

1 surveyor technicians, and related disciplines. The center shall
2 create a recommended action plan, with input from the legislative
3 transportation committees, to address engineering workforce shortages
4 and to meet the increased demand for services. The analysis and
5 recommended action plan must include, for civil engineers, civil
6 engineering technicians, land surveyors, land surveyor technicians,
7 and related disciplines, at a minimum:

8 (i) Opportunities to create diverse and equitable engineering
9 workforce;

10 (ii) Workforce data and gaps;

11 (iii) Current education pathways and licensure processes;

12 (iv) Current programs focused on workforce development and
13 position skill-up opportunities;

14 (v) Strategies to retain workforce within the state;

15 (vi) Outreach opportunities and interinstitutional partnerships
16 with middle schools, high schools, postsecondary institutions, and
17 postgraduate programs; and

18 (vii) Recommendations for additional scholarships, internship and
19 apprenticeship opportunities, undergraduate and graduate fellowship
20 opportunities, and industry partnership opportunities.

21 (c) The center shall provide a preliminary plan with proposed
22 actions, budgets, and outcomes to the transportation committees of
23 the legislature by November 2024. The center shall provide a final
24 action plan report with relevant recommendations to the
25 transportation committees of the legislature by December 31, 2024.

26 **Sec. 102.** 2024 c 310 s 106 (uncodified) is amended to read as
27 follows:

28 **FOR THE DEPARTMENT OF ENTERPRISE SERVICES**

29 Carbon Emissions Reduction Account—State

30 Appropriation. ((~~\$18,000,000~~))
31 \$6,000,000

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

34 (1) (a) \$6,000,000 of the carbon emissions reduction account—state
35 appropriation (~~(, and beginning January 1, 2025, \$12,000,000 of the~~
36 ~~carbon emissions reduction account state appropriation, are))~~ is
37 provided solely for zero emission electric vehicle supply equipment
38 infrastructure at facilities to accommodate charging station

1 installations. The electric vehicle charging equipment must be
2 coordinated with the state efficiency and environmental performance
3 program. The department must prioritize locations based on state
4 efficiency and environmental performance location priorities and
5 where zero emission fleet vehicles are located or are scheduled to be
6 purchased.

7 (b) The department must report when and where the equipment was
8 installed and the state agencies and facilities that benefit from the
9 installation of the charging station to the fiscal committees of the
10 legislature by June 30, 2025, with an interim report due January 2,
11 2024. The department shall collaborate with the interagency electric
12 vehicle coordinating council to implement this section and must work
13 to meet benchmarks established in chapter 182, Laws of 2022
14 (transportation resources).

15 (2) In carrying out this section, the department shall cooperate
16 and provide assistance, as requested, in the joint transportation
17 committee's development of program delivery evaluation tools and
18 methodologies provided under section 204, chapter 472, Laws of 2023
19 for programs that receive funding from the carbon emissions reduction
20 account.

21 (3) The department, with the assistance of designated staff in
22 the Washington state department of transportation, must register for
23 the clean fuels credit program and start tracking revenue generation
24 pursuant to chapter 70A.535 RCW for investments funded in an omnibus
25 transportation appropriations act.

26 (4) The department must provide a report to the transportation
27 committees of the legislature that estimates current biennial and
28 future carbon reduction impacts resulting from zero-emission electric
29 vehicles and supply equipment infrastructure funded in this section
30 by June 30, 2025.

31 **Sec. 103.** 2024 c 310 s 110 (uncodified) is amended to read as
32 follows:

33 **FOR THE EVERGREEN STATE COLLEGE**
34 Aeronautics Account—State Appropriation. ((~~\$188,000~~))
35 \$94,000

36 The appropriation in this section is subject to the following
37 conditions and limitations: ((~~\$188,000~~)) \$94,000 of the aeronautics

1 account—state appropriation is provided solely for the Washington
2 state institute for public policy to:

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

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

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

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

(End of part)

TRANSPORTATION AGENCIES—OPERATING

Sec. 201. 2024 c 310 s 201 (uncodified) is amended to read as follows:

FOR THE WASHINGTON TRAFFIC SAFETY COMMISSION

Highway Safety Account—State Appropriation.	\$7,842,000
Highway Safety Account—Federal Appropriation.	(\$35,745,000)
	<u>\$39,745,000</u>
Highway Safety Account—Private/Local Appropriation.	\$60,000
Cooper Jones Active Transportation Safety Account—	
State Appropriation.	\$836,000
School Zone Safety Account—State Appropriation.	\$850,000
TOTAL APPROPRIATION.	(\$45,333,000)
	<u>\$49,333,000</u>

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

(1) Within existing resources, the commission must examine national safety reports and recommendations on alcohol and drug impaired driving and report to the transportation committees of the legislature, by December 15, 2023, any recommendations for legislative or policy changes to improve traffic safety in Washington state.

(2) (a) \$235,500 of the Cooper Jones active transportation safety account—state appropriation is provided solely for the commission to conduct research pertaining to the issue of street lighting and safety, including a public input component and learning from counties, cities, the state, and other impacted entities. Research may include the following:

(i) Interviewing additional local and regional roads departments, water-sewer districts, and other utility services to gather a holistic data set or further input on which authority assumes primary responsibility for street illumination in various underserved areas throughout the state;

(ii) Systematically soliciting information from communities with poor street illumination and lighting to gather input as to whether this is an issue the community would like to see improved;

(iii) Conferring with regional and state-level police, fire, and emergency medical services to assess and document potential delays in emergency response times due to poor street illumination;

1 (iv) Further assessing the impact of using LED lights in roadway
2 and pedestrian scale lighting in reducing carbon emissions and light
3 pollution throughout the United States; and

4 (v) Subject to more in-depth findings, convening a meeting with
5 appropriate state, regional, and local stakeholders and community
6 partners.

7 (b) The commission must report research results and provide any
8 recommendations for legislative or policy action to the
9 transportation committees of the legislature by January 1, 2025.

10 (3) Within existing resources, the commission, through the Cooper
11 Jones active transportation safety council, must prioritize the
12 review of pedestrian, bicyclist, or nonmotorist fatality and serious
13 injury review when the victim is a member of a federally recognized
14 tribe. Consistent with RCW 43.59.156(5), the commission may recommend
15 any policy or legislative changes to improve traffic safety for
16 tribes through such review.

17 (4) Within existing resources, the commission must review and
18 report to the transportation committees of the legislature, by
19 December 15, 2023, on strategies and technologies used in other
20 states to prevent and respond to wrong-way driving crashes.

21 (5) (a) The Washington traffic safety commission shall coordinate
22 with each city that implements a pilot program as authorized in RCW
23 46.63.170(6) to provide the transportation committees of the
24 legislature with the following information by June 30, 2025:

25 (i) The number of warnings and infractions issued to first-time
26 violators under the pilot program;

27 (ii) The number of warnings and infractions issued to the
28 registered owners of vehicles that are not registered with an address
29 located in the city conducting the pilot program; and

30 (iii) The frequency with which warnings and infractions are
31 issued on weekdays versus weekend days.

32 (b) If chapter 307, Laws of 2024 is enacted by June 30, 2024, the
33 requirement in this subsection lapses.

34 (6) \$50,000 of the highway safety account—state appropriation is
35 provided solely for the implementation of chapter 471, Laws of 2023
36 (negligent driving). If chapter 471, Laws of 2023 is not enacted by
37 June 30, 2023, the amount provided in this subsection lapses.

38 (7) The Washington traffic safety commission may oversee a pilot
39 program in up to three cities implementing the use of automated

1 vehicle noise enforcement cameras in zones that have been designated
2 by ordinance as "Stay Out of Areas of Racing."

3 (a) Any programs authorized by the commission must be authorized
4 by December 31, 2024.

5 (b) If a city has established an authorized automated vehicle
6 noise enforcement camera pilot program under this section, the
7 compensation paid to the manufacturer or vendor of the equipment used
8 must be based upon the value of the equipment and services provided
9 or rendered in support of the system.

10 (c) Any city administering a pilot program overseen by the
11 traffic safety commission shall use the following guidelines to
12 administer the program:

13 (i) Automated vehicle noise enforcement camera may record
14 photographs or audio of the vehicle and vehicle license plate only
15 while a violation is occurring. The picture must not reveal the face
16 of the driver or of passengers in the vehicle;

17 (ii) The law enforcement agency of the city or county government
18 shall install two signs facing opposite directions within 200 feet,
19 or otherwise consistent with the uniform manual on traffic control
20 devices, where the automated vehicle noise enforcement camera is used
21 that state "Street Racing Noise Pilot Program in Progress";

22 (iii) Cities testing the use of automated vehicle noise
23 enforcement cameras must post information on the city website and
24 notify local media outlets indicating the zones in which the
25 automated vehicle noise enforcement cameras will be used;

26 (iv) A city may only issue a warning notice with no penalty for a
27 violation detected by automated vehicle noise enforcement cameras in
28 a Stay Out of Areas of Racing zone. Warning notices must be mailed to
29 the registered owner of a vehicle within 14 days of the detected
30 violation;

31 (v) A violation detected through the use of automated vehicle
32 noise enforcement cameras is not part of the registered owner's
33 driving record under RCW 46.52.101 and 46.52.120;

34 (vi) Notwithstanding any other provision of law, all photographs,
35 videos, microphotographs, audio recordings, or electronic images
36 prepared under this subsection (7) are for the exclusive use of law
37 enforcement in the discharge of duties under this section and are not
38 open to the public and may not be used in a court in a pending action
39 or proceeding. No photograph, microphotograph, audio recording, or
40 electronic image may be used for any purpose other than the issuance

1 of warnings for violations under this section or retained longer than
2 necessary to issue a warning notice as required under this subsection
3 (7); and

4 (vii) By June 30, 2025, the participating cities shall provide a
5 report to the commission and appropriate committees of the
6 legislature regarding the use, public acceptance, outcomes, warnings
7 issued, data retention and use, and other relevant issues regarding
8 automated vehicle noise enforcement cameras demonstrated by the pilot
9 projects.

10 (8) \$200,000 of the Cooper Jones active transportation safety
11 account—state appropriation is provided solely for the commission, in
12 consultation with the Cooper Jones active transportation safety
13 council, to research and develop a pilot program for the use of light
14 meters by law enforcement to measure lighting levels at locations
15 where a serious injury or fatality involving a vehicle has occurred.
16 However, the funds must be held in unallotted status until the
17 commission submits a spending plan for the pilot program to the
18 transportation committees of the legislature and the office of the
19 governor.

20 (9) \$300,000 of the highway safety account—state appropriation is
21 provided solely for the commission to purchase telematics data from a
22 qualified vendor that provides anonymized information on vehicle
23 speeds and driver behaviors, such as hard braking, on a statewide
24 basis and in selected geographical areas based upon demographic
25 characteristics and crash history. The commission must provide an
26 annual report summarizing findings from the telematics data to the
27 transportation committees of the legislature beginning by June 30,
28 2025, and until June 30, 2027.

29 (10) \$750,000 of the highway safety account—state appropriation
30 is provided solely for a pilot program for dedicated probation or
31 compliance officers at the local level to improve compliance with
32 ignition interlock device installation requirements associated with
33 impaired driving offenses. The commission must select locations based
34 on an assessment of ignition interlock device compliance rates, and
35 the willingness and ability to have staff dedicated to this activity.
36 By June 30, 2025, the commission must provide to the transportation
37 committees of the legislature a status report on the specific
38 locations selected and any outcome information.

1 (11) \$1,000,000 of the highway safety account—state appropriation
2 is provided solely to implement a multifaceted approach to supplement
3 existing funding targeted at impaired driving and other enforcement.
4 The areas of emphasis expected to be funded include additional high
5 visibility enforcement and indigenous knowledge-informed tribal
6 traffic safety support. Funding is also provided for the commission
7 to administer and provide oversight of these activities. The
8 commission must provide a preliminary report to the transportation
9 committees of the legislature on these funded activities and any
10 outcome information by December 1, 2025, with a final report due by
11 December 1, 2026.

12 **Sec. 202.** 2024 c 310 s 202 (uncodified) is amended to read as
13 follows:

14 **FOR THE COUNTY ROAD ADMINISTRATION BOARD**

15 Rural Arterial Trust Account—State Appropriation.	\$1,615,000
16 Motor Vehicle Account—State Appropriation.	(\$3,524,000)
17	<u>\$3,553,000</u>
18 County Arterial Preservation Account—State	
19 Appropriation.	\$1,839,000
20 TOTAL APPROPRIATION.	(\$6,978,000)
21	<u>\$7,007,000</u>

22 The appropriations in this section are subject to the following
23 conditions and limitations: Within appropriated funds, the county
24 road administration board may opt in as provided under RCW 70A.02.030
25 to assume all of the substantive and procedural requirements of
26 covered agencies under chapter 70A.02 RCW. The board shall include in
27 its 2023 and 2024 annual reports to the legislature a progress report
28 on opting into the healthy environment for all act and a status
29 report on diversity, equity, and inclusion within the board's
30 jurisdiction.

31 **Sec. 203.** 2024 c 310 s 205 (uncodified) is amended to read as
32 follows:

33 **FOR THE TRANSPORTATION COMMISSION**

34 Motor Vehicle Account—State Appropriation.	(\$3,289,000)
35	<u>\$3,275,000</u>
36 Interstate 405 and State Route Number 167 Express	
37 Toll Lanes Account—State Appropriation.	\$150,000

1	Multimodal Transportation Account—State	
2	Appropriation.	((\$200,000))
3		<u>\$185,000</u>
4	State Route Number 520 Corridor Account—State	
5	Appropriation.	\$288,000
6	Tacoma Narrows Toll Bridge Account—State	
7	Appropriation.	\$179,000
8	Alaskan Way Viaduct Replacement Project Account—	
9	State Appropriation.	\$167,000
10	TOTAL APPROPRIATION.	((\$4,273,000))
11		<u>\$4,244,000</u>

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

14 (1) ((~~\$125,000~~)) \$110,000 of the multimodal transportation
15 account—state appropriation and ((~~\$125,000~~)) \$111,000 of the motor
16 vehicle account—state appropriation are provided solely for the
17 commission to update the statewide transportation plan required under
18 RCW 47.01.071(4). The update process must be informed by guidance
19 from a steering committee comprised of the commission, the joint
20 transportation committee's executive committee, the governor's
21 office, the secretary of the department of transportation, and
22 representatives of metropolitan and regional transportation planning
23 organizations. As part of the update process, the commission shall
24 undertake specific actions in the following order:

25 (a) Conduct stakeholder outreach, gathering input, and framing
26 the outreach around the current plan's policy construct and high
27 level priorities, the 2022 transportation revenue package, and
28 recently enacted significant policy legislation;

29 (b) Report outreach findings and results to the joint
30 transportation committee for review and input;

31 (c) Restructure the plan to (i) primarily focus on high level
32 policy priorities within the six transportation policy goals under
33 RCW 47.04.280 and (ii) align policies, strategies, and objectives
34 with the interests of stakeholders and legislators;

35 (d) Gather further input from stakeholders and the joint
36 transportation committee on the restructured plan's format and
37 content; and

38 (e) Finalize the updated plan, based upon input from stakeholders
39 and the joint transportation committee.

1 (2) The legislature finds that the current balance of and
2 projected revenues into the Alaskan Way viaduct replacement project
3 account are sufficient to meet financial obligations during fiscal
4 years 2024 and 2025.

5 (3) Within the parameters established under RCW 47.56.880, the
6 commission shall review toll revenue performance on the Interstate
7 405 and state route number 167 corridor and adjust Interstate 405
8 tolls as appropriate to increase toll revenue to provide sufficient
9 funds for payments of future debt pursuant to RCW 47.10.896 and to
10 support improvements to the corridor. The commission shall consider
11 adjusting maximum toll rates, minimum toll rates, and time-of-day
12 rates, and restricting direct access ramps to transit and HOV
13 vehicles only, or any combination thereof, in setting tolls to
14 increase toll revenue. The commission is encouraged to make any
15 adjustments to toll rates in coordination with the planned expansion
16 of express toll lanes between the cities of Renton and Bellevue.

17 (4) \$500,000 of the motor vehicle account—state appropriation is
18 provided solely for the commission to conduct a route jurisdiction
19 study aimed at assessing the current state highway inventory and
20 local roadway designations to determine if changes are needed in
21 jurisdictional assignment between the state, county, and city road
22 systems. The study must also review current criteria used to define
23 the state highway system to determine if such criteria continue to be
24 applicable. The commission shall submit a report of study findings
25 and recommendations to the transportation committees of the
26 legislature by July 1, 2025.

27 (5) The commission may coordinate with the department of
28 transportation to jointly seek federal funds available through the
29 federal strategic innovations in revenue collection grant program,
30 applying toll credits for meeting match requirements. The commission
31 must provide draft applications for federal grant opportunities to
32 the chairs and ranking members of the transportation committees of
33 the legislature for review and comment prior to submission.

34 (6) The transportation commission shall conduct an assessment
35 aimed at identifying approaches to streamlining the current rule-
36 making process for setting toll rates and policies for eligible toll
37 facilities, while maintaining public access and providing
38 opportunities to provide input on proposals. The intent of the
39 assessment is to identify rule-making approaches that support the
40 state's ability to set toll rates and policies in a timely and

1 efficient manner, so that the state can meet anticipated funding
2 obligations. This assessment should include a review of rate-setting
3 processes used by toll authorities in other states. The
4 transportation commission shall provide recommendations to the
5 transportation committees of the legislature by July 31, 2024.

6 (7) The commission shall provide regular updates on the status of
7 ongoing coordination with the state of Oregon on any bistate
8 agreements regarding the mutual or joint setting, adjustment, and
9 review of toll rates and exemptions. Prior to finalizing any such
10 agreement, the commission shall provide a draft of the agreement to
11 the transportation committees of the legislature for review and
12 input. Additionally, the commission shall advise on the status of any
13 bistate agreements to the joint transportation committee beginning in
14 September 2023 and quarterly thereafter until any agreements are
15 finalized.

16 (8) \$200,000 of the motor vehicle account—state appropriation is
17 provided solely for the commission to carry out a study assessing
18 approaches to increasing safety and compliance of high occupancy
19 vehicle lanes, express toll lanes, tolled facilities, and
20 construction zones, facilitated by advanced technologies.

21 (a) The approaches assessed must, at a minimum, focus on advanced
22 roadside technologies that: Are able to operate independently without
23 connection to the department of transportation's existing
24 communication systems and utilities; have a limited physical
25 footprint that does not use over-roadway infrastructure; and have a
26 95 percent or greater license plate reading accuracy.

27 (b) The study must review current laws, including assessing
28 underlying policies related to prohibitions on program cost coverage
29 coming from infraction or other revenues generated by advanced
30 technology systems, and identify provisions needed to enable a future
31 technology-based safety and compliance program.

32 (c) The commission shall submit an interim report to the
33 transportation committees of the legislature by January 10, 2024,
34 that, at a minimum, provides an initial assessment of the viability
35 of deploying a system into operation. A final report of findings and
36 recommendations must be submitted to the transportation committees of
37 the legislature by June 30, 2024.

38 (9) \$75,000 of the multimodal transportation account—state
39 appropriation is provided solely for the commission to carry out an
40 initial assessment and scoping effort to determine the feasibility of

1 creating a future west coast transportation network plan. This plan
2 would serve to proactively identify and coordinate improvements and
3 investments across the west coast states to freight rail, passenger
4 rail, highways, and air transportation. The intent for the plan is to
5 leverage and align west coast efforts to reduce our collective carbon
6 footprint, improve freight and passenger mobility, and strengthen
7 west coast resiliency. This effort must be carried out in partnership
8 with the Oregon and California transportation commissions and the
9 state department of transportations from each state, and must
10 consider, but not be limited to:

11 (a) Current state activities, investments, and plans that support
12 the establishment of clean transportation in the air, on the
13 highways, and on rail lines moving freight and passengers;

14 (b) Currently identified resiliency risks along the west coast
15 and existing strategic plans and investments that could inform a
16 future west coast unified plan; and

17 (c) Incorporation of work from the statewide transportation
18 policy plan.

19 (10) \$250,000 of the motor vehicle account—state appropriation is
20 provided solely for the commission to carry out engagement with
21 Washington stakeholders on the results of the recently completed
22 Forward Drive research program to inform next steps on road usage
23 charging. The commission must submit a report of findings and
24 recommendations to the transportation committees of the legislature
25 by December 1, 2024.

26 **Sec. 204.** 2024 c 310 s 206 (uncodified) is amended to read as
27 follows:

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

29 Multimodal Transportation Account—State

30 Appropriation.	\$400,000
31 Freight Mobility Investment Account—State	
32 Appropriation.	\$1,595,000
33 TOTAL APPROPRIATION.	\$1,995,000

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

36 (1) Within appropriated funds, the freight mobility strategic
37 investment board may opt in as provided under RCW 70A.02.030 to
38 assume all of the substantive and procedural requirements of covered

1 agencies under chapter 70A.02 RCW. The board shall include in its
2 2023 and 2024 annual reports to the legislature a progress report on
3 opting into the healthy environment for all act and a status report
4 on diversity, equity, and inclusion within the board's jurisdiction.

5 (2) The board shall on an annual basis provide a status update on
6 project delivery, including information on project timeline, cost,
7 and budgeted cash flow over time to the office of financial
8 management and the transportation committees of the legislature on
9 the delivery of the freight mobility strategic investment projects on
10 (~~LEAP Transportation Document 2024-2 ALL PROJECTS, as developed on~~
11 ~~March 6, 2024~~) OFM Transportation Document 2025-1: Proposed
12 Transportation Project List as developed December 17, 2024.

13 (3) \$731,000 of the freight mobility investment account—state
14 appropriation is provided solely for the implementation of chapter
15 167, Laws of 2023 (freight mobility priorities). If chapter 167, Laws
16 of 2023 is not enacted by June 30, 2023, the amount provided in this
17 subsection lapses.

18 (4) \$400,000 of the multimodal transportation account—state
19 appropriation is provided solely for the board, in consultation with
20 the department of transportation, to develop an implementation plan
21 for specific truck parking solutions. It is the intent of the
22 legislature for the board to identify specific sites to increase
23 truck parking capacity in the near term, as well as to recommend
24 other steps that can be taken in the 2024 and 2025 legislative
25 sessions to increase truck parking capacity. The board must provide a
26 status report that includes funding recommendations for the 2024
27 legislative session to the transportation committees of the
28 legislature by December 1, 2023, and a final report that includes
29 detailed findings on additional specific sites and specific actions
30 recommended to expand truck parking capacity in the near term to the
31 transportation committees of the legislature by December 1, 2024.

32 **Sec. 205.** 2024 c 310 s 207 (uncodified) is amended to read as
33 follows:

34 **FOR THE WASHINGTON STATE PATROL**

35 Alaskan Way Viaduct Replacement Project Account—
36 State Appropriation. \$43,000
37 State Patrol Highway Account—State Appropriation. ~~(\$629,476,000)~~
38 \$632,716,000

1	State Patrol Highway Account—Federal Appropriation. . . .	\$19,360,000
2	State Patrol Highway Account—Private/Local	
3	Appropriation.	\$4,594,000
4	Highway Safety Account—State Appropriation.	(\$1,736,000)
5		<u>\$3,501,000</u>
6	Ignition Interlock Device Revolving Account—State	
7	Appropriation.	\$2,208,000
8	Multimodal Transportation Account—State	
9	Appropriation.	\$316,000
10	State Route Number 520 Corridor Account—State	
11	Appropriation.	\$89,000
12	Tacoma Narrows Toll Bridge Account—State	
13	Appropriation.	\$275,000
14	I-405 and SR 167 Express Toll Lanes Account—State	
15	Appropriation.	\$2,895,000
16	TOTAL APPROPRIATION.	(\$660,992,000)
17		<u>\$665,997,000</u>

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

20 (1) \$580,000 of the state patrol highway account—state
21 appropriation is provided solely for the operation of and
22 administrative support to the license investigation unit to enforce
23 vehicle registration laws in southwestern Washington. The Washington
24 state patrol, in consultation with the department of revenue, shall
25 maintain a running estimate of the additional vehicle registration
26 fees, sales and use taxes, and local vehicle fees remitted to the
27 state pursuant to activity conducted by the license investigation
28 unit. Beginning October 1, 2023, and semiannually thereafter, the
29 Washington state patrol shall submit a report detailing the
30 additional revenue amounts generated since July 1, 2023, to the
31 director of the office of financial management and the transportation
32 committees of the legislature. At the end of the fiscal quarter in
33 which it is estimated that more than \$625,000 in state sales and use
34 taxes have been remitted to the state since July 1, 2023, the
35 Washington state patrol shall notify the state treasurer and the
36 state treasurer shall transfer funds pursuant to section 406, chapter
37 472, Laws of 2023.

38 (2) Washington state patrol officers engaged in off-duty
39 uniformed employment providing traffic control services to the

1 department of transportation or other state agencies may use state
2 patrol vehicles for the purpose of that employment, subject to
3 guidelines adopted by the chief of the Washington state patrol. The
4 Washington state patrol must be reimbursed for the use of the vehicle
5 at the prevailing state employee rate for mileage and hours of usage,
6 subject to guidelines developed by the chief of the Washington state
7 patrol.

8 (3) (a) By December 1st of each year during the 2023-2025 fiscal
9 biennium, the Washington state patrol must report to the
10 transportation committees of the legislature on the status of
11 recruitment and retention activities as follows:

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

13 (ii) The number of transportation funded staff vacancies by major
14 category;

15 (iii) The number of applicants for each of the positions by these
16 categories;

17 (iv) The composition of workforce;

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

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

25 (b) During the 2023-2025 fiscal biennium, the office of financial
26 management, with assistance of the Washington state patrol, must
27 conduct two surveys regarding the competitiveness with law
28 enforcement agencies within the boundaries of the state of Washington
29 pursuant to RCW 43.43.380, with the first survey being informational
30 regarding the change since the last survey was conducted and the
31 second survey used as part of the collective bargaining process.
32 Prior to the 2024 legislative session, the office of financial
33 management, with assistance of the Washington state patrol, must also
34 provide comparison information regarding recruitment bonus amounts
35 currently being offered by local law enforcement agencies in the
36 state.

37 (4) (a) \$6,575,000 of the state patrol highway account—state
38 appropriation is provided solely for the land mobile radio system
39 replacement, upgrade, and other related activities.

1 (b) Beginning January 1, 2024, the Washington state patrol must
2 report semiannually to the office of the chief information officer on
3 the progress related to the projects and activities associated with
4 the land mobile radio system, including the governance structure,
5 outcomes achieved in the prior six-month time period, and how the
6 activities are being managed holistically as recommended by the
7 office of the chief information officer. At the time of submittal to
8 the office of the chief information officer, the report must be
9 transmitted to the office of financial management and the
10 transportation committees of the legislature.

11 (5) \$2,688,000 of the state patrol highway account—state
12 appropriation is provided solely for enhancing the state patrol's
13 diversity, equity, and inclusion program, a community engagement
14 program to improve relationships with historically underrepresented
15 communities and to recruit and retain a diverse workforce, and
16 contracting with an external psychologist to perform exams. The state
17 patrol will work with the governor's office of equity and meet all
18 reporting requirements and responsibilities pursuant to RCW
19 43.06D.060. Funds provided for the community engagement program must
20 ensure engagement with communities throughout the state.

21 (6) (a) \$10,000 of the state patrol highway account—state
22 appropriation is provided solely for the Washington state patrol to
23 administer a pilot program that implements a yellow alert system
24 notifying the public when a hit-and-run accident resulting in a
25 fatality or substantial bodily harm has occurred and been reported to
26 the state patrol or other local law enforcement entity. The
27 Washington state patrol must post on traffic message boards or share
28 on public communication systems any identifying information acquired
29 including, but not limited to, a complete or partial license plate
30 number or a description of the vehicle. Each alert must be posted or
31 shared as such for at least 24 hours.

32 (b) The Washington state patrol must report the following to the
33 transportation committees of the legislature annually until June 30,
34 2025:

35 (i) The number of yellow alerts received;

36 (ii) The number of arrests made from accidents reported on the
37 yellow alert system;

38 (iii) The number of hit-and-run accidents resulting in a fatality
39 or substantial bodily harm statewide;

1 (iv) The number of arrests made from accidents described under
2 (b)(iii) of this subsection; and

3 (v) The number of hit-and-run accidents reported statewide.

4 (c) The Washington state patrol must also report on the efficacy
5 of the program and recommend in its final report if the pilot program
6 should continue or be enacted on a permanent basis and implemented
7 statewide, based on the results of the report.

8 (7) (a) (~~(\$2,243,000)~~) \$2,989,000 of the state patrol highway
9 account—state appropriation is provided solely for administrative
10 costs, advertising, outreach, and bonus payments associated with
11 developing and implementing a state trooper expedited recruitment
12 incentive program for the purpose of recruiting and filling vacant
13 trooper positions in the 2023-2025 fiscal biennium. The legislature
14 is committed to continuing the state trooper expedited recruitment
15 incentive program until the vacancy levels are significantly reduced
16 from current levels. The recruitment, advertising, and outreach
17 associated with this program must continue efforts to create a more
18 diverse workforce and must also provide an accelerated pathway for
19 joining the state patrol for high quality individuals who have
20 previously been employed as a general authority peace officer.

21 (b) The state trooper expedited recruitment incentive program
22 established by the Washington state patrol must include:

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

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

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

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

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

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

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

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

5 (c) The expenditure on the state trooper expedited recruitment
6 incentive program is contingent upon execution of an appropriate
7 memorandum of understanding between the governor or the governor's
8 designee and the exclusive bargaining representative, consistent with
9 the terms of this section. Expenditures and eligibility for the state
10 trooper expedited recruitment incentive program established in this
11 section are subject to the availability of amounts appropriated for
12 this specific purpose.

13 (d) For the purposes of this subsection:

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

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

20 (8) \$3,896,000 of the state patrol highway account—state
21 appropriation (~~is~~) and \$1,765,000 of the highway safety account—
22 state appropriation are provided solely for implementation of chapter
23 17, Laws of 2023 (speed safety cameras). If chapter 17, Laws of 2023
24 is not enacted by June 30, 2023, the amount provided in this
25 subsection lapses.

26 (9) \$500,000 of the state patrol highway account—state
27 appropriation is provided solely for bonuses and other recruitment
28 and retention-related compensation adjustments for communication
29 officers and other noncommissioned staff of the Washington state
30 patrol who are covered by a collective bargaining agreement. Funding
31 in this subsection must first be used for targeted adjustments for
32 communication officers. Remaining amounts may be used for
33 compensation adjustments for other noncommissioned staff. Funding
34 provided in this subsection is contingent upon the governor or the
35 governor's designee reaching an appropriate memorandum of
36 understanding with the exclusive bargaining representative.
37 Agreements reached for compensation adjustments under this section
38 may not exceed the amounts provided. If any agreement or combination

1 of agreements exceed the amount provided in this subsection, all the
2 agreements are subject to the requirements of RCW 41.80.010(3).

3 (10) \$3,226,000 of the state patrol highway account—state
4 appropriation is provided solely for two accelerated training
5 programs for lateral hires. It is the intent of the legislature that
6 the second accelerated training program for lateral hires offered in
7 fiscal year 2025 achieves at least 40 qualified graduates based on
8 the Washington state patrol aggressively recruiting, advertising
9 bonus policies, and taking other steps to achieve this outcome.

10 (11) \$98,000 of the state patrol highway account—state
11 appropriation is provided solely for the implementation of chapter
12 26, Laws of 2023 (nonconviction data). If chapter 26, Laws of 2023 is
13 not enacted by June 30, 2023, the amount provided in this subsection
14 lapses.

15 (12) \$76,000 of the state patrol highway account—state
16 appropriation is provided solely for the implementation of chapter
17 471, Laws of 2023 (negligent driving). If chapter 471, Laws of 2023
18 is not enacted by June 30, 2023, the amount provided in this
19 subsection lapses.

20 (13) \$107,000 of the state patrol highway account—state
21 appropriation is provided solely for the implementation of chapter
22 462, Laws of 2023 (domestic violence). If chapter 462, Laws of 2023
23 is not enacted by June 30, 2023, the amount provided in this
24 subsection lapses.

25 (14) By December 1, 2024, the Washington state patrol must
26 provide a report to the governor and appropriate committees of the
27 legislature on the status of *McClain v. Washington State Patrol* and
28 an update on legal expenses associated with the case.

29 (15) \$32,000 of the state patrol highway account—state
30 appropriation is provided solely for the implementation of chapter
31 283, Laws of 2023 (illegal racing). If chapter 283, Laws of 2023 is
32 not enacted by June 30, 2023, the amount provided in this subsection
33 lapses.

34 (16) \$5,905,000 of the state patrol highway account—state
35 appropriation is provided solely for a third arming and third trooper
36 basic training class. The cadet class is expected to graduate in June
37 2025.

38 (17) \$2,381,000 of the state patrol highway account—state
39 appropriation is provided solely for the Washington state patrol to

1 implement the provisions of the settlement agreement under *Washington*
2 *State Patrol Troopers Association v. Washington State Patrol*, Public
3 Employment Relations Commission Case No. 134557-U-21.

4 (18) \$2,307,000 of the state patrol highway account—state
5 appropriation is provided solely for the migration of the agency's
6 active directory into the state enterprise active directory.

7 (19) \$250,000 of the state patrol highway account—state
8 appropriation is provided solely to expand the activities of the
9 license investigation unit to King county on a pilot basis beyond the
10 unit's current activities in southwestern Washington. By February 15,
11 2025, the Washington state patrol must provide a status report on the
12 pilot implementation.

13 (20) (~~(\$2,222,000)~~) \$2,640,000 of the state patrol highway
14 account—state appropriation is provided solely for the first planned
15 replacement of an aging Cessna aircraft and infrared camera, and
16 \$100,000 of the state patrol highway account—state appropriation is
17 provided solely for the downpayment and related costs of the second
18 planned replacement of another aging Cessna aircraft. It is the
19 intent of the legislature to fund the second planned Cessna
20 replacement without financing the acquisition as soon as the aircraft
21 can be received in the 2025-2027 fiscal biennium, and therefore, the
22 Washington state patrol may take the necessary steps to ensure
23 delivery of the aircraft as soon as possible in the 2025-2027 fiscal
24 biennium.

25 (21) \$300,000 of the state patrol highway account—state
26 appropriation is provided solely for individual gun safes for
27 troopers and other staff to allow the safe storage of firearms used
28 in the performance of their duties.

29 (22) \$35,000 of the state patrol highway account—state
30 appropriation is provided solely for implementation of chapter 207,
31 Laws of 2024 (tribal warrants). If chapter 207, Laws of 2024 is not
32 enacted by June 30, 2024, the amount provided in this subsection
33 lapses.

34 (23) \$250,000 of the ignition interlock device revolving account—
35 state appropriation is provided solely to improve compliance with
36 ignition interlock device requirements associated with impaired
37 driving offenses. By June 30, 2025, the Washington state patrol must
38 provide a report detailing the staff hired, the activities

1 undertaken, and outcome information associated with improving
2 ignition interlock device compliance rates.

3 (24) \$691,000 of the state patrol highway account—state
4 appropriation is provided solely for the implementation of chapter
5 237, Laws of 2024 (state patrol longevity bonus). If chapter 237,
6 Laws of 2024 is not enacted by June 30, 2024, the amount provided in
7 this subsection lapses.

8 (25) \$46,000 of the state patrol highway account—state
9 appropriation is provided solely for the implementation of chapter
10 301, Laws of 2024 (catalytic converters). If chapter 301, Laws of
11 2024 is not enacted by June 30, 2024, the amount provided in this
12 subsection lapses.

13 **Sec. 206.** 2024 c 310 s 208 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF LICENSING**

16	Driver Licensing Technology Support Account—State	
17	Appropriation.	((\$1,743,000))
18		<u>\$1,740,000</u>
19	Marine Fuel Tax Refund Account—State Appropriation.	\$34,000
20	Motorcycle Safety Education Account—State	
21	Appropriation.	((\$5,319,000))
22		<u>\$5,292,000</u>
23	Limited Fish and Wildlife Account—State	
24	Appropriation.	((\$768,000))
25		<u>\$632,000</u>
26	Highway Safety Account—State Appropriation.	((\$283,109,000))
27		<u>\$287,866,000</u>
28	Highway Safety Account—Federal Appropriation.	\$2,371,000
29	Motor Vehicle Account—State Appropriation.	((\$101,823,000))
30		<u>\$101,276,000</u>
31	Motor Vehicle Account—Private/Local Appropriation.	\$1,336,000
32	Ignition Interlock Device Revolving Account—State	
33	Appropriation.	((\$6,415,000))
34		<u>\$6,509,000</u>
35	Department of Licensing Services Account—State	
36	Appropriation.	((\$9,150,000))
37		<u>\$8,810,000</u>
38	License Plate Technology Account—State Appropriation.	\$4,398,000

1	Abandoned Recreational Vehicle Account—State	
2	Appropriation.	((\$3,091,000))
3		<u>\$4,591,000</u>
4	Limousine Carriers Account—State Appropriation.	((\$126,000))
5		<u>\$134,000</u>
6	Electric Vehicle Account—State Appropriation.	\$443,000
7	DOL Technology Improvement & Data Management	
8	Account—State Appropriation.	\$943,000
9	Agency Financial Transaction Account—State	
10	Appropriation.	((\$16,998,000))
11		<u>\$16,430,000</u>
12	Move Ahead WA Flexible Account—State Appropriation.	((\$2,096,000))
13		<u>\$1,779,000</u>
14	TOTAL APPROPRIATION.	((\$440,163,000))
15		<u>\$444,584,000</u>

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

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

25 (a) The cost for a youth in foster care of any eligible age to
26 complete a driver training education course, as outlined in chapter
27 46.82 or 28A.220 RCW;

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

30 (c) The costs of roadside assistance, motor vehicle insurance
31 deductibles, motor vehicle registration fees, towing services, car
32 maintenance, comprehensive car insurance, and gas cards; and

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

35 (2) \$150,000 of the highway safety account—state appropriation is
36 provided solely for the department to conduct a study on the
37 feasibility of implementing a mobile application for driver
38 licensing. The department must submit a report of the study findings

1 and any recommendations to the governor and the transportation
2 committees of the legislature by December 1, 2024. The study must:

3 (a) Review the adoption actions in other states, including
4 successes and lessons learned;

5 (b) Examine existing technical infrastructure and potential
6 changes needed to maximize interoperability, utility, and privacy
7 protection;

8 (c) Identify the technical investments and other costs associated
9 with issuing digital drivers' licenses through a mobile application;

10 (d) Identify how the technology may impact and can be used by
11 external stakeholders, such as law enforcement;

12 (e) Recommend any process changes required to implement the
13 program successfully and ensure customer satisfaction; and

14 (f) Recommend any statutory changes required to allow for the
15 usage of digital drivers' licenses, including recognition of
16 interstate travelers.

17 (3) (a) \$350,000 of the highway safety account—state appropriation
18 is provided solely for the department, in consultation with the
19 Washington traffic safety commission, the department of health, the
20 elder law section of the Washington state bar association,
21 organizations representing older drivers, and driver rehabilitation
22 specialists, to develop a comprehensive plan aimed at improving older
23 driver safety. The department must submit a report on the
24 comprehensive plan to the governor and the transportation committees
25 of the legislature by December 1, 2024. The plan must include, but is
26 not limited to:

27 (i) A comprehensive review of department policies surrounding
28 older drivers and medically at-risk drivers, including:

29 (A) The medical assessment review process; and

30 (B) The counter assessment process in licensing service offices;

31 (ii) A feasibility analysis of the department establishing a
32 medical advisory board to advise on general policy for at-risk
33 drivers, driving privileges for individual medically at-risk drivers,
34 and an appeals process for drivers whose privileges are revoked or
35 restricted due to medical conditions;

36 (iii) A recommended assessment tool to determine a driver's
37 potential risk to themselves or others when operating a motor vehicle
38 so the department may make informed decisions on appropriate courses
39 of action within the older driver program; and

1 (iv) Detailed information on how each component of the plan
2 improves the safety associated with older drivers, while preserving
3 the maximum level of older driver independence and privacy;

4 (b) The department may also use funds provided in this subsection
5 to implement improvements to older driver traffic safety within
6 existing authority.

7 (4) \$5,499,000 of the motor vehicle account—state appropriation
8 is provided solely for the department to upgrade and improve its
9 prorated and fuel tax system, and is subject to the conditions,
10 limitations, and review requirements of section 701, chapter 472,
11 Laws of 2023. In each phase of the project, the department must
12 ensure and document the increase in business capabilities and
13 customer service outcomes, the improvements in fuel tax collection
14 related information designed to resolve historical discrepancies in
15 reporting information, and how the implementation plan mitigates
16 risks associated with the proposed timeline and results in the
17 sustainability of systems and platforms for the future. Before
18 initiating the implementation phase of the project, the department
19 must report to the office of the chief information officer on how the
20 project meets its FAST act modernization roadmap, and vendor
21 management and resource plans.

22 (5) \$16,000 of the motorcycle safety education account—state
23 appropriation, \$2,000 of the limited fish and wildlife account—state
24 appropriation, \$947,000 of the highway safety account—state
25 appropriation, \$308,000 of the motor vehicle account—state
26 appropriation, \$14,000 of the ignition interlock device revolving
27 account—state appropriation, and \$14,000 of the department of
28 licensing services account—state appropriation are provided solely
29 for the department to redesign and improve its online services and
30 website, and are subject to the conditions, limitations, and review
31 requirements in section 701, chapter 472, Laws of 2023.

32 (6) The department shall report on a quarterly basis on licensing
33 service office operations, associated workload, and information with
34 comparative information with recent comparable months in prior years.
35 The report must include detailed statewide and by licensing service
36 office information on staffing levels, average monthly wait times,
37 the number of enhanced drivers' licenses and enhanced identicards
38 issued and renewed, and the number of primary drivers' licenses and
39 identicards issued and renewed. By November 1, 2024, the department

1 must prepare a report with recommendations on the future of licensing
2 service office operations based on the recent implementation of
3 efficiency measures designed to reduce the time for licensing
4 transactions and wait times, and the implementation of statutory and
5 policy changes made during the pandemic.

6 (7) For the 2023-2025 fiscal biennium, the department shall
7 charge \$1,336,000 for the administration and collection of a motor
8 vehicle excise tax on behalf of a regional transit authority, as
9 authorized under RCW 82.44.135. The amount in this subsection must be
10 deducted before distributing any revenues to a regional transit
11 authority.

12 (8) \$742,000 of the motor vehicle account—state appropriation is
13 provided solely for the increased costs associated with improvements
14 desired to resolve delays in the production of license plates,
15 including converting all subagents to the standard ordering process
16 as recommended in the December 2022 plate inventory report, and to
17 provide updated annual reports detailing changes in license plate
18 production, inventory, and other practices taken to guard against
19 plate production delays. The reports must be submitted to the
20 governor and the transportation committees of the legislature by
21 December 1, 2023, and December 1, 2024.

22 (9) \$243,000 of the highway safety account—state appropriation is
23 provided solely for the department to continue to provide written
24 materials on, place signage in licensing service offices regarding,
25 and include into new driver training curricula, the requirements of
26 RCW 46.61.212, the slow down and move over law.

27 (10) (~~(\$3,082,000)~~) \$4,591,000 of the abandoned recreational
28 vehicle disposal account—state appropriation is provided solely for
29 providing reimbursements in accordance with the department's
30 abandoned recreational vehicle disposal reimbursement program. It is
31 the intent of the legislature that the department prioritize this
32 funding for allowable and approved reimbursements and not to build a
33 reserve of funds within the account. During the 2023-2025 fiscal
34 biennium, the department must report any amounts recovered to the
35 office of financial management and appropriate committees of the
36 legislature on a quarterly basis.

37 (11) \$1,077,000 of the highway safety account—federal
38 appropriation is provided solely for implementation of chapter 35,
39 Laws of 2023 (CDL drug and alcohol clearinghouse). If chapter 35,

1 Laws of 2023 is not enacted by June 30, 2023, the amount provided in
2 this subsection lapses.

3 (12) \$116,000 of the highway safety account—state appropriation
4 is provided solely for implementation of chapter 57, Laws of 2023
5 (streamlining CDL issuance). If chapter 57, Laws of 2023 is not
6 enacted by June 30, 2023, the amount provided in this subsection
7 lapses.

8 (13) \$845,000 of the highway safety account—state appropriation
9 is provided solely for the implementation of chapter 445, Laws of
10 2023 (improving young driver safety). If chapter 445, Laws of 2023 is
11 not enacted by June 30, 2023, the amount provided in this subsection
12 lapses.

13 (14) \$180,000 of the motor vehicle account—state appropriation is
14 provided solely for the implementation of chapter 440, Laws of 2023
15 (open motor vehicle safety recalls). If chapter 440, Laws of 2023 is
16 not enacted by June 30, 2023, the amount provided in this subsection
17 lapses.

18 (15) \$497,000 of the highway safety account—state appropriation
19 is provided solely for the implementation of chapter 466, Laws of
20 2023 (updating processes related to voter registration). If chapter
21 466, Laws of 2023 is not enacted by June 30, 2023, the amount
22 provided in this subsection lapses.

23 (16) \$29,000 of the highway safety account—state appropriation is
24 provided solely for the implementation of chapter 118, Laws of 2023
25 (driver's abstract changes). If chapter 118, Laws of 2023 is not
26 enacted by June 30, 2023, the amount provided in this subsection
27 lapses.

28 (17) \$47,000 of the highway safety account—state appropriation is
29 provided solely for the implementation of chapter 453, Laws of 2023
30 (competency evaluations). If chapter 453, Laws of 2023 is not enacted
31 by June 30, 2023, the amount provided in this subsection lapses.

32 (18) \$23,000 of the highway safety account—state appropriation is
33 provided solely for the implementation of chapter 283, Laws of 2023
34 (illegal racing). If chapter 283, Laws of 2023 is not enacted by June
35 30, 2023, the amount provided in this subsection lapses.

36 (19) \$155,000 of the highway safety account—state appropriation
37 is provided solely for the implementation of chapter 316, Laws of
38 2023 (jury diversity). If chapter 316, Laws of 2023 is not enacted by
39 June 30, 2023, the amount provided in this subsection lapses.

1 (20) (a) \$36,000 of the motor vehicle account—state appropriation
2 is provided solely for the issuance of nonemergency medical
3 transportation vehicle decals to implement the high occupancy vehicle
4 lane access pilot program established in section 217(2), chapter 472,
5 Laws of 2023. A for hire nonemergency medical transportation vehicle
6 is a vehicle that is a "for hire vehicle" under RCW 46.04.190 that
7 provides nonemergency medical transportation, including for life-
8 sustaining transportation purposes, to meet the medical
9 transportation needs of individuals traveling to medical practices
10 and clinics, cancer centers, dialysis facilities, hospitals, and
11 other care providers.

12 (b) As part of this pilot program, the owner of a for hire
13 nonemergency medical transportation vehicle may apply to the
14 department, county auditor or other agent, or subagent appointed by
15 the director, for a high occupancy vehicle exempt decal for a for
16 hire nonemergency medical transportation vehicle. The high occupancy
17 vehicle exempt decal allows the for hire nonemergency medical
18 transportation vehicle to use a high occupancy vehicle lane as
19 specified in RCW 46.61.165 and 47.52.025 during the 2023-2025 fiscal
20 biennium.

21 (c) For the exemption in this subsection to apply to a for hire
22 nonemergency medical transportation vehicle, the decal:

23 (i) Must be displayed on the vehicle so that it is clearly
24 visible from outside the vehicle;

25 (ii) Must identify that the vehicle is exempt from the high
26 occupancy vehicle requirements; and

27 (iii) Must be visible from the rear of the vehicle.

28 (d) The owner of a for hire nonemergency medical transportation
29 vehicle or the owner's representative must apply for a high occupancy
30 vehicle exempt decal on a form provided or approved by the
31 department. The application must include:

32 (i) The name and address of the person who is the owner of the
33 vehicle;

34 (ii) A full description of the vehicle, including its make,
35 model, year, and the vehicle identification number;

36 (iii) The purpose for which the vehicle is principally used;

37 (iv) An attestation signed by the vehicle's owner or the owner's
38 representative that the vehicle's owner has a minimum of one contract
39 or service agreement to provide for hire transportation services for
40 medical purposes with one or more of the following entities: A health

1 insurance company; a hospital, clinic, dialysis center, or other
2 medical institution; a day care center, retirement home, or group
3 home; a federal, state, or local agency or jurisdiction; or a broker
4 who negotiates these services on behalf of one or more of these
5 entities; and

6 (v) Other information as required by the department upon
7 application.

8 (e) The department, county auditor or other agent, or subagent
9 appointed by the director shall collect the fee required under (f) of
10 this subsection when issuing or renewing a high occupancy vehicle
11 exempt decal.

12 (f) The department, county auditor or other agent, or subagent
13 must collect a \$5 fee when issuing or renewing a decal under this
14 subsection, in addition to any other fees and taxes required by law.

15 (g) A high occupancy vehicle exempt decal expires June 30, 2025,
16 and must be marked to indicate its expiration date. The decal may be
17 renewed if the pilot program is continued past the date of a decal's
18 expiration. The status as an exempt vehicle continues until the high
19 occupancy vehicle exempt decal is suspended or revoked for misuse,
20 the vehicle is no longer used as a for hire nonemergency medical
21 transportation vehicle, or the pilot program established in section
22 217(2), chapter 472, Laws of 2023 is terminated.

23 (h) The department may adopt rules to implement this subsection.

24 (21) (a) \$265,000 of the highway safety account—state
25 appropriation is provided solely for the department to provide an
26 interagency transfer to the Washington center for deaf and hard of
27 hearing youth, in consultation with the department and the office of
28 the superintendent of public instruction, to fund the cost of
29 interpreters for driver training education for deaf and hard of
30 hearing youth to enable them to access driver training education at
31 the same cost as their peers, and to pilot a sustainable driver
32 training education program to determine how best to meet the driver
33 training education needs of deaf and hard of hearing youth in the
34 state in the future. The pilot must include:

35 (i) Determination of an appropriate number of instructors and an
36 appropriate method of certification for instructors who are fluent in
37 American Sign Language (ASL);

38 (ii) Determination of how best to provide driver training
39 education statewide to deaf and hard of hearing novice drivers;

1 (iii) Development of a program to offer the required curriculum
2 under RCW 28A.220.035 to deaf and hard of hearing novice drivers; and

3 (iv) Capped course instruction costs for deaf and hard of hearing
4 students at the average rate of their hearing peers.

5 (b) The department shall submit a report to the transportation
6 committees of the legislature developed by the Washington center for
7 deaf and hard of hearing youth by March 1, 2024, that provides
8 recommendations for a permanent program to make driver education
9 equitably accessible for deaf and hard of hearing students.

10 (22) \$350,000 of the highway safety account—state appropriation
11 is provided solely for the department to improve the process for
12 commercial driver's license (CDL) holders to submit medical
13 certification documents and update self-certification status to the
14 department. The department shall:

15 (a) Update license express to improve the process and make it
16 more user friendly;

17 (b) Add options for the driver to renew or replace the driver's
18 CDL credentials as part of the medical or self-certification process;

19 (c) Add a customer verification step confirming the requested
20 changes and clearly stating how this change will impact the driver's
21 CDL; and

22 (d) Add improved messaging throughout the process.

23 In addition, the department shall make available on the driving
24 record abstract a complete medical certificate downgrade history, and
25 provide a one-time mailing to all current CDL holders explaining the
26 process to update their medical certificate documents and self-
27 certification.

28 (23) \$1,962,000 of the highway safety account—state appropriation
29 is provided solely for the establishment of a pilot mobile licensing
30 unit to provide licensing and identicard services. By December 1,
31 2024, the department must submit a report to the governor and the
32 transportation committees of the legislature detailing the locations
33 served, the number and type of documents issued, and other outcome
34 measures associated with the mobile licensing unit. The report must
35 include consideration of the facility needs of licensing service
36 offices in the context of flexible mobile licensing services.

37 (24) \$2,750,000 of the highway safety account—state appropriation
38 is provided solely for organizations providing driver's license
39 assistance and support services. Of this amount:

1 (a) \$2,000,000 of the highway safety account—state appropriation
2 is provided solely for driver's license assistance and support
3 services in King county with an existing provider that is already
4 providing these services to low-income immigrant and refugee women;
5 and

6 (b) \$750,000 of the highway safety account—state appropriation is
7 provided solely for additional contracts in fiscal year 2025 with
8 organizations providing driver's license assistance and other related
9 support services in other parts of the state.

10 (c) By December 1st of each year, the department must submit
11 information on the contracted providers, including: The annual budget
12 of the contracted providers in the preceding year; information
13 regarding private and other governmental support for the activities
14 of the providers; and a description of the number of people served,
15 services delivered, and outcome measures. In developing its 2025-2027
16 biennial budget submittal, the department, after consulting with the
17 existing organization in King county and organizations receiving
18 funds with the fiscal year 2025 expansion, must develop a statewide
19 delivery plan that maximizes the number of people served, promotes
20 efficiency in service delivery, and recognizes different models based
21 on needs in particular areas of the state.

22 (25) \$8,000 of the motorcycle safety education account—state
23 appropriation is provided solely for the implementation of chapter
24 137, Laws of 2023 (motorcycle safety board). If chapter 137, Laws of
25 2023 is not enacted by June 30, 2023, the amount provided in this
26 subsection lapses.

27 (26) \$29,000 of the motor vehicle account—state appropriation is
28 provided solely for the implementation of chapter 431, Laws of 2023
29 (transportation resources). If chapter 431, Laws of 2023 is not
30 enacted by June 30, 2023, the amount provided in this subsection
31 lapses.

32 (27) \$282,000 of the highway safety account—state appropriation
33 is provided solely for the implementation of chapter 471, Laws of
34 2023 (negligent driving). If chapter 471, Laws of 2023 is not enacted
35 by June 30, 2023, the amount provided in this subsection lapses.

36 (28) \$4,464,000 of the highway safety account—state appropriation
37 is provided solely for costs associated with relocating licensing
38 service offices during the 2023-2025 fiscal biennium. This includes
39 \$2,790,000 provided for relocations in the 2023-2025 omnibus

1 transportation appropriations act. By June 30th of each year, the
2 department must submit a status report on licensing service offices
3 planned for relocation during the 2023-2025 fiscal biennium.

4 (29) \$1,395,000 of the motor vehicle account—state appropriation
5 is provided solely for implementation of chapter 1, Laws of 2024
6 (enhancing prorated and fuel tax collections). If chapter 1, Laws of
7 2024 is not enacted by June 30, 2024, the amount provided in this
8 subsection lapses.

9 (30) (~~(\$100,000)~~) \$65,000 of the highway safety account—state
10 appropriation is provided solely for implementation of chapter 162,
11 Laws of 2024 (improving access to department of licensing issued
12 documents). If chapter 162, Laws of 2024 is not enacted by June 30,
13 2024, the amount provided in this subsection lapses.

14 (31) \$150,000 of the motor vehicle account—state appropriation is
15 provided solely for the department to conduct a study on the
16 feasibility of implementing a process for the electronic submittal of
17 title and registration documents for motor vehicles, within the
18 current vehicle licensing model. The department must submit a report
19 of the study findings and any recommendations to the governor and the
20 transportation committees of the legislature by September 1, 2025.
21 The study must: (a) Review the current processes in Washington and
22 other states, including how such processes addressed fraud prevention
23 and document security; (b) examine existing technical infrastructure
24 and potential changes needed to allow for completion and submittal of
25 lien and titling documents by financial institutions and vehicle
26 dealers to subagents, county auditors, and the department of
27 licensing, while maximizing interoperability, utility, data security,
28 and customer privacy; (c) identify the technical investments and
29 other costs associated with the submission of electronic documents by
30 financial institutions and vehicle dealers to subagents, county
31 auditors, and the department of licensing; (d) recommend any
32 statutory changes required to allow for the submission of electronic
33 documentation to subagents, county auditors, and the department of
34 licensing; and (e) examine the impact of these technology changes on
35 external stakeholders including, but not limited to, subagents,
36 county auditors, financial institutions, vehicle dealers, and
37 insurance companies.

38 (32) \$6,000 of the motorcycle safety education account—state
39 appropriation, \$1,000 of the limited fish and wildlife account—state

1 appropriation, \$406,000 of the highway safety account—state
2 appropriation, \$137,000 of the motor vehicle account—state
3 appropriation, \$5,000 of the ignition interlock device revolving
4 account—state appropriation, and \$6,000 of the department of
5 licensing services account—state appropriation are provided solely
6 for the department of licensing for additional finance and budget
7 staff. By December 1, 2024, the department shall submit a report to
8 the governor and appropriate committees of the legislature on the
9 specific steps the department has taken to address the findings of
10 the State Auditor's Office FY2022 Accountability Audit Report No.
11 1032793.

12 (33) \$225,000 of the highway safety account—state appropriation
13 is provided solely for the department, for incorporation into its
14 comprehensive implementation plan required under chapter 445, Laws of
15 2023 (improving young driver safety), to expand driver training
16 education requirements for driver's license purposes to persons age
17 18 through 24 to include: (a) An assessment of opportunities to close
18 availability and accessibility gaps in rural and underserved areas,
19 as specified in section 612 of this act; and (b) an analysis of the
20 potential inclusion of a mandatory driver's education refresher
21 course requirement consisting of in-person or virtual classroom-based
22 instruction on risk management and hazard protections one year after
23 licensure, as specified in section 612 of this act.

24 (34) \$38,000 of the motor vehicle account—state appropriation is
25 provided solely for implementation of chapter 308, Laws of 2024
26 (speed safety cameras). If chapter 308, Laws of 2024 is not enacted
27 by June 30, 2024, the amount provided in this subsection lapses.

28 (35) \$34,000 of the motor vehicle account—state appropriation is
29 provided solely for the implementation of chapter 146, Laws of 2024
30 (definition of veteran). If chapter 146, Laws of 2024 is not enacted
31 by June 30, 2024, the amount provided in this subsection lapses.

32 (36) \$159,000 of the highway safety account—state appropriation
33 is provided solely for the implementation of chapter 306, Laws of
34 2024 (impaired driving). If chapter 306, Laws of 2024 is not enacted
35 by June 30, 2024, the amount provided in this subsection lapses.

36 (37) \$300,000 of the highway safety account—state appropriation
37 is provided solely for the implementation of chapter 315, Laws of
38 2024 (state custody/ID cards). If chapter 315, Laws of 2024 is not

1 enacted by June 30, 2024, the amount provided in this subsection
2 lapses.

3 (38) \$50,000 of the motor vehicle account—state appropriation is
4 provided solely for the department to conduct a study on the
5 feasibility of implementing and administering a per mile fee program.
6 The study must identify the staffing and resources needed to
7 implement and administer the program, including possible technical
8 investments, leveraging existing technology platforms. A preliminary
9 report of the study findings relating to internal costs to administer
10 the program is due to the governor and transportation committees of
11 the legislature by December 31, 2024. The legislature intends to
12 require a final report that includes potential third-party costs and
13 options to the governor and the transportation committees of the
14 legislature by December 31, 2025.

15 (39) \$2,100,000 of the highway safety account—state appropriation
16 is provided solely for the department to increase public awareness of
17 REAL ID. Of the amounts appropriated in this subsection, \$1,000,000
18 is for the department to directly contract with a communications
19 group with experience spreading awareness about REAL ID to community-
20 based organizations and ethnic media outlets.

21 **Sec. 207.** 2024 c 310 s 209 (uncodified) is amended to read as
22 follows:

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

25	State Route Number 520 Corridor Account—State	
26	Appropriation.	((\$67,199,000))
27		<u>\$55,639,000</u>
28	State Route Number 520 Civil Penalties Account—State	
29	Appropriation.	((\$4,178,000))
30		<u>\$2,378,000</u>
31	Tacoma Narrows Toll Bridge Account—State	
32	Appropriation.	((\$34,398,000))
33		<u>\$36,510,000</u>
34	Alaskan Way Viaduct Replacement Project Account—	
35	State Appropriation.	((\$22,541,000))
36		<u>\$24,614,000</u>
37	Interstate 405 and State Route Number 167 Express	
38	Toll Lanes Account—State Appropriation.	((\$25,523,000))

1 \$25,764,000
2 TOTAL APPROPRIATION. ((~~\$153,839,000~~)
3 \$144,905,000

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

6 (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state
7 appropriation and \$12,820,000 of the state route number 520 corridor
8 account—state appropriation are provided solely for the purposes of
9 addressing unforeseen operations and maintenance costs on the Tacoma
10 Narrows bridge and the state route number 520 bridge, respectively.
11 The office of financial management shall place the amounts provided
12 in this subsection, which represent a portion of the required minimum
13 fund balance under the policy of the state treasurer, in unallotted
14 status. The office may release the funds only when it determines that
15 all other funds designated for operations and maintenance purposes
16 have been exhausted.

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

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

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

35 (3) \$535,000 of the Interstate 405 and state route number 167
36 express toll lanes account—state appropriation, \$1,245,000 of the
37 state route number 520 corridor account—state appropriation, \$535,000
38 of the Tacoma Narrows toll bridge account—state appropriation, and
39 \$702,000 of the Alaskan Way viaduct replacement project account—state

1 appropriation are provided solely for the reappropriation of unspent
2 funds on the new tolling back office system from the 2021-2023 fiscal
3 biennium.

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

8 (5) As part of the department's 2025-2027 biennial budget
9 request, the department shall update the cost allocation
10 recommendations that assign appropriate costs to each of the toll
11 funds for services provided by relevant Washington state department
12 of transportation programs, the Washington state patrol, and the
13 transportation commission. The recommendations shall be based on
14 updated traffic and toll transaction patterns and other relevant
15 factors.

16 (6) Up to \$16,648,000 of the amounts provided for operations and
17 maintenance expenses on the state route number 520 facility from the
18 state route number 520 corridor account during the 2023-2025 fiscal
19 biennium in this act are derived from the receipt of federal American
20 rescue plan act of 2021 funds and not toll revenues.

21 (7) \$500,000 of the state route number 520 corridor account—state
22 appropriation is provided solely for the department to begin a
23 traffic and revenue study of tolling on the state route number 520
24 corridor. The department, in consultation with the transportation
25 commission, shall initiate planning work regarding updated tolling on
26 the state route number 520 corridor.

27 (8) (~~(\$19,248,000)~~) \$10,188,000 of the state route number 520
28 corridor account—state appropriation is provided solely for the costs
29 of insurance for the state route number 520 floating bridge.

30 (9) \$75,000 of the state route number 520 corridor account—state
31 appropriation is provided solely for the department to (a) conduct an
32 actuarial analysis of the short and long-term costs and benefits,
33 including risk mitigation of self-insurance as compared to the
34 commercial insurance option for the state route number 520 floating
35 bridge, as allowed under the terms of the state route number 520
36 master bond resolution, and (b) develop a plan to implement a self-
37 insurance program for the state route number 520 floating bridge. By
38 December 15, 2024, the department shall report to the governor and
39 the transportation committees of the legislature on the results of

1 the actuarial analysis and the self-insurance program. It is the
2 intent of the legislature to implement a self-insurance program for
3 the state route number 520 floating bridge by July 1, 2025.

4 **Sec. 208.** 2024 c 310 s 210 (uncodified) is amended to read as
5 follows:

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

8	Transportation Partnership Account—State	
9	Appropriation.	\$1,494,000
10	Motor Vehicle Account—State Appropriation.	(\$122,732,000)
11		<u>\$122,717,000</u>
12	Puget Sound Ferry Operations Account—State	
13	Appropriation.	\$307,000
14	Multimodal Transportation Account—State	
15	Appropriation.	\$2,988,000
16	Transportation 2003 Account (Nickel Account)—State	
17	Appropriation.	\$1,488,000
18	TOTAL APPROPRIATION.	(\$129,009,000)
19		<u>\$128,994,000</u>

20 The appropriations in this section are subject to the following
21 conditions and limitations: \$2,006,000 of the motor vehicle account—
22 state appropriation is provided solely for hardware cost increases.
23 Before any hardware replacement, the department, in consultation with
24 WaTech, must further review leasing options.

25 **Sec. 209.** 2024 c 310 s 211 (uncodified) is amended to read as
26 follows:

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

29	Motor Vehicle Account—State Appropriation.	(\$40,362,000)
30		<u>\$40,310,000</u>
31	Move Ahead WA Account—State Appropriation.	\$2,532,000
32	State Route Number 520 Corridor Account—State	
33	Appropriation.	\$34,000
34	TOTAL APPROPRIATION.	(\$42,928,000)
35		<u>\$42,876,000</u>

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

3 (1) \$500,000 of the move ahead WA account—state appropriation is
4 provided solely for the department to conduct a detailed space study
5 and develop an implementation plan that builds off the findings and
6 recommendations of the department's "Telework Impact Study" completed
7 in September 2022. Such efforts must also incorporate office space
8 use reduction requirements for the department in this act as well as
9 current and planned telework levels. The detailed space study and
10 development of the implementation plan must be conducted in
11 consultation with the office of financial management and the
12 department of enterprise services, and must focus on office and
13 administrative space efficiency, providing specific recommendations,
14 cost estimates, and cost savings. While focused on office and
15 administrative space, the department is encouraged to review other
16 types of facilities where efficiencies can be achieved. The final
17 study report must include:

18 (a) The development of low, medium, and high scenarios based on
19 reducing space use, with the high space reduction scenario being
20 based on a minimum of a 30 percent reduction by 2030;

21 (b) Detailed information on any increased capital and other
22 implementation costs under each scenario;

23 (c) Detailed information on reduced costs, such as leases,
24 facility maintenance, and utilities, under each scenario;

25 (d) An analysis of opportunities to collocate with other state,
26 local, and other public agencies to reduce costs and improve cost-
27 efficiency while meeting utilization standards; and

28 (e) An assessment of the commercial value and return to the state
29 transportation funds associated with the sale of the property from
30 consolidation and other space efficiency measures.

31 (2)(a) The department must submit the implementation plan and
32 final report from the detailed space study to the office of financial
33 management and the transportation committees of the legislature by
34 October 1, 2024.

35 (b) Conducting the detailed space study under subsection (1) of
36 this section must not prevent or delay the department from meeting
37 other space use and related requirements, or where warranted by
38 current information or opportunities.

1 (c) In addition to the reporting requirement under subsection (1)
2 of this section, the department must provide information to the
3 office of financial management in its comparative analysis of office
4 space, leases, and relocation costs required by the omnibus operating
5 appropriations act.

6 **Sec. 210.** 2024 c 310 s 213 (uncodified) is amended to read as
7 follows:

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

9 Aeronautics Account—State Appropriation.	((\$17,448,000))
	<u>\$17,097,000</u>
10 Aeronautics Account—Federal Appropriation.	((\$5,579,000))
	<u>\$5,129,000</u>
11 Aeronautics Account—Private/Local Appropriation.	\$60,000
12 TOTAL APPROPRIATION.	((\$23,087,000))
	<u>\$22,286,000</u>

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

18 (1) ((~~\$2,000,000~~)) \$1,900,000 of the aeronautics account—state
19 appropriation is provided solely for the move ahead WA aviation
20 grants. The department shall prioritize projects eligible for federal
21 funding.

22 (2) ((~~\$1,476,000~~)) \$1,376,000 of the aeronautics account—state
23 appropriation is provided solely for sustainable aviation grants
24 recommended by the department under the sustainable aviation grants
25 program. The department shall submit a report to the transportation
26 committees of the legislature by October 1, 2024, identifying a
27 selection of sustainable aviation projects for funding by the
28 legislature. In considering projects to recommend to fund, the
29 department shall only consider projects that advance the state of
30 sustainable aviation technology and lead to future innovation.
31 Innovative sustainable aviation projects may include, but are not
32 limited to, pilot projects demonstrating the use of:

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

37 (3) \$300,000 of the aeronautics account—state appropriation is
38 provided solely for the department to develop a statewide advanced

1 air mobility aircraft plan to develop and integrate advanced air
2 mobility aircraft into current modal systems. The department shall
3 submit a report by June 1, 2025, to the office of financial
4 management and the transportation committees of the legislature
5 including, but not limited to:

6 (a) Near, medium, and long-term recommendations for land use
7 planning for advanced and urban air mobility vertiports and
8 vertistops;

9 (b) An inventory of infrastructure needs to support a statewide
10 vertiport network and a recommended program to deploy funds to local
11 governments to share costs;

12 (c) Proposed state governance structures and regulatory
13 mechanisms to adequately complement federal aviation administration
14 oversight;

15 (d) Recommended policies to foster vertiport and vertistop
16 infrastructure development that ensure open public access, efficiency
17 in land use siting, and equitable distribution across the state; and

18 (e) In consultation with local jurisdictions, planning
19 organizations, and other modal managers, recommendations on advanced
20 air mobility aircraft integration into statewide transportation
21 plans.

22 (4) \$1,931,000 of the aeronautics account—state appropriation is
23 provided solely for the implementation of chapter 463, Laws of 2023
24 (commercial aviation services). Funding is provided for the
25 activities of the work group and for support of the work group by the
26 department. The activities of the work group include the issuance of
27 the initial progress report, required in section 4, chapter 463, Laws
28 of 2023, which requires the listing of areas that will not have
29 further review as the areas are in conflict with the operations of a
30 military installation. The report must also identify unsuitable
31 geographies due to either environmental impacts or impacts to
32 overburdened communities. Additionally, within the funding provided,
33 the work group must:

34 (a) Work to understand what studies currently exist on state
35 transportation needs and capacities and identify any gaps of
36 information; and

37 (b) Conduct meaningful community engagement with overburdened and
38 vulnerable populations with a focus on the environmental justice
39 impact of aviation on communities.

1 (5) \$300,000 of the aeronautics account—state appropriation is
2 provided solely for the Port of Bremerton to conduct a study on the
3 feasibility of offering commercial service at the Port of Bremerton
4 airport. Pursuant to RCW 47.68.090(2)(c), the department may not
5 require a match for this project.

6 (6) \$2,575,000 of the aeronautics account—state appropriation is
7 provided solely for the Pullman-Moscow regional airport. Pursuant to
8 RCW 47.68.090(2)(c), the department may not require a match for this
9 project.

10 **Sec. 211.** 2024 c 310 s 214 (uncodified) is amended to read as
11 follows:

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

14	Motor Vehicle Account—State Appropriation.	((\$65,161,000))
15		<u>\$65,139,000</u>
16	Motor Vehicle Account—Federal Appropriation.	\$500,000
17	Multimodal Transportation Account—State	
18	Appropriation.	\$1,351,000
19	Move Ahead WA Flexible Account—State Appropriation.	\$572,000
20	TOTAL APPROPRIATION.	((\$67,584,000))
21		<u>\$67,562,000</u>

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

24 (1) During the 2023-2025 fiscal biennium, if the department takes
25 possession of the property situated in the city of Edmonds for which
26 a purchase agreement was executed between Unocal and the department
27 in 2005 (Tax Parcel Number 262703-2-003-0009), and if the department
28 confirms that the property is still no longer needed for
29 transportation purposes, the department shall provide the city of
30 Edmonds with the first right of purchase at fair market value in
31 accordance with RCW 47.12.063(3) for the city's intended use of the
32 property to rehabilitate near-shore habitat for salmon and related
33 species.

34 (2) \$469,000 of the motor vehicle account—state appropriation is
35 reappropriated and provided solely for the implementation of chapter
36 217, Laws of 2021 (noxious weeds).

37 (3) The department shall determine the fair market value of the
38 northern parcel of site 14 on the Puget Sound Gateway Program SR 509

1 Completion Project Surplus Property list, located immediately south
2 of S. 216th Street and adjacent to the Barnes Creek Nature Trail in
3 Des Moines, to be submitted to the transportation committees of the
4 legislature by December 15, 2023, for an evaluation of possible next
5 steps for use of the property that is in the public interest.

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

10 (b) The (~~LEAP Transportation Document 2024-2 ALL PROJECTS as~~
11 ~~developed March 6, 2024~~) OFM Transportation Document 2025-1:
12 Proposed Transportation Project List as developed December 17, 2024,
13 anticipates fulfillment of the requirements under chapter 70A.535 RCW
14 of generating credits and revenue for transportation investments
15 funded in an omnibus transportation appropriations act, including the
16 move ahead WA transportation package. The omnibus transportation
17 appropriations act anticipates credits for ferry electrification for
18 new hybrid electric vessels, active transportation, transit programs
19 and projects, alternative fuel infrastructure, connecting
20 communities, and multimodal investments.

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

25 (5) \$93,000 of the multimodal transportation account—state
26 appropriation is provided solely for the implementation of chapter
27 169, Laws of 2023 (climate resilience strategy).

28 (~~(+7)~~) (6) (a) \$500,000 of the multimodal transportation account—
29 state appropriation is provided solely for the department to explore
30 alternative uses of the state's highway rights-of-way to address
31 pressing public needs relating to climate change, equitable
32 communications, renewable energy generation, electrical transmission
33 and distribution projects, broadband projects, vegetation management,
34 inductive charging in travel lanes, alternative fueling facilities,
35 and other appropriate uses. In exploring alternative uses of the
36 state's highway rights-of-way, the department shall:

37 (i) Review the utility accommodation policy and make
38 recommendations to update the policy to include clean energy and
39 connectivity projects under 23 C.F.R. Part 645. At a minimum, the

1 recommendations for updated clean energy and connectivity projects
2 must include renewable energy and electrical transmission and
3 distribution;

4 (ii) Review and update the department's integrated roadside
5 vegetation management plans to maximize carbon sequestration and
6 develop habitat and forage for native pollinators, Monarch
7 butterflies, and honeybees through plantings of native noninvasive
8 flowering plants and grasses on the state highways rights-of-way and
9 at safety rest areas;

10 (iii) Assess the state highways rights-of-way land areas most
11 suitable for solar development by considering slope, elevation,
12 vegetative cover, and solar radiation; and

13 (iv) Identify existing highway rights-of-way suitable as
14 designated energy corridors for electric transmission and
15 distribution and other energy infrastructure.

16 (b) In carrying out the requirements in (a) of this subsection,
17 the department may consult with an organization that uses an advanced
18 rights-of-way solar mapping tool that uses ArcGIS Pro software for
19 faster and more precise analysis of rights-of-way solar using the
20 state's full spatial rights-of-way data sets.

21 (c) The department must report its findings, recommendations, and
22 status of its updates to the transportation committees of the
23 legislature by January 15, 2025.

24 ~~((+8))~~ (7) To assist the department as it continues to make
25 progress on meeting the requirements of the federal *U.S. v.*
26 *Washington* court injunction and to address estimated programmatic
27 cost increases, within the funding provided in this section, the
28 department shall analyze contracting methods, alternative bundling
29 concepts, and other options to manage costs. The department shall
30 provide a report outlining recommendations to the governor and
31 transportation committees of the legislature by December 15, 2024.

32 **Sec. 212.** 2024 c 310 s 215 (uncodified) is amended to read as
33 follows:

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

36 Motor Vehicle Account—State Appropriation.	\$703,000
37 Electric Vehicle Account—State Appropriation.	\$4,746,000
38 Multimodal Transportation Account—State	

1	Appropriation.	\$4,400,000
2	Multimodal Transportation Account—Federal	
3	Appropriation.	(\$25,000,000)
4		<u>\$14,888,000</u>
5	Carbon Emissions Reduction Account—State	
6	Appropriation.	(\$195,025,000)
7		<u>\$40,785,000</u>
8	TOTAL APPROPRIATION.	(\$229,874,000)
9		<u>\$65,522,000</u>

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

12 (1) \$3,746,000 of the electric vehicle account—state
13 appropriation(~~(τ)~~) and \$30,000,000 of the carbon emissions reduction
14 account—state appropriation(~~(τ and beginning January 1, 2025,~~
15 ~~\$15,000,000 of the carbon emissions reduction account—state~~
16 ~~appropriation)~~) are provided solely for the clean alternative fuel
17 vehicle charging and refueling infrastructure program in chapter 287,
18 Laws of 2019 (advancing green transportation adoption).

19 (2) \$1,000,000 of the electric vehicle account—state
20 appropriation and \$500,000 of the multimodal transportation account—
21 state appropriation are provided solely for a colocated DC fast
22 charging and hydrogen fueling station near the Wenatchee or East
23 Wenatchee area near a state route or near or on a publicly owned
24 facility to service passenger, light-duty and heavy-duty vehicles.
25 The hydrogen fueling station must include a DC fast charging station
26 colocated at the hydrogen fueling station site. Funds may be used for
27 one or more fuel cell electric vehicles that would utilize the
28 fueling stations. The department must contract with a public utility
29 district that produces hydrogen in the area to own and/or manage and
30 provide technical assistance for the design, planning, permitting,
31 construction, maintenance and operation of the hydrogen fueling
32 station. The department and public utility district are encouraged to
33 collaborate with and seek contributions from additional public and
34 private partners for the fueling station.

35 (3) The public-private partnerships program must continue to
36 explore retail partnerships at state-owned park and ride facilities,
37 as authorized in RCW 47.04.295.

38 (4) \$1,200,000 of the multimodal transportation account—state
39 appropriation(~~(τ)~~) and \$2,000,000 of the carbon emissions reduction

1 account—state appropriation(~~(, and beginning January 1, 2025,~~
2 ~~\$3,400,000 of the carbon emissions reduction account state~~
3 ~~appropriation,)) are provided solely for the pilot program~~
4 established under chapter 287, Laws of 2019 (advancing green
5 transportation adoption) to provide clean alternative fuel vehicle
6 use opportunities to underserved communities and low to moderate
7 income members of the workforce not readily served by transit or
8 located in transportation corridors with emissions that exceed
9 federal or state emissions standards. Consistent with the
10 geographical diversity element described in RCW 47.04.355(4), the
11 legislature strongly encourages the department to consider
12 implementing the pilot in both urban and rural communities if
13 possible, to obtain valuable information on the needs of underserved
14 communities located in different geographical locations in
15 Washington.

16 (5) (~~(\$120,000,000)~~) \$6,685,000 of the carbon emissions reduction
17 account—state appropriation(~~(, and beginning January 1, 2025,~~
18 ~~\$10,000,000 of the carbon emissions reduction account state~~
19 ~~appropriation, are)) is provided solely for implementation of zero-~~
20 emission medium and heavy-duty vehicle and equipment infrastructure
21 and incentive programs and for the replacement of school buses
22 powered by fossil fuels with zero-emission school buses, including
23 the purchase and installation of zero-emission school bus refueling
24 infrastructure.

25 (a) Of this amount, (~~(\$20,000,000)~~) \$1,125,000 is for the
26 department to administer an early action grant program to provide
27 expedited funding for the replacement of school buses powered by
28 fossil fuels with zero-emission school buses, including the purchase
29 and installation of zero-emission school bus refueling
30 infrastructure. The department must contract with the department of
31 ecology to implement the early action grant program.

32 (b) (i) The remaining (~~(\$110,000,000)~~) \$5,560,000, inclusive of
33 costs for program administration and staffing, is for a point-of-sale
34 voucher incentive program to encourage the faster adoption of zero-
35 emission medium and heavy-duty vehicles to further state climate
36 goals under RCW 70A.45.020 and state equity goals under chapter
37 70A.02 RCW. The voucher incentive program must be administered by a
38 third-party administrator that has experience administering voucher
39 incentive programs, with oversight conducted by the department.

1 (ii) The voucher program is required to be designed based on the
2 recommendations of the Joint Transportation Committee report
3 *Washington State Infrastructure and Incentive Program Design for MHD*
4 *ZEVs*, and to include:

5 (A) Simplified zero-emission vehicle eligibility requirements;

6 (B) Vehicle and infrastructure incentives aligned with programs
7 in other jurisdictions, where appropriate, to streamline user
8 planning;

9 (C) Financial enhancements for select populations based on equity
10 considerations, including for vehicles in disadvantaged communities
11 and vehicles to be purchased by small, minority-owned businesses,
12 with consideration for support of the secondary vehicle market;

13 (D) A centralized user and manufacturer portal for information,
14 application, and assistance;

15 (E) A fleet assistance and qualification program to assist in
16 zero-emission vehicle and infrastructure planning, to be administered
17 by the Washington State University extension energy program in
18 coordination with the department and the voucher program's third-
19 party administrator; and

20 (F) A voucher preapproval process to evaluate participant
21 eligibility, readiness for fleet deployment, and infrastructure
22 preparedness.

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

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

31 (B) Cargo handling and off-road equipment.

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

38 (v) The voucher amounts selected by the department and voucher
39 program third-party administrator must further the policy goals of
40 the program cited in (b)(i) of this subsection by offsetting

1 investments required for medium and heavy-duty vehicle and equipment
2 owners to transition to zero-emission vehicles and equipment. The
3 department and voucher program third-party administrator must
4 condition vehicle and infrastructure voucher funding to ensure these
5 program policy goals are furthered through the voucher funding
6 provided.

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

13 (6) \$2,100,000 of the carbon emissions reduction account—state
14 appropriation is provided solely to fund electric vehicle charging
15 infrastructure for the electric charging megasite project at Mount
16 Vernon library commons.

17 (7) \$2,500,000 of the multimodal transportation account—state
18 appropriation is provided solely for the department to coordinate
19 with cities, counties, ports, and private entities to develop
20 actionable recommendations for state assistance in the development of
21 specific candidate truck parking sites to be developed with
22 amenities, identified by location. The department shall identify
23 private land parcels for potential development of sites, which may
24 include, but should not be limited to, a feasibility analysis of
25 sites adjacent to Interstate 90 near North Bend for a 400 to 600
26 space truck parking site. The public benefit of each potential truck
27 parking site must be included in this assessment. The department
28 shall consider opportunities for the state to provide assistance in
29 the development of truck parking sites, including possible
30 opportunities to provide assistance in land acquisition and
31 evaluating land use requirements. The department must update the
32 transportation committees of the legislature on agency activities and
33 their status by December 1, 2023, and to provide a final report to
34 the transportation committees of the legislature by December 1, 2024.

35 ~~((8) Beginning January 1, 2025, \$10,000,000 of the carbon~~
36 ~~emissions reduction account state appropriation is provided solely~~
37 ~~for grants, and to serve as a state match for secured federal funds,~~
38 ~~to finance hydrogen refueling infrastructure for medium and heavy-~~
39 ~~duty vehicles with a focus on locations in disadvantaged and~~

1 overburdened communities, where possible. The department, in
2 consultation with the interagency electric vehicle coordinating
3 council, should pursue any federal funding available through the
4 charging and fueling infrastructure discretionary grant program and
5 any other sources under the federal infrastructure investment and
6 jobs act (P.L. 29 117-58).

7 (9) Beginning January 1, 2025, \$800,000 of the carbon emissions
8 reduction account state appropriation is provided solely for the
9 cities of Bellevue and Redmond to each purchase an electric fire
10 engine.

11 (10) Beginning January 1, 2025, \$1,725,000 of the carbon
12 emissions reduction account state appropriation is provided solely
13 for a Tacoma Public Utilities medium-duty zero-emission utility
14 service vehicle pilot project that includes charging infrastructure
15 and mobile battery units.)

16 **Sec. 213.** 2024 c 310 s 216 (uncodified) is amended to read as
17 follows:

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

19 Motor Vehicle Account—State Appropriation.	((\$545,500,000))
	<u>\$556,839,000</u>
21 Motor Vehicle Account—Federal Appropriation.	\$7,000,000
22 Move Ahead WA Account—State Appropriation.	\$50,000,000
23 RV Account—State Appropriation.	\$1,100,000
24 State Route Number 520 Corridor Account—State	
25 Appropriation.	\$4,841,000
26 Tacoma Narrows Toll Bridge Account—State	
27 Appropriation.	\$1,585,000
28 Alaskan Way Viaduct Replacement Project Account—	
29 State Appropriation.	\$8,752,000
30 Interstate 405 and State Route Number 167 Express	
31 Toll Lanes Account—State Appropriation.	\$2,624,000
32 TOTAL APPROPRIATION.	((\$621,402,000))
33	<u>\$632,741,000</u>

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

36 (1) \$5,000,000 of the motor vehicle account—state appropriation
37 is provided solely for a contingency pool for snow and ice removal.
38 The department must notify the office of financial management and the

1 transportation committees of the legislature when they have spent the
2 base budget for snow and ice removal and will begin using the
3 contingency pool funding.

4 (2) (a) \$115,000 of the state route number 520 corridor account—
5 state appropriation is provided solely for the department to enter
6 into a dispute resolution process with local jurisdictions to produce
7 interagency agreements to address the ongoing facility and landscape
8 maintenance of the three state route number 520 eastside lids and
9 surrounding areas at the Evergreen Point Road, 84th Avenue NE, and
10 92nd Avenue NE.

11 (b) The agreements pursuant to (a) of this subsection must be
12 executed by June 30, 2024.

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

34 (b) Beginning November 1, 2023, and semiannually thereafter, the
35 Washington state patrol and the department of transportation must
36 jointly submit a report to the governor and the transportation
37 committees of the legislature on the status of these efforts,
38 including:

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

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

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

10 (4) \$1,000,000 of the motor vehicle account—state appropriation
11 is provided solely for a partnership program between the department
12 and the city of Spokane, to be administered in conjunction with
13 subsection (3) of this section. The program must address the safety
14 and public health problems created by homeless encampments on the
15 department's property along state highways within the city limits.
16 \$555,000 of the motor vehicle account—state appropriation is for
17 dedicated department maintenance staff and associated clean-up costs.
18 The department and the city of Spokane shall enter into a
19 reimbursable agreement to cover up to \$445,000 of the city's expenses
20 for clean-up crews and landfill costs.

21 (5) \$1,025,000 of the motor vehicle account—state appropriation
22 is provided solely for the department to implement safety
23 improvements and debris clean up on department-owned rights-of-way in
24 the city of Seattle at levels above that being implemented as of
25 January 1, 2019, to be administered in conjunction with subsection
26 (3) of this section. The department must maintain a crew dedicated
27 solely to collecting and disposing of garbage, clearing debris or
28 hazardous material, and implementing safety improvements where
29 hazards exist to the traveling public, department employees, or
30 people encamped upon department-owned rights-of-way. The department
31 may request assistance from the Washington state patrol as necessary
32 in order for both agencies to provide enhanced safety-related
33 activities regarding the emergency hazards along state highway
34 rights-of-way in the Seattle area.

35 (6) \$1,015,000 of the motor vehicle account—state appropriation
36 is provided solely for a partnership program between the department
37 and the city of Tacoma, to be administered in conjunction with
38 subsection (3) of this section. The program must address the safety
39 and public health problems created by homeless encampments on the

1 department's property along state highways within the city limits.
2 \$570,000 of the motor vehicle account—state appropriation is for
3 dedicated department maintenance staff and associated clean-up costs.
4 The department and the city of Tacoma shall enter into a reimbursable
5 agreement to cover up to \$445,000 of the city's expenses for clean-up
6 crews and landfill costs.

7 (7) \$1,500,000 of the motor vehicle account—state appropriation
8 is provided solely for the department to contract with the city of
9 Fife to address the risks to safety and public health associated with
10 homeless encampments on department-owned rights-of-way along the SR
11 167/SR 509 Puget Sound Gateway project corridor in and adjacent to
12 the city limits pursuant to section 216(10), chapter 186, Laws of
13 2022. However, the amount provided in this subsection must be placed
14 in unallotted status and may not be spent prior to November 1, 2023.
15 If, after November 1, 2023, the department, in consultation with the
16 office of financial management, determines that the department fully
17 spent the \$2,000,000 appropriated in section 216(10), chapter 186,
18 Laws of 2022, within the 2021-2023 fiscal biennium for this purpose,
19 the amount provided in this subsection must remain in unallotted
20 status and unspent. If the department did not fully spend the
21 \$2,000,000 within the 2021-2023 fiscal biennium, the department may
22 only spend from the appropriation in this subsection an amount not in
23 excess of the amount unspent from the \$2,000,000 within the 2021-2023
24 fiscal biennium, with any remaining amount to remain in unallotted
25 status and unspent. In no event may the department spend more than
26 \$2,000,000 within the 2021-2023 and 2023-2025 fiscal biennia for this
27 purpose.

28 (8) To the greatest extent practicable, the department shall
29 schedule mowing along state highways to occur after litter pickup has
30 been performed in the area to be mowed. This subsection is not
31 intended to prevent mowing or other similar maintenance activities
32 from being undertaken in the event litter pickup has not been
33 performed.

34 **Sec. 214.** 2024 c 310 s 217 (uncodified) is amended to read as
35 follows:

36 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION OPERATIONS—**
37 **PROGRAM Q—OPERATING**
38 Highway Safety Fund—State Appropriation. \$5,529,000

1	Motor Vehicle Account—State Appropriation.	((\$88,566,000))
2		<u>\$86,659,000</u>
3	Motor Vehicle Account—Federal Appropriation.	\$2,050,000
4	Motor Vehicle Account—Private/Local Appropriation.	\$294,000
5	Move Ahead WA Account—State Appropriation.	\$3,090,000
6	Multimodal Transportation Account—State	
7	Appropriation.	\$5,000,000
8	State Route Number 520 Corridor Account—State	
9	Appropriation.	\$247,000
10	Tacoma Narrows Toll Bridge Account—State	
11	Appropriation.	\$44,000
12	Alaskan Way Viaduct Replacement Project Account—	
13	State Appropriation.	\$1,122,000
14	Interstate 405 and State Route Number 167 Express	
15	Toll Lanes Account—State Appropriation.	\$37,000
16	TOTAL APPROPRIATION.	((\$105,979,000))
17		<u>\$104,072,000</u>

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

20 (1) \$6,000,000 of the motor vehicle account—state appropriation
21 is provided solely for low-cost enhancements. The department shall
22 give priority to low-cost enhancement projects that improve safety or
23 provide congestion relief. By December 15th of each odd-numbered
24 year, the department shall provide a report to the legislature
25 listing all low-cost enhancement projects completed in the prior
26 fiscal biennium.

27 (2)(a) During the 2023-2025 fiscal biennium, the department shall
28 continue a pilot program that expands private transportation
29 providers' access to high occupancy vehicle lanes. Under the pilot
30 program, when the department reserves a portion of a highway based on
31 the number of passengers in a vehicle, the following vehicles must be
32 authorized to use the reserved portion of the highway if the vehicle
33 has the capacity to carry eight or more passengers, regardless of the
34 number of passengers in the vehicle: (i) Auto transportation company
35 vehicles regulated under chapter 81.68 RCW; (ii) passenger charter
36 carrier vehicles regulated under chapter 81.70 RCW, except marked or
37 unmarked stretch limousines and stretch sport utility vehicles as
38 defined under department of licensing rules; (iii) private nonprofit
39 transportation provider vehicles regulated under chapter 81.66 RCW;

1 and (iv) private employer transportation service vehicles. For
2 purposes of this subsection, "private employer transportation
3 service" means regularly scheduled, fixed-route transportation
4 service that is offered by an employer for the benefit of its
5 employees. Nothing in this subsection is intended to authorize the
6 conversion of public infrastructure to private, for-profit purposes
7 or to otherwise create an entitlement or other claim by private users
8 to public infrastructure.

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

19 (c) The department shall expand the high occupancy vehicle lane
20 access pilot program to for hire nonemergency medical transportation
21 vehicles, when in use for medical purposes, as described in section
22 208(20), chapter 472, Laws of 2023. Under the pilot program, when the
23 department reserves a portion of a highway based on the number of
24 passengers in a vehicle, nonemergency medical transportation vehicles
25 that meet the requirements identified in section 208(20), chapter
26 472, Laws of 2023 must be authorized to use the reserved portion of
27 the highway.

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

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

38 (4) The department shall promote safety messages encouraging
39 drivers to slow down and move over and pay attention when emergency
40 lights are flashing on the side of the road and other suitable safety

1 messages on electronic message boards the department operates across
2 the state. The messages must be promoted through June 30, 2025. The
3 department may coordinate such messaging with any statewide public
4 awareness campaigns being developed by the department of licensing or
5 the Washington state traffic safety commission, or both.

6 (5) \$5,000,000 of the multimodal transportation account—state
7 appropriation is provided solely for the department to address
8 emergent issues related to safety for pedestrians and bicyclists.
9 Funds may only be spent after approval from the office of financial
10 management. By December 15th of each odd-numbered year, the
11 department shall provide a report to the legislature listing all
12 emergent issues addressed in the prior fiscal biennium.

13 (6) \$3,529,000 of the highway safety account—state appropriation
14 is provided solely for implementation of chapter 17, Laws of 2023
15 (speed safety cameras).

16 (7) \$1,279,000 of the move ahead WA account—state appropriation
17 is provided solely for maintenance and operations of the virtual
18 coordination center. The department is encouraged to apply for
19 federal grant funds for the virtual coordination center and may use
20 state funds as a match. By December 1, 2023, the department shall
21 report to the transportation committees of the legislature: (a)
22 Recommendations to expand the center's operations, including specific
23 additional jurisdictions and corridors across the state; and (b)
24 amounts received and dates of receipt of any new cash and in-kind
25 matches from virtual coordination center partners including, but not
26 limited to, the city of Seattle, King county, other state and local
27 jurisdictions, and private sector partners.

28 (8) \$100,000 of the motor vehicle account—state appropriation is
29 provided solely for the department to prepare and submit a report to
30 the transportation committees of the legislature by December 1, 2024,
31 with a prioritized list of recommendations for improving safety and
32 mobility on Interstate 90 between North Bend and Cle Elum during
33 winter weather events, including estimated costs. The recommendations
34 must include, but are not limited to, options to improve compliance
35 with traction tire and chain requirements and reduce snow-related
36 closures.

37 (9) (a) (~~(\$5,000,000)~~) \$3,100,000 of the motor vehicle account—
38 state appropriation is provided solely for the department, in
39 coordination with the independent review team of the joint

1 transportation committee, to conduct an analysis of highway, road,
2 and freight rail transportation needs, options, and impacts from
3 shifting the movement of freight and goods that currently move by
4 barge through the lower Snake river dams to highways, other roads,
5 and rail. The study should generate volume estimates and evaluate
6 scenarios for changes in infrastructure and operations that would be
7 necessary to address those additional volumes. The assessment must
8 include quantitative analysis based on available data in terms of
9 both financial and carbon emission costs; and qualitative input
10 gathered from tribal governments, local governments, freight
11 interests, and other key stakeholders, including impacts on
12 disadvantaged/underserved communities. The analysis must include a
13 robust public engagement process to solicit feedback from interested
14 stakeholders including but not limited to: Residents and officials in
15 affected cities and counties; stakeholders involved in railroad,
16 agriculture, fishing, trucking, shipping and other related
17 industries; appropriate Native American tribes; representatives of
18 advocacy and community organizations; and transportation, public
19 works, and economic development organizations in the affected areas,
20 federal highway administration and army corps of engineers. The
21 analysis must be informed by the work of the joint transportation
22 committee's independent review team, and must include the following:

23 (i) Existing volumes and traffic patterns;

24 (ii) Potential changes in volumes and traffic patterns
25 immediately following the loss of freight movement by barge and over
26 the following 20 years, including the carbon emissions impact of this
27 mode shift;

28 (iii) Identification of whether regional geography, land
29 availability, and state and federal regulatory processes would allow
30 for rail and road expansions and increased capacity;

31 (iv) Identification of potential infrastructure and operational
32 improvements to existing highways, other roads, and rail, including
33 additional access to facilities, needed to accommodate the higher
34 freight volumes and impacts and potential opportunities to mitigate
35 impacts on shipping rates;

36 (v) Identification of rail line development options, including
37 impacts and potential opportunities to mitigate impacts on grain
38 storage and handling facilities at regional unit train yards and port
39 export facilities;

1 (vi) An assessment of costs associated with mitigating potential
2 slope failure and stabilization necessitated by the drawdown of the
3 river. An assessment of impacts and potential opportunities to
4 mitigate impacts on adjacent roads, bridges, railroads, and utility
5 corridors shall be included;

6 (vii) Both financial and carbon cost estimates for development
7 and implementation of identified needs and options, including
8 planning, design, and construction;

9 (viii) Analysis of the impacts and potential opportunities to
10 mitigate impacts of these infrastructure changes on environmental
11 justice and disadvantaged/underserved communities during
12 construction, as well as from future operations;

13 (ix) Analysis of safety impacts and potential opportunities to
14 mitigate impacts for a shift from barge transportation to rail or
15 truck, including increases in rural community traffic and consistency
16 with the Washington State Strategic Highway Safety Plan: Target Zero;

17 (x) Impacts and potential opportunities to mitigate impacts on
18 highly affected commodities, including agriculture, petroleum,
19 project cargo, and wind energy components;

20 (xi) Analysis of the impacts and potential opportunities to
21 mitigate impacts that reduced competition resulting from removing
22 barging of agricultural products on the Snake river would have on
23 Washington's agricultural industry along with impacts modal shifts
24 would have on the entire supply chain, including export facilities
25 and ports on the Lower Columbia River; and

26 (xii) Determination of the feasibility that additional east-west
27 freight rail capacity can be achieved, particularly through Columbia
28 River Gorge, and the alternative routes that exist in the event that
29 adding more infrastructure on these routes is not feasible.

30 (b) The department shall provide status updates on a quarterly
31 basis in coordination with the joint transportation committee. The
32 legislature intends to require a final report to the governor and the
33 transportation committees of the legislature by December 31, 2026.

34 (10) \$2,000,000 of the highway safety account—state appropriation
35 is provided solely for the department, in consultation with the
36 Washington traffic safety commission, to evaluate and identify
37 geographical locations in both urban and rural highway settings to
38 install and implement wrong-way driving prevention strategies. Such
39 prevention strategies may include improved signage and pavement
40 markings as recommended by the traffic safety commission's report on

1 wrong-way driving, "Strategies and Technologies to Prevent and
2 Respond to Wrong-Way Driving Crashes." The department must report to
3 the legislature any crash data or wrong-way violations that occur at
4 the selected locations by June 30, 2025.

5 (11) \$1,000,000 of the motor vehicle account—state appropriation
6 is provided solely for the department to develop an automated highway
7 speed safety camera pilot program to test two to three automated
8 traffic safety cameras on state highways. The goals of the automated
9 highway speed safety camera pilot program are to test speed camera
10 technology, determine the impact on speeding behavior in areas of
11 testing, and compile public response to the use of traffic safety
12 cameras on highways.

13 (a) The department must work with the Washington state patrol and
14 the traffic safety commission to develop the pilot program to
15 include, but not be limited to, the following program elements:

16 (i) Selection of technology;

17 (ii) Placement of cameras in high speed, collision, or fatality
18 locations;

19 (iii) Establishment of public notification and warning signs
20 prior to entering into an area with a speed safety camera;

21 (iv) Outreach and public engagement about the program and site
22 selection process; and

23 (v) Development and implementation of a process to collect and
24 report relevant pilot program data, including rates of speed prior
25 to, during, and after the use of pilot program cameras, and public
26 response to pilot program cameras.

27 (b) Automated traffic safety cameras may only take pictures of
28 the vehicle and the vehicle license plates.

29 (c) Ticketing of violators using vehicle speed information
30 captured by automated traffic safety cameras authorized under the
31 pilot program is prohibited during the pilot program.

32 (d) As part of the pilot program, the department may inform
33 registered vehicle owners of a vehicle's rate of speed exceeding the
34 posted speed limit and the amount of the fine the law would have
35 allowed to be imposed by providing notification by mail.

36 (e) The department is required to provide a program progress
37 report to the governor and transportation committees of the
38 legislature by (~~September 30, 2024~~) June 30, 2025, to include a
39 summary of public input on the use of safety cameras, including

1 objections, evaluation of technologies used, and changes in speeding
2 behavior.

3 (f) Photographs, microphotographs, electronic images, and other
4 personally identifying data captured and collected for the purposes
5 of the pilot program are for the exclusive use of the Washington
6 state patrol and department of transportation in carrying out the
7 pilot program, are not open to the public, and may not be used in
8 court in a pending action or proceeding.

9 (12) \$1,000,000 of the motor vehicle account—state appropriation
10 is provided solely for implementation of chapter 111, Laws of 2024
11 (graffiti abatement and reduction pilot). If chapter 111, Laws of
12 2024 is not enacted by June 30, 2024, the amount provided in this
13 subsection lapses.

14 **Sec. 215.** 2024 c 310 s 218 (uncodified) is amended to read as
15 follows:

16 **FOR THE DEPARTMENT OF TRANSPORTATION—TRANSPORTATION MANAGEMENT AND**
17 **SUPPORT—PROGRAM S**

18	Motor Vehicle Account—State Appropriation.	((\$63,497,000))
19		<u>\$63,501,000</u>
20	Motor Vehicle Account—Federal Appropriation.	\$780,000
21	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
22	Move Ahead WA Flexible Account—State Appropriation.	\$5,400,000
23	Puget Sound Ferry Operations Account—State	
24	Appropriation.	\$509,000
25	Multimodal Transportation Account—State	
26	Appropriation.	((\$22,723,000))
27		<u>\$15,932,000</u>
28	State Route Number 520 Corridor Account—State	
29	Appropriation.	\$220,000
30	Tacoma Narrows Toll Bridge Account—State	
31	Appropriation.	\$136,000
32	Alaskan Way Viaduct Replacement Project Account—	
33	State Appropriation.	\$127,000
34	Interstate 405 and State Route Number 167 Express	
35	Toll Lanes Account—State Appropriation.	\$114,000
36	TOTAL APPROPRIATION.	((\$94,006,000))
37		<u>\$87,219,000</u>

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

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

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

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

20 (b) The department shall report annually to the transportation
21 committees of the legislature on efforts to increase diversity in the
22 transportation construction workforce.

23 (2) \$1,512,000 of the motor vehicle account—state appropriation
24 and \$488,000 of the Puget Sound ferry operations account—state
25 appropriation are provided solely for the department to develop,
26 track, and monitor the progress of community workforce agreements,
27 and to assist with the development and implementation of internal
28 diversity, equity, and inclusion efforts and serve as subject matter
29 experts on federal and state civil rights provisions. The department
30 shall engage with relevant stakeholders, and provide a progress
31 report on the implementation of efforts under this subsection to the
32 transportation committees of the legislature and the governor by
33 December 1, 2024.

34 (3) For Washington state department of transportation small works
35 roster projects under RCW 39.04.155, the department may only allow
36 firms certified as small business enterprises, under 49 C.F.R. 26.39,
37 to bid on the contract, unless the department determines there would
38 be insufficient bidders for a particular project. The department

1 shall report on the effectiveness of this policy to the
2 transportation committees of the legislature by December 1, 2024.

3 (4) \$21,195,000 of the motor vehicle account—state appropriation
4 and (~~(\$21,194,000)~~) \$14,403,000 of the multimodal transportation
5 account—state appropriation are provided solely for the department to
6 upgrade the transportation reporting and accounting information
7 system to the current cloud version of the software, and is subject
8 to the conditions, limitations, and review requirements of section
9 701, chapter 472, Laws of 2023.

10 (5) \$56,000 of the motor vehicle account—state appropriation is
11 provided solely for the implementation of chapter 230, Laws of 2023
12 (clean energy siting).

13 **Sec. 216.** 2024 c 310 s 219 (uncodified) is amended to read as
14 follows:

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

17	Carbon Emissions Reduction Account—State	
18	Appropriation.	\$4,000,000
19	Motor Vehicle Account—State Appropriation.	((\$32,044,000))
20		<u>\$30,471,000</u>
21	Motor Vehicle Account—Federal Appropriation.	\$31,527,000
22	Motor Vehicle Account—Private/Local Appropriation.	\$400,000
23	Move Ahead WA Flexible Account—State Appropriation.	\$11,922,000
24	Multimodal Transportation Account—State	
25	Appropriation.	((\$2,714,000))
26		<u>\$2,574,000</u>
27	Multimodal Transportation Account—Federal	
28	Appropriation.	\$2,809,000
29	Multimodal Transportation Account—Private/Local	
30	Appropriation.	\$100,000
31	TOTAL APPROPRIATION.	((\$85,516,000))
32		<u>\$83,803,000</u>

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

35 (1) \$750,000 of the multimodal transportation account—state
36 appropriation is provided solely for the department to partner with
37 the department of commerce and regional transportation planning
38 organizations in implementing vehicle miles traveled targets and

1 supporting actions. As part of target setting, important factors that
2 must be considered include land use patterns, safety, and vulnerable
3 populations. The department shall provide an interim report by June
4 30, 2024, and a final report by June 30, 2025.

5 (2) \$150,000 of the motor vehicle account—state appropriation is
6 provided solely for the department to continue implementation of a
7 performance-based project evaluation model. The department must issue
8 a report by September 1, 2024.

9 (3) (a) \$180,000 of the multimodal transportation account—state
10 appropriation is provided solely for Thurston regional planning
11 council (TRPC) to conduct a study examining options for multimodal
12 high capacity transportation (HCT) to serve travelers on the
13 Interstate 5 corridor between central Thurston county (Olympia area)
14 and Pierce county.

15 (b) The study will include an assessment of travelsheds and
16 ridership potential and identify and provide an evaluation of options
17 to enhance connectivity and accessibility for the greater south Puget
18 Sound region with an emphasis on linking to planned or existing
19 commuter or regional light rail. The study must account for previous
20 and ongoing efforts by transit agencies and the department. The study
21 will emphasize collaboration with a diverse community of interests,
22 including but not limited to transit, business, public agencies,
23 tribes, and providers and users of transportation who because of age,
24 income, or ability may face barriers and challenges.

25 (c) The study is due to the governor and transportation
26 committees of the legislature by September 1, 2024.

27 (4) (~~(\$700,000)~~) \$560,000 of the multimodal transportation
28 account—state appropriation is provided solely for the city of
29 Seattle's office of planning and community development to support an
30 equitable development initiative to reconnect the South Park
31 neighborhood, currently divided by state route number 99.

32 (a) The support work must include:

33 (i) A public engagement and visioning process led by a
34 neighborhood-based, community organization; and

35 (ii) A feasibility study of decommissioning state route number 99
36 in the South Park neighborhood to include, but not be limited to,
37 traffic studies, environmental impact analysis, and development of
38 alternatives, including the transfer of the land to a neighborhood-
39 led community land trust.

1 (b) The support work must be conducted in coordination and
2 partnership with neighborhood residents, neighborhood industrial and
3 commercial representatives, the state department of transportation,
4 and other entities and neighborhoods potentially impacted by changes
5 to the operation of state route number 99.

6 (c) The city must provide (~~a report on the plan that includes~~
7 ~~recommendations~~) an interim report on progress to date to the
8 Seattle city council, state department of transportation, and the
9 transportation committees of the legislature by June 30, 2025.

10 (5) (~~(\$2,557,000)~~) \$1,000,000 of the motor vehicle account—state
11 appropriation is provided solely for the department to upgrade the
12 department's linear referencing system (LRS) and highway performance
13 monitoring system (HPMS) (~~, and is subject to the conditions,~~
14 ~~limitations, and review requirements in section 701, chapter 472,~~
15 ~~Laws of 2023~~)).

16 (6) \$306,000 of the multimodal transportation account—state
17 appropriation is provided solely for the department to appoint or
18 designate a liaison to serve as a point of contact and resource for
19 the department, local governments, and project proponents regarding
20 land use decisions and processing development permit applications.
21 The liaison must, as a priority, facilitate and expedite any
22 department decisions required for project approval.

23 (7) \$742,000 of the motor vehicle account—federal appropriation
24 is provided solely for remaining work on the "Forward Drive" road
25 usage charge research project overseen by the transportation
26 commission using the remaining amounts of the federal grant award.
27 The remaining work of this project includes:

28 (a) Analysis of road usage charge simulation and participant
29 surveys;

30 (b) Follow up on road usage charge experiences related to payment
31 installments, mileage exemptions, and vehicle-based mileage
32 reporting;

33 (c) Completion of technology research; and

34 (d) Development of the final "Forward Drive" research program
35 report.

36 (8) (a) \$11,922,000 of the move ahead WA flexible account—state
37 appropriation is provided solely for an Interstate 5 planning and
38 environmental linkage study and a statewide Interstate 5 master plan,
39 building upon existing work under way in the corridor. It is the

1 intent of the legislature to provide a total of \$40,000,000 for this
2 work by 2029.

3 (b) The work under (a) of this subsection must include, but is
4 not limited to, the following:

5 (i) Seismic resiliency planning to refine the level of effort and
6 develop informed cost estimates for the seismic vulnerability
7 analysis;

8 (ii) HOV lane system-wide performance planning and initial steps
9 to launch a pilot project that progresses innovative and emerging
10 technologies;

11 (iii) Interstate 5 corridor planning work, including development
12 of a framework, coordination of corridor needs, development of core
13 evaluation criteria and a prioritization process, and identification
14 of early action priority projects that address safety or resiliency,
15 or both, along the corridor; and

16 (iv) A report to the transportation committees of the legislature
17 by December 1, 2024, with recommendations for future phases and a
18 detailed funding request for work planned through 2029.

19 (c) Of the amounts provided in this subsection, \$300,000 is
20 provided solely for the department to conduct a Seattle Interstate 5
21 ramp reconfiguration study. The study must be conducted in
22 coordination and partnership with the city of Seattle's department of
23 transportation, informed by the input of Interstate 5 lid
24 stakeholders, and coordinated with work under (a) and (b) of this
25 subsection. The department must provide a study report, including
26 recommendations, to the city of Seattle's department of
27 transportation and the transportation committees of the legislature
28 by December 1, 2024. The study must include an analysis of:

29 (i) Options and opportunities to reconfigure, relocate, or remove
30 Interstate 5 ramps within and between Chinatown-International
31 District and the University District for the purpose of improving
32 through-traffic operations, enhancing multimodal transportation
33 safety, and enabling more efficient air rights development;

34 (ii) Potential mitigation needs and cost estimates of ramp
35 changes and demolitions;

36 (iii) Benefits of ramp changes and demolitions to pedestrian and
37 bicycle travel, transit operations, and future lid design;

38 (iv) Ramps for the mainline, collector-distributor lanes and
39 express lanes including, at a minimum, ramps connecting to and from
40 James Street, Cherry Street, 6th Avenue, Madison Street, Seneca

1 Street, Spring Street, University Street, Union Street, Olive Way,
2 Yale Avenue, NE 45th Street, and NE 50th Street;

3 (v) Removal of the existing ramps at Seneca Street, Spring
4 Street, and University Street; and

5 (vi) Removal and consolidation options of the existing NE 45th
6 Street and NE 50th Street ramps.

7 (d) The department shall work with the emergency management
8 division of the military department to identify strategic
9 transportation corridors, opportunities to improve resilience and
10 reinforce the corridors against natural disasters, and opportunities
11 to secure federal funding for investments in the resilience of the
12 transportation network. The department shall provide a report to the
13 transportation committees of the legislature by December 1, 2023, on:

14 (i) Strategic transportation corridors and opportunities to
15 improve their resilience;

16 (ii) Federal funding opportunities the state should pursue; and

17 (iii) Recommendations for actions to maximize federal funding for
18 the state of Washington.

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

34 (10) \$3,000,000 of the carbon emissions reduction account—state
35 appropriation is provided solely for the department, in coordination
36 with the department's HEAL act team and environmental services
37 office, to develop and implement a community outreach, education, and
38 technical assistance program for overburdened communities and their
39 community partners in order to develop community-centered carbon
40 reduction strategies to make meaningful impacts in a community, and

1 to provide assistance in gaining access to available funding to
2 implement these strategies, where applicable. The department may
3 provide appropriate compensation to members of overburdened
4 communities who provide solicited community participation and input
5 needed by the department to implement and administer the program
6 established in this subsection. By June 1, 2024, and by June 1, 2025,
7 the department must submit a report to the transportation committees
8 of the legislature and to the governor that provides an update on the
9 department's community outreach, education, and technical assistance
10 program development and implementation efforts.

11 (11) \$200,000 of the motor vehicle account—state appropriation is
12 provided solely for planning and intersection improvements along
13 state route number 904 and improvements to the local network that
14 would feed intersections with state route number 904. This work must
15 include, but is not limited to, the Medical Lake/Four Lakes Road/West
16 3rd Ave intersection and feeding local network. The department must
17 collaborate with Spokane county and the city of Cheney on this work
18 and other improvement ideas along the corridor.

19 (12) Beginning January 1, 2025, \$1,000,000 of the carbon
20 emissions reduction account—state appropriation is provided solely
21 for the department to contract with a world cup organizing committee
22 based in Seattle to undertake low carbon transportation planning
23 efforts that will help prepare for the increase in visitors due to
24 the 2026 FIFA world cup soccer matches in Seattle and other venues in
25 the state. The planning, to be developed in coordination with the
26 department and local mobility agencies, must identify critical
27 infrastructure and operational improvements that will support active
28 transportation and reliability of transit, making it easier for the
29 public to choose options other than single-occupancy vehicles. A
30 progress report including best practices for future events must be
31 delivered to the department, office of the governor, and
32 transportation committees of the legislature by June 30, 2025.

33 **Sec. 217.** 2024 c 310 s 220 (uncodified) is amended to read as
34 follows:

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

37 Aeronautics Account—State Appropriation. \$1,000
38 Transportation Partnership Account—State

1	Appropriation.	\$56,000
2	Motor Vehicle Account—State Appropriation.	(\$112,419,000)
3		<u>\$122,169,000</u>
4	Puget Sound Ferry Operations Account—State	
5	Appropriation.	\$244,000
6	State Route Number 520 Corridor Account—State	
7	Appropriation.	\$69,000
8	Connecting Washington Account—State Appropriation.	\$452,000
9	Multimodal Transportation Account—State	
10	Appropriation.	\$6,335,000
11	Tacoma Narrows Toll Bridge Account—State	
12	Appropriation.	\$43,000
13	Alaskan Way Viaduct Replacement Project Account—	
14	State Appropriation.	\$38,000
15	Interstate 405 and State Route Number 167 Express	
16	Toll Lanes Account—State Appropriation.	\$43,000
17	TOTAL APPROPRIATION.	(\$119,700,000)
18		<u>\$129,450,000</u>

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

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

27 (2) On August 1, 2023, and semiannually thereafter, the
28 department, in conjunction with the attorney general and the
29 department of enterprise services, shall provide a report with
30 judgments and settlements dealing with the Washington state ferry
31 system to the director of the office of financial management and the
32 transportation committees of the legislature. The report must include
33 information on: (a) The number of claims and settlements by type; (b)
34 the average claim and settlement by type; (c) defense costs
35 associated with those claims and settlements; and (d) information on
36 the impacts of moving legal costs associated with the Washington
37 state ferry system into the statewide self-insurance pool.

38 (3) On August 1, 2023, and semiannually thereafter, the
39 department, in conjunction with the attorney general and the

1 department of enterprise services, shall provide a report with
2 judgments and settlements dealing with the nonferry operations of the
3 department to the director of the office of financial management and
4 the transportation committees of the legislature. The report must
5 include information on: (a) The number of claims and settlements by
6 type; (b) the average claim and settlement by type; and (c) defense
7 costs associated with those claims and settlements.

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

13 **Sec. 218.** 2024 c 310 s 221 (uncodified) is amended to read as
14 follows:

15 **FOR THE DEPARTMENT OF TRANSPORTATION—PUBLIC TRANSPORTATION—PROGRAM V**
16 Carbon Emissions Reduction Account—State
17 Appropriation. (~~(\$30,400,000)~~)
18 \$2,500,000
19 Climate Transit Programs Account—State Appropriation (~~(\$410,645,000)~~)
20 \$378,895,000
21 State Vehicle Parking Account—State Appropriation. \$784,000
22 Regional Mobility Grant Program Account—State
23 Appropriation. (~~(\$120,177,000)~~)
24 \$61,730,000
25 Rural Mobility Grant Program Account—State
26 Appropriation. \$33,077,000
27 Multimodal Transportation Account—State
28 Appropriation. (~~(\$126,238,000)~~)
29 \$119,100,000
30 Multimodal Transportation Account—Federal
31 Appropriation. \$4,374,000
32 Multimodal Transportation Account—Private/Local
33 Appropriation. \$100,000
34 TOTAL APPROPRIATION. (~~(\$725,795,000)~~)
35 \$600,560,000

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

1 (1) \$64,906,000 of the multimodal transportation account—state
2 appropriation and (~~(\$78,325,000)~~) \$77,900,000 of the climate transit
3 programs account—state appropriation are provided solely for a grant
4 program for special needs transportation provided by transit agencies
5 and nonprofit providers of transportation. Of this amount:

6 (a) \$14,420,000 of the multimodal transportation account—state
7 appropriation and (~~(\$17,963,000)~~) \$17,713,000 of the climate transit
8 programs account—state appropriation are provided solely for grants
9 to nonprofit providers of special needs transportation. Grants for
10 nonprofit providers must be based on need, including the availability
11 of other providers of service in the area, efforts to coordinate
12 trips among providers and riders, and the cost effectiveness of trips
13 provided.

14 (b) \$48,278,000 of the multimodal transportation account—state
15 appropriation and (~~(\$60,137,000)~~) \$59,962,000 of the climate transit
16 programs account—state appropriation are provided solely for grants
17 to transit agencies to transport persons with special transportation
18 needs. To receive a grant, the transit agency must, to the greatest
19 extent practicable, have a maintenance of effort for special needs
20 transportation that is no less than the previous year's maintenance
21 of effort for special needs transportation. Grants for transit
22 agencies must be prorated based on the amount expended for demand
23 response service and route deviated service in calendar year 2021 as
24 reported in the "2021 Summary of Public Transportation" published by
25 the department of transportation. No transit agency may receive more
26 than 30 percent of these distributions. Fuel type may not be a factor
27 in the grant selection process.

28 (c) \$2,208,000 of the multimodal transportation account—state
29 appropriation and \$225,000 of the climate transit programs account—
30 state appropriation are provided solely for the reappropriation of
31 amounts provided for this purpose in the 2021-2023 fiscal biennium.

32 (2) \$33,077,000 of the rural mobility grant program account—state
33 appropriation is provided solely for grants to aid small cities in
34 rural areas as prescribed in RCW 47.66.100. Fuel type may not be a
35 factor in the grant selection process.

36 (3) (~~(\$11,598,000)~~) \$9,925,000 of the multimodal transportation
37 account—state appropriation is provided solely for a public transit
38 rideshare grant program for: (a) Public transit agencies to add or
39 replace rideshare vehicles; and (b) incentives and outreach to

1 increase rideshare use. The grant program for public transit agencies
2 may cover capital costs only, and costs for operating vanpools at
3 public transit agencies are not eligible for funding under this grant
4 program. Awards from the grant program must not be used to supplant
5 transit funds currently funding ride share programs, or to hire
6 additional employees. Fuel type may not be a factor in the grant
7 selection process. Of the amounts provided in this subsection,
8 \$1,308,000 is for the reappropriation of amounts provided for this
9 purpose in the 2021-2023 fiscal biennium.

10 (4) \$48,597,000 of the regional mobility grant program account—
11 state appropriation is reappropriated and provided solely for the
12 regional mobility grant projects identified in (~~LEAP Transportation~~
13 ~~Document 2024-2 ALL PROJECTS as developed March 6, 2024, Program~~
14 ~~Public Transportation Program (V))~~ OFM Transportation Document
15 2025-1: Proposed Transportation Project List - Public Transportation
16 Program (V) as developed December 17, 2024.

17 (5) (a) (~~(\$71,581,000)~~) \$13,133,000 of the regional mobility grant
18 program account—state appropriation is provided solely for the
19 regional mobility grant projects identified in (~~LEAP Transportation~~
20 ~~Document 2024-2 ALL PROJECTS as developed March 6, 2024, Program~~
21 ~~Public Transportation Program (V))~~ OFM Transportation Document
22 2025-1: Proposed Transportation Project List - Public Transportation
23 Program (V) as developed December 17, 2024. The department shall
24 review all projects receiving grant awards under this program at
25 least semiannually to determine whether the projects are making
26 satisfactory progress. Any project that has been awarded funds, but
27 does not report activity on the project within one year of the grant
28 award, must be reviewed by the department to determine whether the
29 grant should be terminated. The department shall promptly close out
30 grants when projects have been completed, and any remaining funds
31 must be used only to fund projects identified in the (~~LEAP~~
32 ~~transportation~~) OFM document referenced in this subsection. The
33 department shall provide annual status reports on December 15, 2023,
34 and December 15, 2024, to the office of financial management and the
35 transportation committees of the legislature regarding the projects
36 receiving the grants. It is the intent of the legislature to
37 appropriate funds through the regional mobility grant program only
38 for projects that will be completed on schedule. A grantee may not
39 receive more than 25 percent of the amount appropriated in this
40 subsection unless all other funding is awarded. Additionally, when

1 allocating funding for the 2023-2025 fiscal biennium, no more than 30
2 percent of the total grant program may directly benefit or support
3 one grantee unless all other funding is awarded. Fuel type may not be
4 a factor in the grant selection process.

5 (b) In order to be eligible to receive a grant under (a) of this
6 subsection during the 2023-2025 fiscal biennium, a transit agency
7 must establish a process for private transportation providers to
8 apply for the use of park and ride facilities. For purposes of this
9 subsection, (i) "private transportation provider" means: An auto
10 transportation company regulated under chapter 81.68 RCW; a passenger
11 charter carrier regulated under chapter 81.70 RCW, except marked or
12 unmarked stretch limousines and stretch sport utility vehicles as
13 defined under department of licensing rules; a private nonprofit
14 transportation provider regulated under chapter 81.66 RCW; or a
15 private employer transportation service provider; and (ii) "private
16 employer transportation service" means regularly scheduled, fixed-
17 route transportation service that is offered by an employer for the
18 benefit of its employees.

19 (c) \$1,500,000 of the amount appropriated in this subsection is
20 provided solely for a contingency fund to assist current regional
21 mobility grantees with cost escalations and overages. The department
22 shall create a system for grantees to request funds, and set a cap of
23 contingency funds per grantee to ensure an equitable distribution
24 among requesters.

25 (d) During the 2023-2025 fiscal biennium, the department shall
26 consider applications submitted by regional transportation planning
27 organizations and metropolitan planning organizations for the
28 regional mobility grant program funding in the 2025-2027 fiscal
29 biennium.

30 (6) \$6,195,000 of the multimodal transportation account—state
31 appropriation, \$3,300,000 of the climate transit programs account—
32 state appropriation, and \$784,000 of the state vehicle parking
33 account—state appropriation are provided solely for CTR grants and
34 activities. Fuel type may not be a factor in the grant selection
35 process. Of this amount, \$495,000 of the multimodal transportation
36 account—state appropriation is reappropriated and provided solely for
37 continuation of previously approved projects under the first mile/
38 last mile connections grant program.

1 (7) (~~(\$16,319,000)~~) \$12,912,000 of the multimodal transportation
2 account—state appropriation is provided solely for connecting
3 Washington transit projects identified in (~~(LEAP—Transportation~~
4 ~~Document 2024-2 ALL PROJECTS as developed March 6, 2024)~~) OFM
5 Transportation Document 2025-1: Proposed Transportation Project List
6 - Public Transportation Program (V) as developed December 17, 2024.
7 It is the intent of the legislature that entities identified to
8 receive funding in the (~~(LEAP—transportation)~~) OFM document
9 referenced in this subsection receive the amounts specified in the
10 time frame specified in that (~~(LEAP)~~) OFM document. If an entity has
11 already completed a project in the (~~(LEAP—transportation)~~) OFM
12 document referenced in this subsection before the time frame
13 identified, the entity may substitute another transit project or
14 projects that cost a similar or lesser amount.

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

17 (9) (~~(\$12,000,000)~~) \$9,942,000 of the multimodal transportation
18 account—state appropriation and (~~(\$39,400,000)~~) \$28,306,000 of the
19 climate transit programs account—state appropriation are provided
20 solely for the green transportation capital projects identified in
21 (~~(LEAP Transportation Document 2024-2 ALL PROJECTS as developed March~~
22 ~~6, 2024, Program - Public Transportation Program (V))~~) OFM
23 Transportation Document 2025-1: Proposed Transportation Project List
24 - Public Transportation Program (V) as developed December 17, 2024.
25 Of the amount of climate transit program account funds appropriated
26 in this subsection, up to one percent may be used for program
27 administration and staffing.

28 (10) \$5,950,000 of the multimodal transportation account—state
29 appropriation and \$1,249,000 of the climate transit programs account—
30 state appropriation are reappropriated and provided solely for the
31 green transportation capital grant projects identified in (~~(LEAP~~
32 ~~Transportation Document 2024-2 ALL PROJECTS as developed March 6,~~
33 ~~2024, Program - Public Transportation Program (V))~~) OFM
34 Transportation Document 2025-1: Proposed Transportation Project List
35 - Public Transportation Program (V) as developed December 17, 2024.

36 (11) (~~(Beginning January 1, 2025, \$7,442,000 of the carbon~~
37 ~~emissions reduction account—state appropriation is provided solely~~
38 ~~for additional green transportation capital projects identified in~~
39 ~~LEAP Transportation Document 2024-2 ALL PROJECTS as developed March~~

1 ~~6, 2024. Of the amounts provided in this subsection, \$1,000,000 is~~
2 ~~for the Jefferson Transit - Electric Bus Replacement project~~
3 ~~(GT23250A), \$1,023,000 is for the Pacific Transit - Electrification~~
4 ~~of the Paratransit Fleet project (GT23250C), \$3,795,000 is for the C-~~
5 ~~TRAN - Hydrogen Fueling Station Infrastructure project (GT23250D),~~
6 ~~and \$1,623,000 is for the Island Transit - Fleet Expansion project~~
7 ~~(GT23250E).~~

8 ~~(12) \$10,267,000))~~ \$8,632,000 of the climate transit programs
9 account—state appropriation is provided solely for tribal transit
10 grants. Up to one percent of the amount provided in this subsection
11 may be used for program administration and staffing.

12 (a) The department must establish a tribal transit competitive
13 grant program. Grants to federally recognized tribes may be for any
14 transit purpose, including planning, operating costs, maintenance,
15 and capital costs. The department shall report to the transportation
16 committees of the legislature and the office of financial management
17 with a list of projects recommended for funding by September 1, 2024,
18 along with recommendations on how to remove barriers for tribes to
19 access grant funds, including removal of grant match requirements,
20 and recommendations for how the department can provide technical
21 assistance.

22 (b) Within the amount provided in this subsection,
23 ~~((\$10,167,000))~~ \$8,532,000 is provided solely for move ahead
24 Washington tribal transit grant projects as listed in ~~((LEAP~~
25 ~~Transportation Document 2024-2 ALL PROJECTS as developed March 6,~~
26 ~~2024))~~ OFM Transportation Document 2025-1: Proposed Transportation
27 Project List - Public Transportation Program (V) as developed
28 December 17, 2024. Of this amount, \$529,000 is for the Sauk-Suiattle
29 Commuter project (L1000318).

30 ~~((13))~~ (12) \$188,930,000 of the climate transit programs
31 account—state appropriation is provided solely for transit support
32 grants for public transit agencies that have adopted a zero-fare
33 policy for youth 18 years of age and under by October 1, 2022. The
34 department must confirm zero-fare policies are in effect at transit
35 agencies to be eligible for biennial distributions.

36 ~~((14) \$38,000,000))~~ (13) \$34,256,000 of the climate transit
37 programs account—state appropriation is provided solely for the bus
38 and bus facility grant program for replacement, rehabilitation, and

1 purchase of transit rolling stock, or construction, modification, or
2 rehabilitation of transit facilities.

3 ~~((15) Beginning January 1, 2025, \$7,758,000 of the carbon~~
4 ~~emissions reduction account state appropriation is provided solely~~
5 ~~for additional bus and bus facility projects. Of the amounts provided~~
6 ~~in this subsection, \$1,467,000 is for Kitsap Transit for inductive~~
7 ~~charging units for transit centers, \$1,891,000 is for Twin Transit~~
8 ~~for zero-emission vehicle acquisition, \$4,400,000 is for C-TRAN for~~
9 ~~highway 99 BRT hydrogen fuel cell buses.~~

10 ~~(16))~~ (14) \$2,000,000 of the climate transit programs account—
11 state appropriation is provided solely for newly selected transit
12 coordination grants. The department shall prioritize grant proposals
13 that promote the formation of joint partnerships between transit
14 agencies or merge service delivery across entities.

15 ~~((17) \$46,587,000))~~ (15) \$31,735,000 of the climate transit
16 programs account—state appropriation is provided solely for move
17 ahead Washington transit projects as listed in ~~((LEAP Transportation~~
18 ~~Document 2024-2 ALL PROJECTS as developed March 6, 2024, Move Ahead~~
19 ~~WA – Transit Projects))~~ OFM Transportation Document 2025-1: Proposed
20 Transportation Project List - Public Transportation Program (V) as
21 developed December 17, 2024.

22 (a) For projects funded as part of this subsection, if the
23 department expects to have substantial reappropriations for the
24 2023-2025 fiscal biennium, the department may, on a pilot basis,
25 apply funding from a project with an appropriation that is unable to
26 be used within the 2023-2025 fiscal biennium to advance one or more
27 of the projects listed, prioritizing projects first by tier then by
28 project readiness.

29 (b) In instances when projects listed in the ~~((LEAP~~
30 ~~transportation))~~ OFM document referenced in this subsection ~~((15))~~
31 are no longer viable or have been completed, the department may
32 recommend in its next budget submittal alternative project proposals
33 from the local jurisdictions if the project is similar in type and
34 scope and consistent with limitations on certain funds provided. In
35 the event that the listed project has been completed, the local
36 jurisdictions may, rather than submitting an alternative project, be
37 reimbursed in the year in which it was scheduled for documented costs
38 incurred implementing the listed project, not in excess of the amount
39 awarded from the funding program.

1 (c) At least 10 business days before advancing or swapping a
2 project pursuant to this subsection, the department must notify the
3 office of financial management and the transportation committees of
4 the legislature. The advancement of a project may not hinder the
5 delivery of the projects for which the reappropriations are necessary
6 for the 2023-2025 fiscal biennium.

7 ~~((18))~~ (16) \$702,000 of the multimodal transportation account—
8 state appropriation is provided solely for the department to provide
9 a statewide vanpool benefit for all state employees. For department
10 employees working in remote job sites, such as mountain passes, the
11 department must ensure employees are able to access job sites via a
12 subsidized vanpool or provide a modal alternative for the "last mile"
13 to ensure employees can access the job site without additional
14 charge.

15 ~~((19))~~ (17) \$200,000 of the multimodal transportation account—
16 state appropriation is provided solely for the department to update
17 the 2019 feasibility study to add a fifth travel Washington intercity
18 bus line in the Yakima Valley. The department must provide a summary
19 report of the updated feasibility and cost estimates to the
20 transportation committees of the legislature by December 1, 2024.

21 ~~((20))~~ (18) \$555,000 of the multimodal transportation account—
22 state appropriation and \$500,000 of the carbon emissions reduction
23 account—state appropriation are provided solely for an interagency
24 transfer to the Washington State University extension energy program
25 to administer a technical assistance and education program for public
26 agencies on the use of alternative fuel vehicles. The Washington
27 State University extension energy program shall prepare a report
28 regarding the utilization of the program and submit this report to
29 the transportation committees of the legislature by November 15,
30 2023.

31 ~~((21))~~ (19)(a) \$500,000 of the multimodal transportation
32 account—state appropriation is provided solely for King county metro
33 to develop a pilot program to place teams, including human services
34 personnel, along routes that are enduring significant public safety
35 issues and various disruptive behavior in south King county. The team
36 would be available to deescalate disruptions, provide immediate
37 access to transit resources, and refer customers to community
38 resources to break cycles of inappropriate behavior. The teams must

1 consist of individuals trained in deescalation and outreach. Team
2 functions and duties should be cocreated with community stakeholders.

3 (b) King county metro must provide a report to the transportation
4 committees of the legislature by June 30, 2024, regarding the
5 effectiveness of the program, any suggestions for improving its
6 efficacy, and any modifications that might be necessary for other
7 transit providers to institute similar programs.

8 (c) King county metro must provide at least a 50 percent match to
9 develop the pilot program funded under this subsection.

10 ~~((+22))~~ (20) \$500,000 of the multimodal transportation account—
11 state appropriation is provided solely for planning to move Grays
12 Harbor transit operation and administration facilities from the
13 current location.

14 ~~((+23))~~ (21) As part of the department's 2025-2027 biennial
15 budget request, the department must submit budget materials for the
16 public transportation division separated into operating and capital
17 budgeted programs.

18 ~~((+24))~~ (22) Beginning January 1, 2025, \$2,000,000 of the carbon
19 emissions reduction account—state appropriation is provided solely
20 for new transit coordination grants, prioritizing projects that
21 coordinate transit service to and from Washington state ferry
22 terminals. Program eligibility must be expanded to include proposals
23 from transit agencies in counties with populations fewer than 700,000
24 that coordinate service to and from Washington state ferry terminals.

25 ~~((+25))~~ Beginning January 1, 2025, \$900,000 of the carbon
26 emissions reduction account—state appropriation is provided solely
27 for the department to implement certain recommendations from the 2023
28 frequent transit service study. The department shall define levels
29 and types of demand-response service and measure access to these
30 services within Washington for the purpose of gaining a fuller
31 picture of transit access. The department must collect ongoing
32 transportation data and develop systems to allow for analysis of
33 disparities in access to existing fixed route transit. The data
34 collection should prioritize collecting information on accessibility
35 and inclusion of people with disabilities, vulnerable populations in
36 overburdened communities, and other underserved communities. The
37 department shall submit a report on data collection efforts to the
38 transportation committees of the legislature and the office of
39 financial management by June 30, 2025.

1 ~~(26)~~ Beginning January 1, 2025, \$11,800,000 of the carbon
2 emissions reduction account state appropriation is provided solely
3 for the following projects identified in LEAP Transportation Document
4 2024-2 ALL PROJECTS as developed March 6, 2024:

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

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

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

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

11 ~~(27))~~ (23) \$100,000 of the multimodal transportation account—
12 state appropriation is provided solely for King county metro to
13 implement a pilot program to provide funds to nonprofit organizations
14 to offer rideshare vouchers to persons who are low-income and people
15 with disabilities who rely on paratransit to get to and from work or
16 medical appointments. King county metro must work with a group who
17 provides dialysis services in King county and with a group who
18 provides employment services and supports to adults with disabilities
19 in the four most populous counties in Washington. The department must
20 submit a report to the office of financial management and the
21 transportation committees of the legislature by June 1, 2025. The
22 report must incorporate feedback from participants to the extent
23 possible and evaluate the effectiveness of the program as an
24 alternative to current public transportation programs.

25 **Sec. 219.** 2024 c 310 s 222 (uncodified) is amended to read as
26 follows:

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

28 Puget Sound Ferry Operations Account—State

29 Appropriation. ((\$571,594,000))
30 \$540,512,000

31 Puget Sound Ferry Operations Account—Federal

32 Appropriation. ((\$198,650,000))
33 \$197,187,000

34 Puget Sound Ferry Operations Account—Private/Local

35 Appropriation. \$121,000

36 TOTAL APPROPRIATION. ((\$770,365,000))
37 \$737,820,000

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

3 (1) The office of financial management budget instructions
4 require agencies to recast enacted budgets into activities. The
5 Washington state ferries shall include a greater level of detail in
6 its 2023-2025 supplemental and 2025-2027 omnibus transportation
7 appropriations act requests, as determined jointly by the office of
8 financial management, the Washington state ferries, and the
9 transportation committees of the legislature. This level of detail
10 must include the administrative functions in the operating as well as
11 capital programs. The data in the tables in the report must be
12 supplied in a digital file format.

13 (2) (~~(\$97,060,000)~~) \$88,553,000 of the Puget Sound ferry
14 operations account—federal appropriation and (~~(\$51,450,000)~~)
15 \$15,884,000 of the Puget Sound ferry operations account—state
16 appropriation are provided solely for auto ferry vessel operating
17 fuel in the 2023-2025 fiscal biennium, which reflect cost savings
18 from a reduced biodiesel fuel requirement and, therefore, is
19 contingent upon the enactment of section 703, chapter 472, Laws of
20 2023. The amount provided in this subsection represents the fuel
21 budget for the purposes of calculating any ferry fare fuel surcharge.
22 The department shall review future use of alternative fuels and dual
23 fuel configurations, including hydrogen.

24 (3) \$500,000 of the Puget Sound ferry operations account—state
25 appropriation is provided solely for operating costs related to
26 moving vessels for emergency capital repairs. Funds may only be spent
27 after approval by the office of financial management.

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

33 (5) \$175,000 of the Puget Sound ferry operations account—state
34 appropriation is provided solely for the department to continue a
35 study of passenger demographics. The study may be included as part of
36 a larger origin and destination study. The department shall report
37 study results to the transportation committees of the legislature by
38 December 1, 2023. Following completion of the study, the department
39 must compare study results to the composition of groups outlined in

1 RCW 47.60.310, both by overall representation of ferry riders and by
2 route. A summary is due to the office of the governor and
3 transportation committees of the legislature by December 1, 2024.

4 (6) The department shall continue to oversee a consultant study
5 to identify and recommend cost-effective strategies to maximize walk-
6 on passenger ridership of the Anacortes - San Juan ferry routes. The
7 study is due to the transportation committees of the legislature by
8 December 1, 2023. By December 1, 2024, any feasible near to medium
9 term solutions identified from the study must be reported to the
10 office of the governor and transportation committees of the
11 legislature and include cost estimates for implementation.

12 (7) \$16,973,000 of the Puget Sound ferry operations account—state
13 appropriation is provided solely for Washington state ferries to:

14 (a) Provide scholarships, coursework fees, and stipends for
15 candidates to become licensed deck officers (mates);

16 (b) Improve the process for unlicensed candidates who have
17 achieved able-bodied sailor (AB) status to earn their mate's license;

18 (c) Annually hire, orient, train, and develop entry level engine
19 room staff at the wiper classification with the intention of
20 successfully promoting to oiler classification;

21 (d) Create an operations project management office;

22 (e) Increase human resources capacity to expand recruitment
23 efforts including to communities currently underrepresented within
24 the Washington state ferries, and add a workforce ombuds; and

25 (f) Hire additional dispatch staff.

26 (8) \$169,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for hiring an additional service
28 planner.

29 (9) (a) During negotiations of the 2025-2027 collective bargaining
30 agreements, the department must conduct a review and analysis of the
31 collective bargaining agreements governing state ferry employees, to
32 identify provisions that create barriers for, or contribute to
33 creating a disparate impact on, newly hired ferry employees,
34 including those who are women, people of color, veterans, and other
35 employees belonging to communities that have historically been
36 underrepresented in the workforce. The review and analysis must
37 incorporate, to the extent practicable, the findings and
38 recommendations from the December 2022 joint transportation committee
39 study on Washington state ferries' workforce, and must also include,
40 but not be limited to, provisions regarding seniority, work

1 assignments, and work shifts. The review and analysis must also
2 include consultation with the governor's office of labor relations,
3 the governor's office of equity, and the attorney general's office.

4 (b) For future negotiations or modifications of the collective
5 bargaining agreements, it is the intent of the legislature that the
6 collective bargaining representatives for the state and ferry
7 employee organizations may consider the findings of the review and
8 analysis required in (a) of this subsection and negotiate in a manner
9 to remove identified barriers and address identified impacts so as
10 not to perpetuate negative impacts.

11 (10) \$1,504,000 of the Puget Sound ferry operations account—state
12 appropriation is provided solely for the implementation of chapter
13 188, Laws of 2023 (state ferry workforce development issues). If
14 chapter 188, Laws of 2023 is not enacted by June 30, 2023, the amount
15 provided in this subsection lapses.

16 (11) \$5,000,000 of the Puget Sound ferry operations account—state
17 appropriation is provided solely for support of the Kitsap transit
18 passenger ferry to supplement service on the Seattle-Bremerton route.

19 (12) \$100,000 of the Puget Sound ferry operations account—state
20 appropriation is provided solely to assess temporary service
21 restoration options for the Sidney, British Columbia route until
22 Washington state ferries can resume its service. Washington state
23 ferries must provide service options and recommendations to the
24 office of financial management and the transportation committees of
25 the legislature by December 15, 2023.

26 (13) \$2,549,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for security services at Colman
28 Dock.

29 (14) (~~(\$13,856,000)~~) \$16,698,000 of the Puget Sound ferry
30 operations account—state appropriation is provided solely for
31 overtime and familiarization expenses incurred by engine, deck, and
32 terminal staff. The department must provide updated staffing cost
33 estimates for fiscal years 2024 and 2025 with its annual budget
34 submittal and updated estimates by January 1, 2024.

35 (15) \$1,064,000 of the Puget Sound ferry operations account—state
36 appropriation is provided solely for traffic control at ferry
37 terminals at Seattle, Fauntleroy, Kingston, Edmonds, Mukilteo, and
38 Bainbridge Island, during peak ferry travel times, with a particular
39 focus on Sundays and holiday weekends.

1 (16) \$93,000 of the Puget Sound ferry operations account—state
2 appropriation is provided solely for the Washington state ferries to
3 secure housing for workforce training sessions and to pay in advance
4 for the costs of transportation worker identification credentials,
5 merchant mariner credentials, and medical examinations for incoming
6 ferry system employees and trainees.

7 (17) \$10,417,000 of the Puget Sound ferry operations account—
8 state appropriation is provided solely for vessel maintenance
9 initiatives to:

10 (a) Add a second shift at the Eagle Harbor maintenance facility;

11 (b) Establish maintenance management project controls to maximize
12 vessel maintenance work at the Eagle Harbor facility;

13 (c) Expand the existing Washington state ferries Eagle Harbor
14 apprenticeship program from two to eight apprentices; and

15 (d) Maintain assets in a state of good repair by investing in
16 enterprise asset management operating capacity.

17 (18)(a) \$855,000 of the Puget Sound ferry operations account—
18 state appropriation is provided solely for Washington state ferries
19 to provide to Seattle Central Community College for a pilot with the
20 Seattle Maritime Academy for the 2023-2025 fiscal biennium. Funding
21 may not be expended until Washington state ferries certifies to the
22 office of financial management that a memorandum of agreement with
23 Seattle Central Community College has been executed, and the office
24 of financial management determines that funds provided in this
25 subsection are utilized for programs that are a benefit to the
26 Washington state ferries or the prospective workforce pipeline of the
27 Washington state ferries. The memorandum of agreement with Seattle
28 Central Community College must address:

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

32 (ii) Development of a joint recruitment plan with Seattle Central
33 Community College aimed at increasing enrollment of women and people
34 of color, with specific strategies to recruit existing community and
35 technical college students, maritime skills center students, high
36 school students from maritime programs, including maritime skills
37 center students, foster care graduates, and former juvenile
38 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) The joint training and recruitment plan must be submitted to
5 the appropriate policy and fiscal committees of the legislature by
6 December 1, 2023. The Washington state ferries must submit findings
7 of program effectiveness and recommendations for continuation of the
8 pilot, to the appropriate committees of the legislature by December
9 1, 2024.

10 (19) \$420,000 of the Puget Sound ferry operations account
11 appropriation—state is provided solely for a contract with an
12 organization with experience evaluating and developing
13 recommendations for the Washington state ferries' workforce to
14 provide expertise on short-term strategies including, but not limited
15 to, addressing recruitment, retention, diversity, training needs,
16 leadership development, and succession planning. The consultant shall
17 provide additional assistance as deemed necessary by the Washington
18 state ferries to implement recommendations from the joint
19 transportation committee 2022 workforce study. Periodic updates must
20 be given to the joint transportation committee and the governor.

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

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

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

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

37 (21) \$10,000,000 of the Puget Sound ferry operations account—
38 state appropriation is provided solely for the department to increase
39 deck and engine positions across the system, prioritizing positions
40 that will mitigate crew related cancellations and reduce overtime

1 expenditures. The department must include an update on the number of
2 positions hired by job class as part of the annual performance
3 report. The legislature intends to provide \$16,000,000 on an ongoing
4 basis to support additional crew efforts.

5 (22) \$500,000 of the Puget Sound ferry operations account—state
6 appropriation is provided solely for the department to evaluate
7 options for the state to return to providing state passenger-only
8 ferry service to support existing ferry service routes.

9 (a) The study must focus on the routes recommended for further
10 study by the 2020 study of passenger-only ferry service by the Puget
11 Sound regional council as well as San Juan county interisland
12 passenger-only ferry service. The department must contract with a
13 third-party entity with experience in passenger-only ferry service.

14 (b) The evaluation must study options for the state to return to
15 providing state passenger-only ferry service to support existing
16 ferry service routes. The study must include estimated ridership,
17 operating costs including labor, vessel procurement options with
18 prioritization given to clean fueled ferries such as electric
19 ferries, funding options including state subsidies of passenger-only
20 ferry districts, and schedule and timing to implement passenger-only
21 ferry options in evaluated routes.

22 (c) A progress report is due to the governor and transportation
23 committees of the legislature by October 30, 2024. A final report is
24 due to the governor and transportation committees of the legislature
25 by June 1, 2025.

26 (23) \$100,000 of the Puget Sound ferry operations account—state
27 appropriation is provided solely for the department to reimburse
28 walk-on customers for emergency expenses incurred as a result of a
29 cancellation of the last sailing of the day. In consideration for
30 receiving the reimbursement, an applicant must sign a release of
31 claims drafted by the department. The department shall create a
32 process for reimbursement and set a per diem limit for reimbursement
33 per individual.

34 (24) \$3,170,000 of the Puget Sound ferry operations account—state
35 appropriation is provided solely for temporary expanded weekday
36 midday King county water taxi service support to and from Vashon
37 Island.

1 **Sec. 220.** 2024 c 310 s 223 (uncodified) is amended to read as
2 follows:

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

4	Carbon Emissions Reduction Account—State	
5	Appropriation.	\$2,250,000
6	Multimodal Transportation Account—State	
7	Appropriation.	((\$83,043,000))
8		<u>\$83,041,000</u>
9	Multimodal Transportation Account—Federal	
10	Appropriation.	\$1,335,000
11	Multimodal Transportation Account—Private/Local	
12	Appropriation.	\$46,000
13	TOTAL APPROPRIATION.	((\$86,674,000))
14		<u>\$86,672,000</u>

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

17 (1) The department shall continue to pursue restoring Amtrak
18 Cascades service to pre-COVID service levels, and to the service
19 levels committed to through the department's obligation of funding
20 from the federal American recovery and reinvestment act. A status
21 report must be provided to the transportation committees of the
22 legislature and the office of financial management by September 1,
23 2023.

24 (2) (a) \$2,250,000 of the multimodal transportation account—state
25 appropriation is provided solely for the continued coordination,
26 engagement, and planning for a new ultra high-speed ground
27 transportation corridor with participation from Washington state,
28 Oregon state, and British Columbia, and is a reappropriation of funds
29 appropriated in the 2021-2023 fiscal biennium. For purposes of this
30 subsection, "ultra high-speed" means a maximum testing speed of at
31 least 250 miles per hour. These efforts are to support and advance
32 activities and must abide by the memorandum of understanding signed
33 by the governors of Washington and Oregon states, and the premier of
34 the province of British Columbia in November 2021. The department
35 shall establish a policy committee with participation from Washington
36 state, Oregon state, and British Columbia, including representation
37 from the two largest caucuses of each chamber of the Washington state
38 legislature, and coordinate the activities of the policy committee to
39 include:

1 (i) Developing an organizational framework that facilitates input
2 in decision-making from all parties;

3 (ii) Developing a public engagement approach with a focus on
4 equity, inclusion, and meaningful engagement with communities,
5 businesses, federal, state, provincial, and local governments
6 including indigenous communities;

7 (iii) Developing and leading a collaborative approach to prepare
8 and apply for potential future federal, state, and provincial funding
9 opportunities, including development of strategies for incorporating
10 private sector participation and private sector contributions to
11 funding, including through the possible use of public-private
12 partnerships;

13 (iv) Beginning work on scenario analysis addressing advanced
14 transportation technologies, land use and growth assumptions, and an
15 agreed to and defined corridor vision statement; and

16 (v) Developing a recommendation on the structure and membership
17 of a formal coordinating entity that will be responsible for
18 advancing the project through the project initiation stage to project
19 development and recommended next steps for establishment of the
20 coordinating entity. Project development processes must include
21 consideration of negative and positive impacts on communities of
22 color, low-income households, indigenous peoples, and other
23 disadvantaged communities.

24 (b) By June 30, 2024, the department shall provide to the
25 governor and the transportation committees of the legislature a high-
26 level status update that includes, but is not limited to, the status
27 of the items included in (a)(i) through (v) of this subsection.

28 (c) By June 30, 2025, the department shall provide to the
29 governor and the transportation committees of the legislature a
30 report detailing the work conducted by the policy committee and
31 recommendations for establishing a coordinating entity. The report
32 must also include an assessment of current activities and results
33 relating to stakeholder engagement, planning, and any federal funding
34 application. As applicable, the assessment should also be sent to the
35 executive and legislative branches of government in Oregon state and
36 appropriate government bodies in the province of British Columbia.

37 (3) Consistent with the ongoing planning and service improvement
38 for the intercity passenger rail program, \$335,000 of the multimodal
39 transportation account—federal appropriation is provided solely for
40 the Cascades service development plan, to be used to analyze current

1 and future market conditions and to develop a structured assessment
2 of service options and goals based on anticipated demand and the
3 results of the state and federally required 2019 state rail plan,
4 including identifying implementation alternatives to meet the future
5 service goals for the Amtrak Cascades route. The work must be
6 consistent with federal railroad administration guidance and
7 direction on developing service development plans, and must be
8 completed by June 30, 2024.

9 (4) The department shall continue to provide high quality
10 intercity passenger rail service, align planning efforts for
11 continued growth and on-time performance improvements consistent with
12 federally recognized corridor development programs, and implement
13 improvements consistent with planning efforts through leveraging
14 federal funding opportunities. New passenger rail equipment is
15 essential to service enhancements. The department shall make every
16 effort to coordinate with service partners to prepare for the arrival
17 of new trainsets and implementation of service enhancements. A status
18 report must be provided to the transportation committees of the
19 legislature and the office of financial management by December 1,
20 2024.

21 (5) \$500,000 of the multimodal transportation account—federal
22 appropriation is provided solely for the Cascades corridor planning
23 as part of the corridor identification and development program, in
24 coordination with the Oregon state department of transportation. The
25 department must continue to pursue funding opportunities for the
26 Cascades corridor through the corridor identification and development
27 program and the federal-state partnership programs at the federal
28 rail administration. The department must notify the office of the
29 governor and the transportation committees of the legislature of
30 funding opportunities from the programs and any corresponding state
31 match needs.

32 (6) \$50,000 of the multimodal transportation account—state
33 appropriation is provided solely for the department to coordinate
34 with partners on Amtrak long distance rail service.

35 **Sec. 221.** 2024 c 310 s 224 (uncodified) is amended to read as
36 follows:

37 **FOR THE DEPARTMENT OF TRANSPORTATION—LOCAL PROGRAMS—PROGRAM Z—**
38 **OPERATING**

1	Carbon Emissions Reduction Account—State	
2	Appropriation.	\$275,000
3	Motor Vehicle Account—State Appropriation.	(\$14,282,000)
4		<u>\$14,266,000</u>
5	Motor Vehicle Account—Federal Appropriation.	\$2,567,000
6	Multiuse Roadway Safety Account—State Appropriation. . . .	\$1,230,000
7	Multimodal Transportation Account—State	
8	Appropriation.	\$2,000,000
9	TOTAL APPROPRIATION.	(\$20,354,000)
10		<u>\$20,338,000</u>

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

13 (1) \$500,000 of the motor vehicle account—state appropriation is
14 provided solely for development, administration, program management,
15 and evaluation of the federal fund exchange pilot program.

16 (2) \$1,063,000 of the motor vehicle account—state appropriation
17 is provided solely for the department, from amounts set aside out of
18 statewide fuel taxes distributed to counties according to RCW
19 46.68.120(3), to contract with the Washington state association of
20 counties to:

21 (a) Contract with the department of fish and wildlife to
22 identify, inventory, and prioritize county-owned fish passage
23 barriers;

24 (b) Continue streamlining and updating the county road
25 administration board's data dashboard, to provide a more detailed,
26 more transparent, and user-friendly platform for data management,
27 reporting, and research by the public and other interested parties;

28 (c) Commission a study to develop guidance for county public
29 works departments conducting environmental justice assessments in
30 their communities and recommend best practices for community
31 engagement plans to address environmental health disparities for
32 identified overburdened communities;

33 (d) Contract for a study to identify best practices within public
34 works for the recruitment and retention of employees, including:
35 Recommendations for improving outreach and recruitment to
36 underrepresented populations, methods to partner with local community
37 colleges and universities, methods to expand apprenticeship and
38 internship programs, strategies to increase training and development

1 opportunities, and recommendations for career advancement programs
2 and better work-life balance outcomes;

3 (e) Update the 2020 county transportation revenue study; and

4 (f) By December 15, 2024, report to the office of financial
5 management and the appropriate committees of the legislature the
6 deliverables from and the amounts expended on the purposes enumerated
7 in this subsection.

8 ~~((4))~~ (3)(a) \$200,000 of the multimodal transportation account—
9 state appropriation is provided solely for the department to develop
10 the preliminary phase of an action plan for the establishment of
11 cycle highways in locations that connect population centers and
12 support mode shift.

13 (b) The action plan may complement and incorporate existing
14 resources, including the state trails database maintained by the
15 recreation and conservation office, local and regional plans, and the
16 state active transportation plan.

17 (c) The action plan may also include, but is not limited to:

18 (i) Recommended design; geometric and operational criteria and
19 typologies appropriate to urban, suburban, and rural settings;
20 settings that include shared use; and incremental approaches to
21 achieve desired facility types;

22 (ii) A model or methodology to project potential demand and
23 carrying capacity based on facility quality, level of traffic stress,
24 location, directness, land use, and other key attributes;

25 (iii) Examination of the feasibility of developing high-capacity
26 infrastructure for bicycle and micromobility device use within a
27 variety of contexts and recommendations for pilot projects;

28 (iv) Identification of key gaps in regional networks, including
29 planned and aspirational routes and locations within three miles of
30 high-capacity transit or existing shared-use paths and trails
31 suitable for transportation;

32 (v) Identification of legal, regulatory, financial,
33 collaboration, and practical barriers to development and community
34 acceptance and support of such facilities; and

35 (vi) Recommended strategies to consider and address issues to
36 avoid unintended consequences such as displacement, and to ensure
37 equity in long-term development of such facilities.

38 (d) The department must provide a report with its initial
39 findings, and recommendations for next steps, to the transportation
40 committees of the legislature by June 30, 2025.

1 ~~((5))~~ (4) \$750,000 of the multimodal transportation account—
2 state appropriation is provided solely for a grant program to support
3 local initiatives that expand or establish civilian intervention
4 programs for nonmoving violations, focusing on nonpunitive
5 interventions such as helmet voucher programs, fee offset programs,
6 fix-it tickets, and repair vouchers that provide solutions for
7 vehicle equipment failures for low-income road users.

8 (a) Grants must be awarded to local jurisdictions based on
9 locally developed proposals to establish or expand existing programs,
10 including programs with community led organizations. Eligible
11 jurisdictions under the grant program include cities, counties,
12 tribal government entities, tribal organizations, law enforcement
13 agencies, or nonprofit organizations.

14 (b) The department shall report on its website by December 1st of
15 each year on the recipients, locations, and types of projects funded
16 under this subsection.

17 ~~((6))~~ (5) \$146,000 of the motor vehicle account—state
18 appropriation is provided solely for the implementation of chapter
19 428, Laws of 2023 (Wahkiakum ferry). If chapter 428, Laws of 2023 is
20 not enacted by June 30, 2023, the amount provided in this subsection
21 lapses.

22 ~~((7))~~ (6)(a) \$50,000 of the multimodal transportation account—
23 state appropriation is provided solely for the department to examine
24 the feasibility of creating a new budget program for the active
25 transportation division, including, but not limited to, examining:

26 (i) Estimated cost, new staffing needs, and time frame to
27 establish the program;

28 (ii) A proposed budget structure, and whether both operating and
29 capital components should be established; and

30 (iii) Identification of staff, capital projects, and other
31 resources that would need to be transferred from other existing
32 programs.

33 (b) By December 1, 2024, the department shall report examination
34 findings and recommendations to the office of financial management
35 and the transportation committees of the legislature.

36 ~~((8))~~ (7) \$275,000 of the carbon emissions reduction account—
37 state appropriation is provided solely to support Pierce, Skagit,
38 Whatcom, and Wahkiakum county ferries with youth zero-fare policies.

1 (~~(9)~~) (8) \$500,000 of the multimodal transportation account—
2 state appropriation is provided solely for the city of Seattle
3 department of transportation to create a digital conflict area
4 awareness management program to provide machine-readable information
5 for transportation operators, such as autonomous vehicle fleet
6 operators, to be aware of conflict areas, such as emergency response
7 zones, work zones, schools, pick up and drop off locations, and other
8 areas where vulnerable road users may be present.

9 (a) Program work must include:

10 (i) The city of Seattle engaging with first responders and
11 transportation management officials and other relevant stakeholders,
12 to determine program implementation needs and processes; and

13 (ii) A feasibility study of implementing the program's mobility
14 and curb data specifications to include, but not be limited to,
15 necessary partners, data platforms, ability to integrate real-time
16 911 dispatch, emergency vehicles, work zones, and other areas to
17 reduce conflicts for transportation operators of autonomous vehicle
18 fleets on public roads and in the right-of-way.

19 (b) Program work must also be conducted in coordination and
20 partnership with city of Seattle departments, the nonprofit steward
21 of the program's mobility and curb data specifications, the
22 Washington state department of transportation, and other entities
23 potentially impacted by the implementation of the program.

24 (c) As feasible, the city of Seattle shall prepare an
25 implementation pilot of the program to make a standardized data feed
26 available publicly for transportation operator use.

27 (d) The city of Seattle must provide a report on any findings and
28 recommendations of the program and any implementation needs and
29 process mapping for use by other jurisdictions to the Washington
30 state department of transportation and the transportation committees
31 of the legislature by June 30, 2025.

32 (~~(10)~~) (9) \$150,000 of the motor vehicle account—state
33 appropriation is provided solely for the department to fund one full-
34 time equivalent liaison position within the local program multiagency
35 permit program. Within the amounts provided in this subsection, the
36 department shall work to enhance its multiagency permit program
37 capabilities, with an emphasis on multiagency agreements that
38 streamline, prioritize, and expedite project-level and programmatic
39 permits and approvals. The department shall review current
40 multiagency permit program practices and provide a report with

1 recommendations on the enhancement of the program to the
2 transportation committees of the legislature by December 1, 2024.

(End of part)

1 **TRANSPORTATION AGENCIES—CAPITAL**

2 **Sec. 301.** 2023 c 472 s 303 (uncodified) is amended to read as
3 follows:

4 **FOR THE TRANSPORTATION IMPROVEMENT BOARD**

5	Small City Pavement and Sidewalk Account—State	
6	Appropriation.	\$3,975,000
7	Transportation Improvement Account—State	
8	Appropriation.	((\$240,000,000))
9		<u>\$225,000,000</u>
10	Complete Streets Grant Program Account—State	
11	Appropriation.	\$14,670,000
12	Move Ahead WA Account—State Appropriation.	\$9,333,000
13	Climate Active Transportation Account—State	
14	Appropriation.	\$19,067,000
15	TOTAL APPROPRIATION.	((\$287,045,000))
16		<u>\$272,045,000</u>

17 **Sec. 302.** 2024 c 310 s 303 (uncodified) is amended to read as
18 follows:

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

21	((Connecting Washington Account—State	
22	 Appropriation.	\$3,000))
23	Motor Vehicle Account—State Appropriation.	((\$29,810,000))
24		<u>\$15,353,000</u>
25	Move Ahead WA Account—State Appropriation.	\$12,011,000
26	Multimodal Transportation Account—State	
27	Appropriation.	\$1,200,000
28	TOTAL APPROPRIATION.	((\$43,024,000))
29		<u>\$28,564,000</u>

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

32 (1) \$4,025,000 of the motor vehicle account—state appropriation
33 is provided solely for payments of a financing contract issued
34 pursuant to chapter 39.94 RCW for the department facility located at
35 15700 Dayton Ave N in Shoreline. All payments from the department of
36 ecology pursuant to the agreement with the department to pay a share

1 of the financing contract for this facility must be deposited into
2 the motor vehicle account.

3 (2) (a) \$10,011,000 of the move ahead WA account—state
4 appropriation is provided solely for the department to improve its
5 ability to keep facility assets in a state of good repair. In using
6 the funds appropriated in this subsection, the department, with
7 periodic reporting to the joint transportation committee, must
8 develop and implement a prioritization of facility capital
9 preservation needs and repair projects. The legislature intends these
10 to be reasonable, forward-thinking investments that consider
11 potential future space efficiency measures and consolidations,
12 including those assessed as having high commercial value and
13 potential returns to state transportation funds associated with the
14 sale of the property. Prioritization must be based on, but not
15 limited to, the following criteria: (i) Employee safety and facility
16 security; (ii) state and federal regulatory and statutory
17 requirements and compliance issues, including clean buildings
18 requirements; (iii) quality of work issues; (iv) facility condition
19 assessment evaluations and scoring; (v) asset preservation; and (vi)
20 amount of operational support provided by the facility to the
21 achievement of the department's performance measures and outcomes,
22 including facility utilization based on field operations work
23 supported at the location. "Field operations" include maintenance,
24 transportation operations, materials testing, and construction.

25 (b) By October 15, 2024, covering the first 15 months of the
26 2023-2025 fiscal biennium, the department must provide a report based
27 on the prioritization of facility preservation needs and repair
28 projects developed pursuant to (a) of this subsection to the office
29 of financial management and the transportation committees of the
30 legislature. The report must include: (i) A by facility ranking based
31 on the criteria implemented; (ii) detailed information on the actions
32 taken in the previous period to address the identified issues and
33 deficiencies; and (iii) the plan, by facility, to address issues and
34 deficiencies for the remainder of the 2023-2025 fiscal biennium and
35 the 2025-2027 fiscal biennium.

36 (c) The by facility ranking developed under (b) of this
37 subsection must be the basis of an agency budget submittal for the
38 2025-2027 fiscal biennium.

39 (3) (a) \$1,200,000 of the multimodal transportation account—state
40 appropriation is provided solely for the department to evaluate

1 safety rest areas along Interstate 5 and Interstate 90 for potential
2 truck parking expansion opportunities. The department shall also
3 evaluate commercial vehicle inspection locations, in coordination
4 with the Washington state patrol, for potential truck parking
5 expansion opportunities.

6 (b) These evaluations must include assessments of opportunities
7 to provide additional truck parking through rest stop and inspection
8 location reconfiguration, expansion, and conversion, as well as
9 evaluation of potential improvements to restroom facilities at weigh
10 stations with truck parking. The department shall consider
11 opportunities to expand rest stop footprints onto additional
12 department-owned property, as well as opportunities to acquire
13 property for rest stop expansion. Opportunities to convert a rest
14 stop to a commercial vehicle-only rest stop must be considered if
15 property is available to develop a new light-duty vehicle rest stop
16 within a reasonable distance. The department shall include an
17 evaluation of a potential truck parking site at John Hill Rest Area
18 along the Interstate 90 corridor identified in the joint
19 transportation committee's "Truck Parking Action Plan." Evaluations
20 must include cost estimates for reconfiguration, expansion, and
21 conversion, as well as other recommendations for the development of
22 these sites.

23 (c) The department should consult with the federal highway
24 administration, the Washington state patrol, the Washington trucking
25 association, the freight mobility strategic investment board, and
26 local communities.

27 (d) The department must update the transportation committees of
28 the legislature on agency activities and their status by December 1,
29 2023, and to provide a final report to the transportation committees
30 of the legislature by December 1, 2024.

31 (4) (~~(\$15,457,000)~~) \$1,000,000 of the motor vehicle account—state
32 appropriation is provided solely for making improvements to the
33 department facility located at 11018 NE 51st Cir in Vancouver to meet
34 the Washington state clean buildings performance standard.

35 (5) (a) \$4,100,000 of the (~~move-ahead WA account~~) motor vehicle
36 account—state appropriation is provided solely for preliminary
37 engineering and design associated with the demolition and replacement
38 of the department's vehicle repair and parts building at 6431 Corson
39 Avenue South in Seattle. The department must include any requested
40 construction costs of the facility as a separate project as part of

1 its agency budget submittal for the 2025-2027 fiscal biennium
2 utilizing form C-100 for capital projects. The design information
3 must also include detailed information on square footage, components
4 of the facility, and cost comparisons with similar maintenance
5 facilities.

6 (b) By September 1, 2024, the office of financial management, in
7 consultation with the department, must develop criteria for
8 preservation and improvement minor works lists for the department's
9 facilities program. The criteria must incorporate, adjusted where
10 appropriate, provisions already in use in the omnibus capital budget
11 act for minor works, including: (i) The dollar limitation for each
12 project to be included in the list; (ii) the types of projects
13 appropriate to be included in the list; (iii) the project length
14 limitation appropriate to be included in the list; and (iv) a
15 recommended initial allotment, revision request approval, and
16 revision notification process associated with the list. The criteria
17 must be the basis of the preservation and improvement minor works
18 list included in the agency budget submittal beginning with the
19 2025-2027 fiscal biennium.

20 (c) By September 1, 2024, the office of financial management, in
21 consultation with the department, must also develop criteria for
22 providing building related capital requests in a comparable format,
23 adjusted where appropriate, to provisions already in use in the
24 omnibus capital appropriations act for building projects, including
25 the C-100 capital request form and other detail requirements for
26 omnibus capital appropriations act building submissions.

27 **Sec. 303.** 2024 c 310 s 304 (uncodified) is amended to read as
28 follows:

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

30 Alaskan Way Viaduct Replacement Project Account—

31 State Appropriation.	((\$23,794,000))
	<u>\$16,388,000</u>
33 Climate Active Transportation Account—State	
34 Appropriation.	((\$2,000,000))
	<u>\$1,100,000</u>
36 Move Ahead WA Account—Private/Local Appropriation. . . .	\$137,500,000
37 State Route Number 520 Civil Penalties Account—State	
38 Appropriation.	\$10,000,000

1	Transportation 2003 Account (Nickel Account)—State	
2	Appropriation.	\$634,000
3	Transportation Partnership Account—State	
4	Appropriation.	((\$46,899,000))
5		<u>\$94,330,000</u>
6	Motor Vehicle Account—State Appropriation.	((\$100,366,000))
7		<u>\$102,069,000</u>
8	Motor Vehicle Account—Federal Appropriation.	((\$480,282,000))
9		<u>\$441,538,000</u>
10	Coronavirus State Fiscal Recovery Fund—Federal	
11	Appropriation.	\$337,144,000
12	Motor Vehicle Account—Private/Local Appropriation.	((\$74,115,000))
13		<u>\$75,453,000</u>
14	Connecting Washington Account—State Appropriation.	((\$1,960,374,000))
15		<u>\$2,135,670,000</u>
16	Special Category C Account—State Appropriation.	((\$143,917,000))
17		<u>\$138,199,000</u>
18	Multimodal Transportation Account—State	
19	Appropriation.	((\$14,311,000))
20		<u>\$8,719,000</u>
21	Multimodal Transportation Account—Federal	
22	Appropriation.	((\$12,287,000))
23		<u>\$480,000</u>
24	((State Route Number 520 Corridor Account—State	
25	 Appropriation.	\$500,000))
26	Interstate 405 and State Route Number 167 Express	
27	Toll Lanes Account—State Appropriation.	((\$319,464,000))
28		<u>\$305,220,000</u>
29	Move Ahead WA Account—State Appropriation.	((\$737,961,000))
30		<u>\$813,447,000</u>
31	Move Ahead WA Account—Federal Appropriation.	((\$373,155,000))
32		<u>\$338,883,000</u>
33	JUDY Transportation Future Funding Program Account—State	
34	Appropriation.	\$52,000,000
35	Model Toxics Control Stormwater Account—State.	\$15,000,000
36	<u>Carbon Emissions Reduction Account—State.</u>	<u>\$250,000</u>
37	TOTAL APPROPRIATION.	((\$4,841,703,000))
38		<u>\$5,024,024,000</u>

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

3 (1) Except as provided otherwise in this section, the entire
4 connecting Washington account—state appropriation, the entire move
5 ahead WA account—federal appropriation, the entire move ahead WA
6 account—state appropriation, and the entire transportation
7 partnership account—state appropriation are provided solely for the
8 projects and activities as listed by fund, project, and amount in
9 (~~LEAP Transportation Document 2024-1 as developed March 6, 2024,~~
10 ~~Program - Highway Improvements Program (I))~~ OFM Transportation
11 Document 2025-1: Proposed Transportation Project List - Highway
12 Improvements Program (I) as developed December 17, 2024. However,
13 limited transfers of specific line-item project appropriations may
14 occur between projects for those amounts listed subject to the
15 conditions and limitations in section 601, chapter 472, Laws of 2023.

16 (2) Except as provided otherwise in this section, the entire
17 motor vehicle account—state appropriation and motor vehicle account—
18 federal appropriation are provided solely for the projects and
19 activities listed in (~~LEAP Transportation Document 2024-2 ALL~~
20 ~~PROJECTS as developed March 6, 2024, Program - Highway Improvements~~
21 ~~Program (I))~~ OFM Transportation Document 2025-1: Proposed
22 Transportation Project List - Highway Improvements Program (I) as
23 developed December 17, 2024. Any federal funds gained through
24 efficiencies, adjustments to the federal funds forecast, or the
25 federal funds redistribution process must then be applied to highway
26 and bridge preservation activities.

27 (3) Within the motor vehicle account—state appropriation and
28 motor vehicle account—federal appropriation, the department may
29 transfer appropriation authority between programs I and P, except for
30 appropriation authority that is otherwise restricted in this act, as
31 follows:

32 (a) Ten days prior to any transfer, the department must submit
33 its request to the office of financial management and the
34 transportation committees of the legislature and consider any
35 concerns raised.

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

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

4 (4) The connecting Washington account—state appropriation
5 includes up to \$1,332,926,000 in proceeds from the sale of bonds
6 authorized in RCW 47.10.889.

7 (5) The special category C account—state appropriation includes
8 up to \$111,106,000 in proceeds from the sale of bonds authorized in
9 RCW 47.10.812.

10 (6) The transportation partnership account—state appropriation
11 includes up to ~~(((\$46,899,000))~~ \$27,418,000 in proceeds from the sale
12 of bonds authorized in RCW 47.10.873.

13 (7) The appropriations in this section include savings due to
14 anticipated project underruns; however, it is unknown which projects
15 will provide savings. The legislature intends to provide sufficient
16 flexibility for the department to manage to this savings target. To
17 provide this flexibility, the office of financial management may
18 authorize, through an appropriation modification, reductions in the
19 amounts that are provided solely for a particular purpose within this
20 section subject to the following conditions and limitations:

21 (a) The department must confirm that any modification requested
22 under this subsection of amounts provided solely for a specific
23 purpose are not expected to be used for that purpose in this fiscal
24 biennium;

25 (b) Appropriation modifications authorized under this subsection
26 may not result in increased funding for any project beyond the amount
27 provided for that project in the 2023-2025 fiscal biennium in ~~((LEAP
28 Transportation Document 2024-2 ALL PROJECTS as developed March 6,
29 2024))~~ OFM Transportation Document 2025-1: Proposed Transportation
30 Project List - Highway Improvements Program (I) as developed December
31 17, 2024;

32 (c) Appropriation modifications authorized under this subsection
33 apply only to amounts appropriated in this section from the following
34 accounts: Connecting Washington account—state, and move ahead WA
35 account—state; and

36 (d) The office of financial management must provide notice of
37 appropriation modifications authorized under this subsection within
38 10 working days to the transportation committees of the legislature.
39 By December 1, 2023, and December 1, 2024, the department must submit

1 a report to the transportation committees of the legislature
2 regarding the actions taken to date under this subsection.

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

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

19 (10) By June 30, 2025, to the extent practicable, the department
20 shall decommission the facilities for the Lacey project engineering
21 office and the Tumwater project engineering office at the end of
22 their lease terms and consolidate the Lacey project engineering
23 office and the Tumwater project engineering office into the
24 department's Olympic regional headquarters.

25 (11) The legislature intends that any savings realized on the
26 following projects will not be attributable to the application of
27 practical design, retired risk, or unused contingency funding for the
28 purposes of RCW 47.01.480:

29 (a) I-5/Marvin Road/SR 510 Interchange (L1100110); and

30 (b) I-82/EB WB On and Off Ramps (L2000123).

31 (12)(a) \$337,114,000 of the coronavirus state fiscal recovery
32 fund—federal appropriation, \$110,439,000 of the motor vehicle account
33 —federal appropriation, \$576,827,000 of the move ahead WA account—
34 state appropriation, and \$8,329,000 of the motor vehicle account—
35 state appropriation are provided solely for the Fish Passage Barrier
36 Removal project (0BI4001) with the intent of fully complying with the
37 federal *U.S. v. Washington* court injunction by 2030.

38 (b) The fish passage barrier removal program, in consultation
39 with the office of innovative partnerships, shall explore

1 opportunities to employ innovative delivery methods to ensure
2 compliance with the court injunction including, but not limited to,
3 public-private partnerships and batched contracts. It is the intent
4 of the legislature that appropriations for this purpose may be used
5 to jointly leverage state and local funds for match requirements in
6 applying for competitive federal aid grants provided in the
7 infrastructure investment and jobs act for removals of fish passage
8 barriers under the national culvert removal, replacement, and
9 restoration program. State funds used for the purpose described in
10 this subsection must not compromise full compliance with the court
11 injunction by 2030.

12 (c) The department shall coordinate with the Brian Abbott fish
13 passage barrier removal board to use a watershed approach by
14 replacing both state and local culverts guided by the principle of
15 providing the greatest fish habitat gain at the earliest time. The
16 department shall deliver high habitat value fish passage barrier
17 corrections that it has identified, guided by the following factors:
18 Opportunity to bundle projects, tribal priorities, ability to
19 leverage investments by others, presence of other barriers, project
20 readiness, culvert conditions, other transportation projects in the
21 area, and transportation impacts. The department and Brian Abbott
22 fish barrier removal board must provide updates on the implementation
23 of the statewide culvert remediation plan to the legislature by
24 November 1, 2023, and June 1, 2024.

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

28 (e) During the 2023-2025 fiscal biennium, the department shall
29 provide reports of the amounts of federal funding received for this
30 project to the governor and transportation committees of the
31 legislature by November 1, 2023, and semiannually thereafter.

32 (13)(a) \$15,000,000 of the model toxics control stormwater
33 account—state appropriation is provided solely for the Stormwater
34 Retrofits and Improvements project (L4000040). It is the intent of
35 the legislature, over the 16-year move ahead WA investment program,
36 to provide \$500,000,000 for this program.

37 (b) Of the amounts provided in this subsection, \$6,000,000 is
38 provided solely for the Urban Stormwater Partnership - I-5 Ship-Canal
39 Bridge Pilot (Seattle) project.

1 (c) The funding provided for stormwater retrofits and
2 improvements must enhance stormwater runoff treatment from existing
3 roads and infrastructure with an emphasis on green infrastructure
4 retrofits. Projects must be prioritized based on benefits to salmon
5 recovery and ecosystem health, reducing toxic pollution, addressing
6 health disparities, and cost-effectiveness. The department of
7 transportation must submit progress reports on its efforts to reduce
8 the toxicity of stormwater runoff from existing infrastructure,
9 recommendations for addressing barriers to innovative solutions, and
10 anticipated demand for funding each fiscal biennium.

11 (14) (a) (~~(\$25,067,000)~~) \$12,011,000 of the connecting Washington
12 account—state appropriation is provided solely for the SR 3 Freight
13 Corridor (T30400R) project. The legislature intends to provide a
14 total of \$78,910,000 for this project, including an increase of
15 \$12,000,000 in future biennia to safeguard against inflation and
16 supply/labor interruptions and ensure that:

17 (i) The northern terminus remains at Lake Flora Road and the
18 southern terminus at the intersection of SR 3/SR 302; and

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

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

1 (15) (~~(\$6,000,000)~~) \$384,000 of the move ahead WA account—state
2 appropriation and (~~(\$10,000,000)~~) \$3,342,000 of the move ahead WA
3 account—federal appropriation are provided solely for the SR 3/Gorst
4 Area - Widening project (L4000017). Tribal consultation with the
5 Suquamish tribe must begin at the earliest stage of planning,
6 including, without limitation, all funding decisions and funding
7 programs, to provide a government-to-government mechanism for the
8 tribe to evaluate, identify, and expressly notify governmental
9 entities of any potential impacts to tribal cultural resources,
10 archaeological sites, sacred sites, fisheries, or other rights and
11 interests in tribal lands and lands within which the tribe possesses
12 rights reserved or protected by federal treaty, statute, or executive
13 order. The consultation is independent of, and in addition to, any
14 public participation process required under state law, or by a state
15 agency, including the requirements of Executive Order 21-02 related
16 to archaeological and cultural resources, and regardless of whether
17 the agency receives a request for consultation from the Suquamish
18 tribe. Regularly scheduled tribal consultation meetings with the
19 Suquamish tribe must continue throughout the duration of any funding
20 program and proposed project approval.

21 (16) (a) \$94,500,000 of the move ahead WA account—federal
22 appropriation, \$137,500,000 of the move ahead WA account—private/
23 local appropriation, and \$43,000,000 of the move ahead WA account—
24 state appropriation are provided solely for the I-5 Columbia river
25 bridge project (L4000054). The legislature finds that the replacement
26 of the I-5 Columbia river bridge is a project of national
27 significance and is critical for the movement of freight. One span is
28 now 105 years old, at risk for collapse in the event of a major
29 earthquake, and no longer satisfies the needs of commerce and travel.
30 Replacing the aging interstate bridge with a modern, seismically
31 resilient, multimodal structure that provides improved mobility for
32 people, goods, and services is a high priority. Therefore, the
33 legislature intends to support the replacement of the I-5 Columbia
34 river bridge with an investment of \$1,000,000,000 over the 16-year
35 move ahead WA investment program.

36 (b) The legislature recognizes the importance of the I-5/Mill
37 Plain Boulevard project (L2000099) and intends to provide funding for
38 reconstruction of the existing interchange in coordination with
39 construction of the Interstate 5 bridge over the Columbia river.

1 (c) The department shall provide regular updates on the status of
2 ongoing coordination with the state of Oregon on any bistate
3 agreements regarding sharing of revenues, use of revenues, and fiscal
4 responsibilities of each state. Prior to finalizing any such
5 agreement, the department shall provide a draft of the agreement to
6 the transportation committees of the legislature for review and
7 input. Additionally, the department shall advise on the status of any
8 bistate agreements to the joint transportation committee beginning in
9 September 2023 and quarterly thereafter until any agreements are
10 finalized.

11 (17) The legislature recognizes the importance of the US-12/Walla
12 Walla Corridor Improvements project (T20900R) and intends to advance
13 funding to provide matching funds if competitive federal funding is
14 awarded for the final remaining four-lane section between Wallula and
15 Nine Mile Hill. The department, in consultation with local
16 governments in the vicinity, must pursue any federal funding
17 available.

18 (18) (~~(\$2,642,000)~~) \$94,000 of the move ahead WA account—state
19 appropriation is provided solely for the US 101/Simdars Bypass
20 project (L4000013).

21 (19) (~~(\$338,512,000)~~) \$369,399,000 of the connecting Washington
22 account—state appropriation, (~~(\$3,109,000)~~) \$1,582,000 of the
23 multimodal transportation account—state appropriation,
24 (~~(\$27,201,000)~~) \$26,949,000 of the motor vehicle account—private/
25 local appropriation, (~~(\$178,543,000)~~) \$195,929,000 of the move ahead
26 WA account—federal appropriation, \$36,370,000 of the move ahead WA
27 account—state appropriation, and (~~(\$211,131,000)~~) \$168,013,000 of the
28 motor vehicle account—federal appropriation are provided solely for
29 the SR 167/SR 509 Puget Sound Gateway project (M00600R).

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

32 (b) In making budget allocations to the Puget Sound Gateway
33 project, the department shall implement the project's construction as
34 a single corridor investment. The department shall continue to
35 collaborate with the affected stakeholders as it implements the
36 corridor construction and implementation plan for state route number
37 167 and state route number 509. Specific funding allocations must be
38 based on where and when specific project segments are ready for
39 construction to move forward and investments can be best optimized

1 for timely project completion. Emphasis must be placed on avoiding
2 gaps in fund expenditures for either project.

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

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

9 (ii) Segment 2 of the state route number 167 completion project
10 shared-use path to provide connections to the interchange of state
11 route number 167 at 54th to the intersection of state route number
12 509 and Taylor Way in Tacoma.

13 (20) \$2,213,000 of the motor vehicle account—state appropriation
14 and \$14,012,000 of the connecting Washington account—state
15 appropriation are provided solely for the SR 224/Red Mountain
16 Vicinity Improvement project (L1000291). The department shall provide
17 funding to the city of West Richland to complete the project within
18 the project scope identified by the legislature and within the total
19 amount provided by the legislature. The department shall not amend
20 the project's scope of work to add pavement preservation on state
21 route number 224 from the West Richland city limits to Antinori Road.

22 (21) (~~(\$409,667,000)~~) \$348,020,000 of the connecting Washington
23 account—state appropriation, (~~(\$500,000 of the state route number 520~~
24 ~~corridor account state appropriation,)~~) \$10,000,000 of the state
25 route number 520 civil penalties account—state appropriation,
26 \$52,000,000 of the JUDY transportation future funding program account
27 —state appropriation, and \$5,592,000 of the motor vehicle account—
28 private/local appropriation are provided solely for the SR 520
29 Seattle Corridor Improvements - West End project (M00400R) and are
30 subject to the following conditions and limitations:

31 (a) The department shall immediately proceed with awarding the
32 bid for the Portage Bay Bridge and Roanoke Lid project to the team
33 that submitted the proposal with the apparent best value in September
34 2023. Consistent with negotiated timelines, the legislature expects
35 the award to be made by March 15, 2024, and assumes that the
36 department shall expedite executing the contract with the awarded
37 team. Once the contract is executed for this project, the department
38 shall seek consequential cost reduction opportunities through value
39 engineering and prioritizing functionality and usability of the

1 Portage Bay Bridge and Roanoke Lid. The department shall report on
2 the status of the project and cost reduction efforts to the
3 transportation committees of the legislature by December 15, 2024.

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

9 (c) Of the amounts provided in this subsection, \$500,000 of the
10 state route number 520 corridor account—state appropriation is
11 provided solely for noise mitigation activities. It is the intent of
12 the legislature to provide an additional \$600,000 for noise
13 mitigation activities.

14 (d) Pursuant to chapter 281, Laws of 2024, the department shall
15 apply for a sales tax deferral for construction work on the SR 520
16 Seattle Corridor Improvements - West End project (M00400R).

17 (22) (~~(\$450,000)~~) \$391,000 of the motor vehicle account—state
18 appropriation is provided solely for the SR 900 Safety Improvements
19 project (L2021118). The department must: (a) Work in collaboration
20 with King county and the Skyway coalition to align community assets,
21 transportation infrastructure needs, and initial design for safety
22 improvements along state route number 900; and (b) work with the
23 Skyway coalition to lead community planning engagement and active
24 transportation activities.

25 (23) (~~(\$7,500,000)~~) \$1,750,000 of the motor vehicle account—
26 federal appropriation is provided solely for a federal fund exchange
27 pilot program. The pilot program must allow exchanges of federal
28 surface transportation block grant population funding and state funds
29 at an exchange rate of 95 cents in state funds per \$1.00 in federal
30 funds. The projects receiving the exchanged federal funds must adhere
31 to all federal requirements, including the applicable disadvantaged
32 business enterprise goals. The entirety of the appropriation in this
33 subsection must be held in unallotted status until surface
34 transportation block grant population funding has been offered to the
35 state, and the department determines that a federalized project or
36 projects funded in this section is eligible to spend the surface
37 transportation block grant population funding. (~~(\$7,125,000)~~)
38 \$1,662,500 from existing state appropriations identified elsewhere
39 within this section are available to be used as part of the exchange.

1 Upon determination that a project or projects funded in this section
2 is eligible to spend the offered surface transportation block grant
3 population funding, state funds appropriated in this section for the
4 eligible state project or projects in an amount equal to 100 percent
5 of the offered surface transportation block grant population funding
6 must be placed in unallotted status. The legislature intends to
7 evaluate the utility and efficacy of the pilot program in the 2025
8 legislative session while reappropriating any remaining funds into
9 the 2025-2027 fiscal biennium. Therefore, the department may issue
10 additional calls for projects with any remaining funds provided in
11 this subsection.

12 (24) (~~(\$9,593,000)~~) \$9,195,000 of the motor vehicle account—state
13 appropriation (~~(, \$552,000 of the connecting Washington account—state~~
14 ~~appropriation,))~~) and (~~(\$209,000)~~) \$584,000 of the move ahead WA
15 account—state appropriation are provided solely for the SR 522/
16 Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineering)
17 project (NPARADI), specifically for design of, preliminary
18 engineering, and right-of-way acquisition for the interchange and
19 widening as a single project. The department must consider reserving
20 portions of state route number 522, including designated lanes or
21 ramps, for the exclusive or preferential use of public transportation
22 vehicles, privately owned buses, motorcycles, private motor vehicles
23 carrying not less than a specified number of passengers, or private
24 transportation provider vehicles pursuant to RCW 47.52.025.

25 (25) Prior to initiating new advertisements or requests for
26 qualifications for the following projects: SR 9/Marsh Road to 2nd
27 Street Vicinity (N00900R), SR 526 Corridor Improvements (N52600R), US
28 395 North Spokane Corridor (M00800R), and SR 18 - Widening -
29 Issaquah/Hobart Rd to Raging River - Phase 1 (L1000199), the capital
30 projects advisory review board shall review the planned procurement
31 methods for these projects. The board shall provide recommendations
32 on procurement methods to the office of financial management, the
33 department, and the transportation committees of the legislature for
34 project L1000199 by July 1, 2024, and projects N52600R, N00900R, and
35 M00800R by December 1, 2024. After the board provides
36 recommendations, the department may initiate new advertisements and
37 requests for qualifications, incorporating the recommendations as
38 appropriate.

1 The department shall structure the advertisements, requests for
2 qualifications, and requests for proposals, for projects referenced
3 in this subsection, in a manner that provides a high degree of
4 certainty that bids come in as expected according to engineer
5 estimates made through the cost estimate valuation process. The
6 department may request bid offers with alternatives for components of
7 a larger project so that the department may present to the
8 legislature modified options for projects to minimize project delays
9 and stay within appropriated funding resources. If alternatives
10 provided are at or below the engineer estimates, the department may
11 proceed with the project award.

12 If bid proposals exceed engineer estimates by more than five
13 percent or \$10,000,000, the department shall report this information
14 to the transportation committees of the legislature within two weeks
15 of receiving the bid proposals, and pause award and contract
16 execution.

17 (26) \$750,000 of the motor vehicle account—state appropriation is
18 provided solely for the Grady Way Overpass at Rainier Avenue South
19 I-405 BRT Access study (L1000333).

20 (27) (~~(\$1,804,000)~~) \$270,000 of the connecting Washington account
21 —state appropriation is provided solely for the SR 164 East Auburn
22 Access project (L1000120). The department must work with the
23 Muckleshoot tribe to deliver the project.

24 (28) \$250,000 of the motor vehicle account—state appropriation is
25 provided solely for preliminary engineering of the SR 14/Camas Slough
26 Bridge project (L1000352). Funds may be used for predesign
27 environmental assessment work, community engagement, design, and
28 project cost estimation.

29 (29) \$1,000,000 of the multimodal transportation account—state
30 appropriation is provided solely for matching funds for the
31 department to apply to the federal highway administration's wildlife
32 crossings pilot program, in the 2024 grant application cycle, for
33 wildlife crossing underpasses on U.S. 97 between Tonasket and
34 Riverside.

35 (30) (~~(\$1,800,000)~~) \$1,720,000 of the multimodal transportation
36 account—state appropriation and (~~(\$12,287,000)~~) \$480,000 of the
37 multimodal transportation account—federal appropriation are provided
38 solely for the department to develop and implement a technology-based
39 truck parking availability system along the Interstate 5 corridor in

1 partnership with Oregon state and California state to maximize
2 utilization of existing truck parking capacity and deliver real-time
3 parking availability information to truck drivers (L1000375). The
4 department may use a portion of the appropriation in this subsection
5 for grant proposal development and as state match funding for
6 technology-based truck parking availability system federal grant
7 applications. The department must update the transportation
8 committees of the legislature on agency activities and their status
9 by December 1, 2023, and provide a final report to the transportation
10 committees of the legislature by December 1, 2024.

11 (31) \$1,000,000 of the multimodal transportation account—state
12 appropriation is provided solely for the design on the I-5 Fort Lewis
13 weigh station and SR 906 Phase 3 truck parking improvements
14 (L1000377).

15 (32) The legislature intends to provide \$4,950,000 in the
16 2025-2027 fiscal biennium for additional truck parking improvements
17 (L1000376). As part of the department's 2025-2027 budget submittal,
18 the department and the freight mobility strategic investment board,
19 after consulting with appropriate entities, must provide a list of
20 specific truck parking solutions within the amounts provided in this
21 subsection (32). The list may also include additional funding
22 recommendations beyond this amount for more immediate expansion of
23 truck parking capacity, as well as for long-term expansion of truck
24 parking capacity.

25 (33) \$250,000 of the carbon emissions reduction account—state
26 appropriation is provided solely for the State Route 547 Pedestrian
27 and Bicycle Safety Trail (Kendall Trail) (L4000144).

28 **Sec. 304.** 2024 c 310 s 305 (uncodified) is amended to read as
29 follows:

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

31 Move Ahead WA Account—State Appropriation.	(\$105,219,000)
32	<u>\$101,593,000</u>
33 Recreational Vehicle Account—State Appropriation.	\$769,000
34 Transportation 2003 Account (Nickel Account)—State	
35 Appropriation.	\$70,411,000
36 Motor Vehicle Account—State Appropriation.	(\$154,960,000)
37	<u>\$142,439,000</u>
38 Motor Vehicle Account—Federal Appropriation.	\$560,102,000

1	Motor Vehicle Account—Private/Local Appropriation.	((\$17,010,000))
2		<u>\$13,121,000</u>
3	Connecting Washington Account—State Appropriation.	((\$48,726,000))
4		<u>\$48,460,000</u>
5	State Route Number 520 Corridor Account—State	
6	Appropriation.	((\$7,434,000))
7		<u>\$6,205,000</u>
8	Tacoma Narrows Toll Bridge Account—State	
9	Appropriation.	((\$12,202,000))
10		<u>\$9,611,000</u>
11	Alaskan Way Viaduct Replacement Project Account—	
12	State Appropriation.	((\$1,662,000))
13		<u>\$1,213,000</u>
14	Interstate 405 and State Route Number 167 Express	
15	Toll Lanes Account—State Appropriation.	((\$15,183,000))
16		<u>\$8,702,000</u>
17	Transportation Partnership Account—State	
18	Appropriation.	\$12,036,000
19	TOTAL APPROPRIATION.	((\$1,005,714,000))
20		<u>\$974,662,000</u>

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

23 (1) Except as provided otherwise in this section, the entire
24 connecting Washington account—state appropriation, the entire move
25 ahead WA account—federal appropriation, the entire move ahead WA
26 account—state appropriation, and the entire transportation
27 partnership account—state appropriation are provided solely for the
28 projects and activities as listed by fund, project, and amount in
29 ((LEAP Transportation Document 2024-1 as developed March 6, 2024,
30 Program - Highway Preservation Program (P))) OFM Transportation
31 Document 2025-1: Proposed Transportation Project List - Highway
32 Preservation Program (P) as developed December 17, 2024. However,
33 limited transfers of specific line-item project appropriations may
34 occur between projects for those amounts listed subject to the
35 conditions and limitations in section 601, chapter 472, Laws of 2023.

36 (2) Except as provided otherwise in this section, the entire
37 motor vehicle account—state appropriation and motor vehicle account—
38 federal appropriation are provided solely for the projects and
39 activities listed in ((LEAP Transportation Document 2024-2 ALL

1 ~~PROJECTS as developed March 6, 2024, Program -- Highway Preservation~~
2 ~~Program -- (P))~~ OFM Transportation Document 2025-1: Proposed
3 Transportation Project List - Highway Preservation Program (P) as
4 developed December 17, 2024. Any federal funds gained through
5 efficiencies, adjustments to the federal funds forecast, or the
6 federal funds redistribution process must then be applied to highway
7 and bridge preservation activities.

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

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

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

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

23 (4) The transportation partnership account—state appropriation
24 includes up to (~~(\$3,280,000)~~) \$12,036,000 in proceeds from the sale
25 of bonds authorized in RCW 47.10.873.

26 (5) (~~(\$22,000,000)~~) \$9,500,000 of the motor vehicle account—state
27 appropriation is provided solely for extraordinary costs incurred
28 from litigation awards, settlements, or dispute mitigation activities
29 not eligible for funding from the self-insurance fund (L2000290). The
30 amount provided in this subsection must be held in unallotted status
31 until the department submits a request to the office of financial
32 management that includes documentation detailing litigation-related
33 expenses. The office of financial management may release the funds
34 only when it determines that all other funds designated for
35 litigation awards, settlements, and dispute mitigation activities
36 have been exhausted.

37 (6) Within the connecting Washington account—state appropriation,
38 the department may transfer funds from Highway System Preservation
39 (L1100071) to other preservation projects listed in the (~~(LEAP)~~) OFM

1 transportation document identified in subsection (1) of this section,
2 if it is determined necessary for completion of these high priority
3 preservation projects. The department's next budget submittal after
4 using this subsection must appropriately reflect the transfer.

5 (7) By June 30, 2025, to the extent practicable, the department
6 shall decommission the facilities for the Lacey project engineering
7 office and the Tumwater project engineering office at the end of
8 their lease terms and consolidate the Lacey project engineering
9 office and the Tumwater project engineering office into the
10 department's Olympic regional headquarters.

11 (8) 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 (9) (~~(\$7,500,000)~~) \$1,750,000 of the motor vehicle account—
16 federal appropriation is provided solely for a federal fund exchange
17 pilot program. 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. (~~(\$7,125,000)~~)
28 \$1,662,500 from existing state appropriations identified elsewhere
29 within this section are available to be used as part of the exchange.
30 Upon determination that a project or projects funded in this section
31 is 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 the utility and efficacy of the pilot program in the 2025
37 legislative session while reappropriating any remaining funds into
38 the 2025-2027 fiscal biennium. Therefore, the department may issue
39 additional calls for projects with any remaining funds provided in
40 this subsection.

1 (10) \$21,000 of motor vehicle account—state appropriation is
2 provided solely for the implementation of chapter 54, Laws of 2023
3 (bridge jumping signs) (G2000114).

4 (11) (~~(\$4,319,000)~~) \$693,000 of the move ahead Washington account
5 —state appropriation is provided solely for SR 525 Bridge Replacement
6 - Mukilteo (L2021084). Of the amounts in this subsection, \$155,000
7 must be transferred to the city of Mukilteo for purposes of community
8 planning and business engagement.

9 **Sec. 305.** 2024 c 310 s 306 (uncodified) is amended to read as
10 follows:

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

13	Motor Vehicle Account—State Appropriation.	((\$10,606,000))
14		<u>\$10,539,000</u>
15	Motor Vehicle Account—Federal Appropriation.	((\$12,226,000))
16		<u>\$12,769,000</u>
17	Motor Vehicle Account—Private/Local Appropriation.	\$500,000
18	Move Ahead WA Account—State Appropriation.	\$611,000
19	TOTAL APPROPRIATION.	((\$23,943,000))
20		<u>\$24,419,000</u>

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

23 (1) \$5,547,000 of the motor vehicle account—state appropriation,
24 (~~(\$8,830,000)~~) \$8,466,000 of the motor vehicle account—federal
25 appropriation, and \$500,000 of the motor vehicle account—private/
26 local appropriation are provided solely for Programmatic Investment
27 for Traffic Operations Capital projects (000005Q). By December 15th
28 of each odd-numbered year, the department shall provide a report to
29 the legislature listing all traffic operations capital project
30 investments completed in the prior fiscal biennium.

31 (2) \$3,080,000 of the motor vehicle account—state appropriation
32 is provided solely to construct pedestrian signals at nine locations
33 on state route number 7 from 124th Street South to 189th Street South
34 (0000YYY).

35 (3) \$1,463,000 of the motor vehicle account—state appropriation
36 is provided solely for the replacement of 22 existing traffic cameras
37 and installation of 10 new traffic cameras, including five pole
38 installation sites, on the Interstate 90 corridor between mileposts

1 34 and 82 (L2021144). The department shall consult with news media
2 organizations to explore options to allow such organizations access
3 to traffic camera feeds.

4 **Sec. 306.** 2024 c 310 s 307 (uncodified) is amended to read as
5 follows:

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

8	Carbon Emissions Reduction Account—State	
9	Appropriation.	((\$116,021,000))
10		<u>\$60,391,000</u>
11	Move Ahead WA Account—State Appropriation.	((\$49,828,000))
12		<u>\$51,200,000</u>
13	Puget Sound Capital Construction Account—State	
14	Appropriation.	((\$388,304,000))
15		<u>\$386,313,000</u>
16	Puget Sound Capital Construction Account—Federal	
17	Appropriation.	((\$87,047,000))
18		<u>\$72,200,000</u>
19	Puget Sound Capital Construction Account—	
20	Private/Local Appropriation.	((\$2,150,000))
21		<u>\$1,637,000</u>
22	Transportation 2003 Account (Nickel Account)—State	
23	Appropriation.	\$472,000
24	Transportation Partnership Account—State	
25	Appropriation.	((\$9,705,000))
26		<u>\$7,445,000</u>
27	Connecting Washington Account—State Appropriation.	((\$21,883,000))
28		<u>\$19,162,000</u>
29	Capital Vessel Replacement Account—State	
30	Appropriation.	\$21,688,000
31	TOTAL APPROPRIATION.	((\$697,098,000))
32		<u>\$620,508,000</u>

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

35 (1) Except as provided otherwise in this section, the entire
36 appropriations in this section are provided solely for the projects
37 and activities as listed in ((~~LEAP Transportation Document 2024-2 ALL~~
38 ~~PROJECTS as developed March 6, 2024, Program - Washington State~~

1 ~~Ferries Capital Program (W))~~ OFM Transportation Document 2025-1:
2 Proposed Transportation Project List - Washington State Ferries
3 Capital Program (W) as developed December 17, 2024.

4 (2) (~~(\$24,260,000)~~) \$25,135,000 of the Puget Sound capital
5 construction account—state appropriation is provided solely for
6 emergency capital repair costs (999910K). Funds may only be spent
7 after approval by the office of financial management.

8 (3) \$21,688,000 of the capital vessel replacement account—state
9 appropriation is provided solely for the acquisition of a 144-car
10 hybrid-electric vessel (~~(L2000329)~~) (L2021073). The amounts
11 provided in this subsection are contingent upon the enactment of
12 chapter 429, Laws of 2023.

13 (4) (~~(Beginning January 1, 2025, \$11,554,000 of the carbon~~
14 ~~emissions reduction account state appropriation is provided solely~~
15 ~~for construction of the first hybrid electric Olympic class vessel~~
16 ~~(L2000329).~~

17 ~~(5))~~ \$1,500,000 of the Puget Sound capital construction account—
18 state appropriation is provided solely for the Future Hybrid Electric
19 Ferry Class Pre-Design study (L2021131) to advance procurement of a
20 new class of vessel that will account for changes in technology,
21 staffing, and system needs. The department shall initiate a vessel
22 predesign to replace the aging Issaquah class ferries with a new
23 automobile hybrid electric ferry intended to operate on the Vashon
24 Southworth-Fauntleroy route. The predesign study must include a
25 review of the benefits and costs of constructing all future new
26 vessels based on the same design. The review may also compare and
27 contrast the benefits and costs of utilizing the existing hybrid
28 electric Olympic class vessel design.

29 (~~(6) \$8,032,000)~~) (5) \$2,032,000 of the Puget Sound capital
30 construction account—state appropriation is provided solely for
31 modernization of the ticketing and reservation system (990052C). (~~(Of~~
32 ~~this)~~) This amount(~~(, \$3,032,000)~~) must be held in unallotted status
33 until Washington state ferries has consulted with the office of the
34 chief information officer on the project scope and integration
35 capabilities of the reservation system with existing Good to Go! and
36 ORCA next generation products, and reported results to the office of
37 financial management and the transportation committees of the
38 legislature.

1	Motor Vehicle Account—State Appropriation.	((\$697,000))
2		<u>\$384,000</u>
3	Move Ahead WA Account—State Appropriation.	\$1,500,000
4	Move Ahead WA Flexible Account—State Appropriation.	((\$33,500,000))
5		<u>\$20,968,000</u>
6	((Multimodal Transportation Account—	
7	Private/Local Appropriation.	\$12,000))
8	Transportation Infrastructure Account—State	
9	Appropriation.	((\$16,621,000))
10		<u>\$4,519,000</u>
11	Multimodal Transportation Account—State	
12	Appropriation.	((\$101,403,000))
13		<u>\$46,223,000</u>
14	Multimodal Transportation Account—Federal	
15	Appropriation.	((\$25,903,000))
16		<u>\$14,525,000</u>
17	TOTAL APPROPRIATION.	((\$295,848,000))
18		<u>\$128,890,000</u>

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

21 (1) Except as provided otherwise in this section, the entire
22 appropriations in this section are provided solely for the projects
23 and activities as listed by project and amount in ~~((LEAP~~
24 ~~Transportation Document 2024-2 ALL PROJECTS as developed March 6,~~
25 ~~2024, Program - Rail Program (Y))~~ OFM Transportation Document
26 2025-1: Proposed Transportation Project List - Rail Program (Y) as
27 developed December 17, 2024.

28 (2) (a) ~~((~~\$2,680,000~~))~~ \$4,150,000 of the transportation
29 infrastructure account—state appropriation is provided solely for new
30 low-interest loans approved by the department through the freight
31 rail investment bank (FRIB) program. The department shall issue FRIB
32 program loans with a repayment period of no more than 15 years, and
33 charge only so much interest as is necessary to recoup the
34 department's costs to administer the loans. The department shall
35 report annually to the transportation committees of the legislature
36 and the office of financial management on all FRIB loans issued.

37 (b) The department may change the terms of existing loans in the
38 essential rail assistance account for repayment of loans, including
39 the repayment schedule and rate of interest, for a period of up to 15

1 years for any recipient with a total loan value in the program of
2 over 10 percent as of June 30, 2023.

3 ~~(((\$5,000,000 of the transportation infrastructure account—~~
4 ~~state appropriation is provided solely for a low-interest loan for~~
5 ~~the Port of Longview Rail Corridor Expansion project (L1000347) to~~
6 ~~accommodate current and future port cargo-handling needs. The low-~~
7 ~~interest loan must comply with the requirements of RCW 47.76.460(2).~~

8 ~~(4) \$7,567,000))~~ \$6,740,000 of the multimodal transportation
9 account—state appropriation is provided solely for new statewide
10 emergent freight rail assistance projects identified in the ((LEAP))
11 OFM transportation document referenced in subsection (1) of this
12 section.

13 ((+5)) (4) \$369,000 of the transportation infrastructure account
14 —state appropriation and \$1,100,000 of the multimodal transportation
15 account—state appropriation are provided solely for final
16 reimbursement to Highline Grain, LLC for approved work completed on
17 Palouse River and Coulee City (PCC) railroad track in Spokane county
18 (L2000179) between the BNSF Railway Interchange at Cheney and Geiger
19 Junction and must be administered in a manner consistent with freight
20 rail assistance program projects.

21 ((+6)) (5) The department shall issue a call for projects for
22 the freight rail assistance program, and shall evaluate the
23 applications in a manner consistent with past practices as specified
24 in section 309, chapter 367, Laws of 2011. By November 15, 2024, the
25 department shall submit a prioritized list of recommended projects to
26 the office of financial management and the transportation committees
27 of the legislature.

28 ((+7)) (6) \$25,000,000 of the carbon emissions reduction account
29 —state appropriation is provided solely for state match contributions
30 to support the department's application for federal grant
31 opportunities for a new ultra high-speed ground transportation
32 corridor. These funds are to remain in unallotted status and are
33 available only upon award of federal funds. The department must
34 provide periodic grant application updates to the transportation
35 committees of the legislature, as well as anticipated state match
36 estimates for successful grants.

37 ((+8) ~~\$33,500,000))~~ (7) \$20,968,000 of the move ahead WA flexible
38 account—state appropriation is provided solely for rehabilitation of
39 the Palouse River and Coulee City Railroad (L4000079). Up to \$433,000

1 of the amount in this subsection may be used for management and
2 oversight of operation and maintenance activities.

3 ~~((9) \$19,990,000))~~ (8) \$4,155,000 of the multimodal
4 transportation account—federal appropriation is provided solely for
5 the rehabilitation of the Salmon Bay drawbridge (752010A) to ensure
6 the efficient movement of freight and passenger trains.

7 ~~((10) \$6,300,000))~~ (9) \$3,369,000 of the carbon emissions
8 reduction account—state appropriation is provided solely to fund a
9 zero emission drayage truck demonstration project (L1000324) at
10 Northwest Seaport Alliance facilities.

11 ~~((11) \$14,000,000))~~ (10) \$17,531,000 of the carbon emissions
12 reduction account—state appropriation ~~((, and beginning January 1,
13 2025, \$14,000,000 of the carbon emissions reduction account state
14 appropriation, are))~~ is provided solely to fund a zero emission shore
15 power infrastructure demonstration project at Northwest Seaport
16 Alliance facilities (L1000325). Local funds sufficient to fully fund
17 this project must be contributed to the project, and any agreements
18 required for the project must be secured.

19 ~~((12) \$5,000,000))~~ (11) \$2,402,000 of the carbon emissions
20 reduction account—state appropriation is provided solely to fund the
21 replacement of two Tacoma rail diesel-electric switcher locomotives
22 with zero emission battery-electric switcher locomotives and to
23 install on-site charging equipment at a Tacoma rail facility
24 (L1000327). Local funds sufficient to fully fund this project must be
25 contributed to the project, and any agreements required for the
26 project must be secured.

27 ~~((13))~~ (12) \$150,000 of the multimodal transportation account—
28 state appropriation is provided solely for the application of durable
29 markings along state route number 906 to create up to 20 parking
30 spaces for larger vehicles, including trucks (L1000336).

31 ~~((14) \$26,500,000))~~ (13) \$13,260,000 of the carbon emissions
32 reduction account—state appropriation is provided solely for port
33 electrification competitive grants (L2021182). All public ports are
34 eligible to receive funds under this subsection. A port seeking to
35 use funds under this subsection to install shore power must adopt a
36 policy that requires vessels that dock at the port facility to use
37 shore power if such vessel is capable of using such power and when
38 such power is available at the port facility.

1 (~~(15)~~—\$2,000,000)) (14) \$1,151,000 of the carbon emissions
2 reduction account—state appropriation is provided solely for port
3 electrification at the port of Bremerton (L1000337), which may
4 include the purchase and installation of zero emission port shore
5 power systems and other zero emission infrastructure, equipment, and
6 technology.

7 (~~(16)~~—\$500,000)) (15) \$781,000 of the carbon emissions reduction
8 account—state appropriation (~~(, and beginning January 1, 2025,~~
9 ~~\$1,500,000 of the carbon emissions reduction account—state~~
10 ~~appropriation, are)) is provided solely for port electrification at
11 the port of Anacortes (L1000338), which may include the purchase and
12 installation of zero emission port shore power systems and other zero
13 emission infrastructure, equipment, and technology.~~

14 (~~(17)~~—\$2,000,000)) (16) \$1,307,000 of the transportation
15 infrastructure account—state appropriation is provided solely for the
16 Port of Quincy Rail Infrastructure Expansion project (L1000348), an
17 expansion of rail infrastructure within the Port of Quincy's current
18 rail terminal and to nearby industrial zoned properties in the port
19 district.

20 (~~(18)~~ Beginning January 1, 2025, ~~\$20,000,000 of the carbon~~
21 ~~emissions reduction account—state appropriation is provided solely~~
22 ~~for the Puyallup Tribe Port Electrification project (L1000346).))~~

23 **Sec. 308.** 2024 c 310 s 309 (uncodified) is amended to read as
24 follows:

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

27 Carbon Emissions Reduction Account—State	
28 Appropriation.	((\$53,944,000))
29	<u>\$12,582,000</u>
30 Climate Active Transportation Account—State	
31 Appropriation.	((\$169,442,000))
32	<u>\$109,131,000</u>
33 Freight Mobility Investment Account—State	
34 Appropriation.	((\$21,847,000))
35	<u>\$17,878,000</u>
36 Freight Mobility Multimodal Account—State	
37 Appropriation.	((\$27,216,000))
38	<u>\$18,904,000</u>

1	(Highway Infrastructure Account—State	
2	Appropriation.	\$1,060,000
3	Highway Infrastructure Account—Federal	
4	Appropriation.	\$1,500,000)
5	Move Ahead WA Account—State Appropriation.	((\$117,033,000))
6		<u>\$82,193,000</u>
7	Move Ahead WA Flexible Account—State Appropriation.	((\$34,500,000))
8		<u>\$12,800,000</u>
9	Motor Vehicle Account—State Appropriation.	((\$31,785,000))
10		<u>\$18,310,000</u>
11	Motor Vehicle Account—Federal Appropriation.	((\$129,698,000))
12		<u>\$98,263,000</u>
13	Motor Vehicle Account—Private/Local Appropriation.	\$35,000,000
14	Connecting Washington Account—State Appropriation.	((\$117,410,000))
15		<u>\$75,748,000</u>
16	Multimodal Transportation Account—State	
17	Appropriation.	((\$142,372,000))
18		<u>\$76,420,000</u>
19	TOTAL APPROPRIATION.	((\$882,807,000))
20		<u>\$557,229,000</u>

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

23 (1) Except as provided otherwise in this section, the entire
24 appropriations in this section are provided solely for the projects
25 and activities as listed by project and amount in ((~~LEAP~~
26 ~~Transportation Document 2024-2 ALL PROJECTS as developed March 6,~~
27 ~~2024, Program — Local Programs Program (Z)~~) OFM Transportation
28 Document 2025-1: Proposed Transportation Project List - Local
29 Programs Program (Z) as developed December 17, 2024.

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

33 (a) ((~~\$47,707,000~~)) \$19,707,000 of the multimodal transportation
34 account—state appropriation and ((~~\$43,058,000~~)) \$27,686,000 of the
35 climate active transportation account—state appropriation are
36 provided solely for pedestrian and bicycle safety program projects
37 (L2000188 and L1000335). Of the amount of climate active
38 transportation account funds appropriated in this subsection, up to
39 one percent may be used for program administration and staffing.

1 (b) (~~(\$31,553,000)~~) \$26,020,000 of the motor vehicle account—
2 federal appropriation, (~~(\$45,399,000)~~) \$24,260,000 of the climate
3 active transportation account—state appropriation, and
4 (~~(\$21,157,000)~~) \$15,586,000 of the multimodal transportation account—
5 state appropriation are provided solely for safe routes to school
6 projects (L2000189 and L1000334). Of the amount of climate active
7 transportation account funds appropriated in this subsection, up to
8 one percent may be used for program administration and staffing.

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

13 (3) The department shall submit a report to the transportation
14 committees of the legislature by December 1, 2023, and December 1,
15 2024, on the status of projects funded as part of the pedestrian
16 safety/safe routes to school grant program and the Sandy Williams
17 connecting communities grant program.

18 (4) (~~(\$12,792,000)~~) \$9,436,000 of the multimodal transportation
19 account—state appropriation is provided solely for connecting
20 Washington bicycle and pedestrian projects listed in the (~~LEAP~~) OFM
21 transportation document referenced in subsection (1) of this section.

22 (5) (~~(\$46,580,000)~~) \$35,278,000 of the motor vehicle account—
23 federal appropriation is provided solely for acceleration of local
24 preservation projects that ensure the reliable movement of freight on
25 the national highway freight system (G2000100). The department will
26 select projects as part of its update of the state freight plan, in
27 consultation with the freight mobility strategic investment board and
28 other stakeholders.

29 (6) (~~(\$7,125,000)~~) \$1,662,500 of the motor vehicle account—state
30 appropriation is provided solely for a federal fund exchange pilot
31 program. The pilot program will allow exchanges of federal surface
32 transportation block grant population funding and state funds at an
33 exchange rate of 95 cents in state funds per \$1.00 in federal funds.
34 The entirety of the appropriation in this subsection must be held in
35 unallotted status until: Surface transportation block grant
36 population funding has been offered to the state, the department
37 determines that a federalized project or projects funded in section
38 305 or 306, chapter 472, Laws of 2023 is eligible to spend the
39 surface transportation block grant population funding, and state

1 funds appropriated in section 305 or 306, chapter 472, Laws of 2023
2 for the eligible state project or projects in an amount equal to 100
3 percent of the offered surface transportation block grant population
4 funding have been placed in unallotted status. A report on the
5 effectiveness of the exchange program, the total estimated cost of
6 program administration, and recommendations for continuing the pilot
7 program is due to the governor and transportation committees of the
8 legislature by December 1, 2024. The legislature intends to evaluate
9 the utility and efficacy of the pilot program in the 2025 legislative
10 session while reappropriating any remaining funds into the 2025-2027
11 fiscal biennium. Therefore, the department may issue additional calls
12 for projects with any remaining funds provided in this subsection.

13 (7) (~~(\$136,893,000)~~) \$82,193,000 of the move ahead WA account—
14 state appropriation and (~~(\$25,000,000)~~) \$10,900,000 of the move ahead
15 WA flexible account—state appropriation are provided solely for new
16 move ahead WA road and highway projects listed in (~~LEAP~~
17 ~~Transportation Document 2024-2 ALL PROJECTS as developed March 6,~~
18 ~~2024, Program — Local Programs Program (Z))~~) OFM Transportation
19 Document 2025-1: Proposed Transportation Project List - Local
20 Programs Program (Z) as developed December 17, 2024.

21 (a) For projects funded in this subsection, the department
22 expects to have substantial reappropriations for the 2023-2025 fiscal
23 biennium, the department may, on a pilot basis, apply funding from a
24 project with an appropriation that is unable to be used in the
25 2023-2025 fiscal biennium to advance one or more of the projects
26 listed in (~~LEAP Transportation Document 2024-2 ALL PROJECTS as~~
27 ~~developed March 6, 2024, Program — Local Programs Program (Z))~~) OFM
28 Transportation Document 2025-1: Proposed Transportation Project List
29 - Local Programs Program (Z) as developed December 17, 2024,
30 prioritizing projects first by project readiness.

31 (i) In instances when projects listed in the (~~LEAP~~
32 ~~transportation documents~~) OFM transportation document referenced in
33 (a) of this subsection are no longer viable or have been completed,
34 the department may recommend in its next budget submittal alternative
35 project proposals from the local jurisdictions if the project is
36 similar in type and scope and consistent with limitations of certain
37 funds provided. In the event that the listed project has been
38 completed the local jurisdictions may, rather than submitting an
39 alternative project, instead be reimbursed in the year in which it
40 was scheduled for documented costs incurred implementing the listed

1 project, not in excess of the amount awarded from the funding
2 program.

3 (ii) At least 10 business days before advancing or swapping a
4 project pursuant to this subsection, the department must notify the
5 office of financial management and the transportation committees of
6 the legislature. The advancement of a project may not hinder the
7 delivery of the projects for which the reappropriations are necessary
8 for the 2023-2025 fiscal biennium.

9 (b) Of the amounts provided in this subsection, (~~(\$25,493,000)~~)
10 \$4,093,000 of the move ahead WA account—state appropriation is
11 provided solely for three roundabouts to be constructed on state
12 route number 507 in partnership with local authorities. The
13 roundabout at Vail is with Thurston county, the roundabout at Bald
14 Hills is with the city of Yelm, and the roundabout at state route
15 number 702 is with Pierce county. The department is to work
16 cooperatively with each local jurisdiction to construct these
17 facilities within department rights-of-way. The department must
18 provide all project predesign and design information developed to
19 date to the local jurisdictions and have a project implementation
20 agreement in place with each local jurisdiction within 180 calendar
21 days of the effective date of this act. The implementation agreement
22 may provide full control for the local authority to construct the
23 project. Once the roundabouts are completed, the operations and
24 maintenance of the roundabouts are the responsibility of the
25 department. Of the amounts provided in this subsection,
26 (~~(\$7,000,000)~~) \$600,000 is for the roundabout at Vail road and state
27 route number 507.

28 (c) \$15,000,000 of the move ahead Washington account—state
29 appropriation is provided solely for the Columbia River Bridge
30 Replacement/Hood River to White Salmon project (L4000046). The office
31 of financial management shall place the amounts in this subsection in
32 unallotted status. As funds are appropriated by the Oregon
33 legislature, the office of financial management may release amounts
34 provided in this subsection to match Oregon appropriations.

35 (8) (~~(\$39,185,000)~~) \$23,585,000 of the climate active
36 transportation account—state appropriation, (~~(\$11,600,000)~~) \$907,000
37 of the multimodal transportation account—state appropriation, and
38 (~~(\$3,000,000)~~) \$500,000 of the move ahead WA flexible account—state
39 appropriation are provided solely for move ahead WA pedestrian and

1 bike projects listed in (~~LEAP Transportation Document 2024-2 ALL~~
2 ~~PROJECTS as developed March 6, 2024, Program - Local Programs Program~~
3 ~~(Z))~~) OFM Transportation Document 2025-1: Proposed Transportation
4 Project List - Local Programs Program (Z) as developed December 17,
5 2024. For projects funded in this subsection, if the department
6 expects to have substantial reappropriations for the 2023-2025 fiscal
7 biennium, the department may, on a pilot basis, apply funding from a
8 project with an appropriation that is unable to be used in the
9 2023-2025 fiscal biennium to advance one or more of the projects
10 listed in (~~LEAP Transportation Document 2024-2 ALL PROJECTS as~~
11 ~~developed March 6, 2024, Program - Local Programs Program (Z))~~) OFM
12 Transportation Document 2025-1: Proposed Transportation Project List
13 - Local Programs Program (Z) as developed December 17, 2024,
14 prioritizing projects first by tier then by project readiness.

15 (a) In instances when projects listed in the (~~LEAP~~) OFM
16 transportation document referenced in this subsection (8) of this
17 section are no longer viable or have been completed, the department
18 may recommend in its next budget submittal alternative project
19 proposals from the local jurisdictions if the project is similar in
20 type and scope and consistent with limitations of certain funds
21 provided. In the event that the listed project has been completed the
22 local jurisdictions may, rather than submitting an alternative
23 project, instead be reimbursed in the year in which it was scheduled
24 for documented costs incurred implementing the listed project, not in
25 excess of the amount awarded from the funding program.

26 (b) At least 10 business days before advancing or swapping a
27 project pursuant to this subsection, the department must notify the
28 office of financial management and the transportation committees of
29 the legislature. The advancement of a project may not hinder the
30 delivery of the projects for which the reappropriations are necessary
31 for the 2023-2025 fiscal biennium.

32 (9) \$16,800,000 of the climate active transportation account—
33 state appropriation is provided solely for the statewide school-based
34 bicycle education grant program (L1000309). The department may
35 partner with a statewide nonprofit to deliver programs.

36 (10) (~~(\$25,000,000)~~) \$16,800,000 of the climate active
37 transportation account—state appropriation is provided solely for the
38 Sandy Williams connecting communities pilot program (L1000308) to
39 deliver projects to reconnect communities that have been bifurcated
40 by state highways. Priority must be given to historically

1 marginalized or overburdened communities. The department may consult
2 with the Cooper Jones active transportation safety council to
3 identify geographic locations where there are high incidences of
4 serious injuries and fatalities of active transportation users among
5 vulnerable populations.

6 (11) (~~(\$14,000,000)~~) \$1,000,000 of the carbon emissions reduction
7 account—state appropriation(~~(, and beginning January 1, 2025,~~
8 ~~\$10,000,000 of the carbon emissions reduction account state~~
9 ~~appropriation, are))~~) is provided solely for the Guemes Ferry Boat
10 Replacement project (L4000124).

11 (12) (~~(\$6,500,000)~~) \$1,400,000 of the move ahead WA flexible
12 account—state appropriation is provided solely for development of an
13 applied sustainable aviation evaluation center (L2021135). Snohomish
14 county, in partnership with Washington State University, shall plan
15 and establish facilities to evaluate, qualify or certify, and
16 research technologies that can minimize the impact of aviation on
17 human health and the environment. Funds may be used for, but are not
18 limited to, planning, construction, and land acquisition for
19 sustainable aviation fuel (SAF) qualification testing (ASTM D4054),
20 research on the impact of SAF on the environment and human health,
21 and SAF storage for the purpose of advancing sustainable aviation. At
22 a minimum, three sustainable aviation platforms must be considered:

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

26 (13) The legislature intends to fund the Ballard and Magnolia
27 Bridge project (L4000123), as described in section 911 (18) and (19),
28 chapter 472, Laws of 2023.

29 (14) (~~(\$200,000)~~) \$190,000 of the multimodal transportation
30 account—state appropriation is provided solely for the Seattle office
31 of planning and community development to update and add to the 2020
32 I-5 Lid Feasibility Study with additional test cases with ramp
33 changes and removals in downtown Seattle and alternative assumptions
34 with regards to parking, expansion of Freeway Park, affordable
35 housing, and commercial real estate (L2021140). The Seattle office of
36 planning and community development shall conduct ongoing community
37 engagement with underrepresented constituencies to support the
38 technical work of this study and raise public awareness of
39 opportunities of I-5 lids. Focus should be given to low-income

1 households living and working in the I-5 lid study areas in central
2 Seattle.

3 (15) (~~(\$1,000,000)~~) \$500,000 of the multimodal transportation
4 account—state appropriation is provided solely for the department to
5 award grants to local jurisdictions to implement network-wide traffic
6 conflict screening programs using video analytics in controlled
7 intersections with a disproportionate number of traffic violations
8 and injuries to active transportation users (L2021149). Grants must
9 be awarded proportionally across the state and include controlled
10 intersections in both urban and rural environments and along state
11 highways and county roads. Grant recipients must report back to the
12 department all traffic violation and active transportation facility
13 data acquired during the grant period and provide the department with
14 appropriate next steps for the state and the local jurisdiction to
15 improve traffic safety for active transportation users in such
16 intersections. The department must report such findings and
17 recommendations to the transportation committees of the legislature
18 by December 1, 2024.

19 (16) (a) (i) (~~(\$5,000,000)~~) \$5,432,000 of the carbon emissions
20 reduction account—state appropriation is provided solely for the
21 department to establish a program for providing rebates to qualifying
22 persons who purchase e-bikes and qualifying equipment and services
23 from a qualifying retailer. Of this amount, \$3,000,000 is for rebate
24 amounts as described under (a)(iii)(A) of this subsection, and
25 \$2,000,000 is for rebate amounts as described under (a)(iii)(B) of
26 this subsection.

27 (ii) To qualify for and use the rebate under this subsection, a
28 person must be a resident of Washington state and purchase an e-bike
29 and qualifying equipment and services, if any, from a qualifying
30 retailer in this state. Qualifying equipment and services must be
31 purchased as part of the same transaction as the e-bike.

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

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

39 (C) No more than one rebate may be awarded per household.

1 (iv) (A) The department must establish application procedures for
2 e-bike retailers to participate in the rebate program, and
3 application and award procedures for applicants to participate in the
4 program. If an applicant qualifies for a rebate amount and there is
5 sufficient funds to award the applicant with the appropriate rebate
6 amount, the department must provide the qualifying individual the
7 rebate amount in a format that can be redeemed at the time of
8 purchase at a qualifying retailer.

9 (B) An applicant must provide contact information, including a
10 physical address, email address, and phone number, and demographic
11 information, including the applicant's age, gender, race, and
12 ethnicity, to the department on a form provided by the department at
13 the time of applying for the rebate. The department may share or
14 provide access to such information with the University of Washington
15 to provide the University of Washington an opportunity to ask program
16 applicants and recipients to fill out a survey collecting information
17 only to the extent to inform its report described under (d) of this
18 subsection.

19 (v) A qualifying retailer must register with the department
20 before participating in the rebate program. A qualifying retailer
21 must:

22 (A) Verify the identity of the qualifying individual at the time
23 of purchase; and

24 (B) Calculate and apply the rebate at the time of purchase.

25 (vi) The department must reimburse a qualifying retailer that
26 accepts a rebate from a qualifying individual no later than 30 days
27 after the rebate is redeemed.

28 (vii) For purposes of this subsection (16) (a):

29 (A) "E-bike" means an electric assisted bicycle as defined in RCW
30 46.04.169, but does not include mountain bikes.

31 (B) "Qualifying equipment and services" means a bicycle helmet,
32 safety vest, bicycle light, or bicycle lock, and any maintenance or
33 other services agreed upon by the qualifying retailer and qualifying
34 individual at the time of purchase.

35 (C) "Qualifying retailer" means a retail business establishment
36 with one or more physical retail locations in this state that
37 provides on-site e-bike sales, service, and repair and has registered
38 with the department to participate in the rebate program established
39 under this subsection.

1 (b) For fiscal year 2025, (~~(\$2,000,000)~~) \$432,000 of the carbon
2 emissions reduction account—state appropriation is provided solely
3 for the department to establish an e-bike lending library and
4 ownership grant program. The department may accept grant applications
5 from other state entities, local governments, and tribes that
6 administer or plan to administer an e-bike lending library or
7 ownership program for their employees for commute trip reduction
8 purposes. The department may also accept grant applications from
9 nonprofit organizations or tribal governments that serve persons who
10 are low-income or reside in overburdened communities and that
11 administer or plan to administer an e-bike lending library or
12 ownership program for qualifying persons. Grant recipients must
13 report program information and participation data to the University
14 of Washington to inform its report described under (d) of this
15 subsection.

16 (c) It is the intent of the legislature that funding provided in
17 (a) and (b) of this subsection continue to be appropriated in the
18 2025-2027 and 2027-2029 fiscal biennia.

19 (d) Of the amounts provided in this subsection (16), \$90,000 is
20 for the department to contract with the University of Washington's
21 sustainable transportation lab to publish a general policy brief that
22 provides innovative e-bike rebate and lending library or ownership
23 grant program models and recommendations, a report on survey results
24 based on data and demographic information collected under the e-bike
25 rebate program established in (a) of this subsection, and a report on
26 program information and data collected under the e-bike lending
27 library and ownership grant program established in (b) of this
28 subsection. An initial brief and report must be submitted to the
29 transportation committees of the legislature by July 1, 2024, with
30 the final policy brief and report due to the transportation
31 committees of the legislature by July 1, 2025.

32 (e) The department may not collect more than five percent of
33 appropriated amounts to administer the programs under (a) and (b) of
34 this subsection.

35 (17) (~~(\$21,847,000)~~) \$17,878,000 of the freight mobility
36 investment account—state appropriation and (~~(\$27,216,000)~~)
37 \$18,904,000 of the freight mobility multimodal account—state
38 appropriation are provided solely for freight mobility strategic

1 investment board projects listed in the (~~LEAP~~) OFM transportation
2 document referenced in subsection (1) of this section.

3 (18) (~~(\$4,150,000)~~) \$1,660,000 of the motor vehicle account—state
4 appropriation is provided solely for matching funds for federal funds
5 to reconstruct Grant county and Adams county bridges as part of the
6 Odessa groundwater replacement program (L1000322).

7 (19) (~~(\$9,240,000)~~) \$9,100,000 of the connecting Washington
8 account—state appropriation is provided solely for the Aberdeen US 12
9 Highway-Rail Separation project (L1000331).

10 (20) The appropriations in this section include savings due to
11 anticipated project underruns; however, it is unknown which projects
12 will provide savings. The legislature intends to provide sufficient
13 flexibility for the department to manage to this savings target. To
14 provide this flexibility, the office of financial management may
15 authorize, through an appropriation modification, reductions in the
16 amounts that are provided solely for a particular purpose within this
17 section subject to the following conditions and limitations:

18 (a) The department must confirm that any modification requested
19 under this subsection of amounts provided solely for a specific
20 purpose are not expected to be used for that purpose in this fiscal
21 biennium;

22 (b) Appropriation modifications authorized under this subsection
23 may not result in increased funding for any project beyond the amount
24 provided for that project in the 2023-2025 fiscal biennium in (~~LEAP~~
25 ~~Transportation Document 2024-2 ALL PROJECTS as developed March 6,~~
26 ~~2024)~~) OFM Transportation Document 2025-1: Proposed Transportation
27 Project List as developed December 17, 2024;

28 (c) Appropriation modifications authorized under this subsection
29 apply only to amounts appropriated in this section from the following
30 accounts: Connecting Washington account—state, and move ahead WA
31 account—state; and

32 (d) The office of financial management must provide notice of
33 appropriation modifications authorized under this subsection within
34 10 working days to the transportation committees of the legislature.
35 By December 1, 2023, and December 1, 2024, the department must submit
36 a report to the transportation committees of the legislature
37 regarding the actions taken to date under this subsection.

38 (21) (~~(\$5,000,000)~~) \$2,000,000 of the multimodal transportation
39 account—state appropriation is provided solely for the department to

1 assist local jurisdictions in addressing emergent issues related to
2 safety for pedestrians and bicyclists (LXXXPBF). Funds may only be
3 spent after approval from the office of financial management. By
4 December 15th of each odd-numbered year, the department shall provide
5 a report to the legislature listing all emergent issues addressed in
6 the prior fiscal biennium. Reporting may be done in conjunction with
7 the transportation operations division.

8 (22) Beginning January 1, 2025, (~~(\$22,944,000)~~) \$6,150,000 of the
9 carbon emissions reduction account—state appropriation is provided
10 solely for the following projects identified in (~~LEAP Transportation~~
11 ~~Document 2024-2 ALL PROJECTS as developed March 6, 2024)~~) OFM
12 Transportation Document 2025-1: Proposed Transportation Project List
13 as developed December 17, 2024:

14 (a) North Aurora Safety Improvements (L4000154);

15 (b) North Broadway Pedestrian Bridge (L2021082);

16 (c) (~~(State Route 547 Pedestrian and Bicycle Safety Trail~~
17 ~~Kendall Trail) (L4000144);~~

18 ~~(d))~~ 72nd Ave & Washington Ave Active Transportation Components
19 (L2021194);

20 (~~(e))~~) (d) Bluff Trail Hood River to White Salmon (L2021199);

21 (~~(f))~~) (e) Columbia Heights Safety Improvements (L2021195);

22 (~~(g))~~) (f) La Center Pac. Hwy Shared Use Path (L2021196);

23 (~~(h))~~) (g) SR 240/Aaron Dr Complete Streets Improvements
24 (L2021193);

25 (~~(i))~~) (h) View Ridge Safe Routes to Schools (L1000342);

26 (~~(j))~~) (i) 84th Ave NE Pedestrian and Bicycle Project
27 (L1000366);

28 (~~(k))~~) (j) Communities for a Health Bay electric boat
29 (L1000368);

30 (~~(l))~~) (k) SR 303 Warren Ave Bridge Pedestrian Improvements
31 (L2000339); and

32 (~~(m))~~) (l) SR 520 & 148th NE Bicycle/Pedestrian Crossing
33 (L2021047).

(End of part)

1 TRANSFERS AND DISTRIBUTIONS

2 Sec. 401. 2024 c 310 s 401 (uncodified) is amended to read as
3 follows:

4 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
5 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALES DISCOUNTS AND
6 DEBT TO BE PAID BY MOTOR VEHICLE ACCOUNT AND TRANSPORTATION FUND
7 REVENUE

8	Transportation Partnership Account—State	
9	Appropriation.	((\$221,000))
10		<u>\$34,000</u>
11	Connecting Washington Account—State Appropriation.	((\$4,531,000))
12		<u>\$2,000,000</u>
13	Special Category C Account—State Appropriation.	((\$444,000))
14		<u>\$150,000</u>
15	Highway Bond Retirement Account—State	
16	Appropriation.	((\$1,475,218,000))
17		<u>\$1,476,980,000</u>
18	Ferry Bond Retirement Account—State Appropriation.	\$4,616,000
19	Transportation Improvement Board Bond Retirement	
20	Account—State Appropriation.	\$10,305,000
21	Nondebt-Limit Reimbursable Bond Retirement Account—	
22	State Appropriation.	\$28,262,000
23	Toll Facility Bond Retirement Account—State	
24	Appropriation.	\$76,372,000
25	TOTAL APPROPRIATION.	((\$1,599,969,000))
26		<u>\$1,598,719,000</u>

27 Sec. 402. 2024 c 310 s 402 (uncodified) is amended to read as
28 follows:

29 FOR THE STATE TREASURER—BOND RETIREMENT AND INTEREST, AND ONGOING
30 BOND REGISTRATION AND TRANSFER CHARGES: FOR BOND SALE EXPENSES AND
31 FISCAL AGENT CHARGES

32	Transportation Partnership Account—State	
33	Appropriation.	((\$46,000))
34		<u>\$21,000</u>
35	Connecting Washington Account—State Appropriation.	((\$1,017,000))
36		<u>\$600,000</u>
37	Special Category C Account—State Appropriation.	((\$95,000))

1 \$30,000
2 TOTAL APPROPRIATION. ((~~\$1,158,000~~))
3 \$651,000

4 **Sec. 403.** 2024 c 310 s 403 (uncodified) is amended to read as
5 follows:

6 **FOR THE STATE TREASURER—STATE REVENUES FOR DISTRIBUTION**
7 Motor Vehicle Account—State Appropriation: For motor
8 vehicle fuel tax statutory distributions to
9 cities and counties. ((~~\$461,954,000~~))
10 \$443,805,000
11 Multimodal Transportation Account—State
12 Appropriation: For distribution to cities and
13 counties. \$26,786,000
14 Motor Vehicle Account—State Appropriation: For
15 distribution to cities and counties. \$23,438,000
16 TOTAL APPROPRIATION. ((~~\$512,178,000~~))
17 \$494,029,000

18 **Sec. 404.** 2024 c 310 s 404 (uncodified) is amended to read as
19 follows:

20 **FOR THE STATE TREASURER—TRANSFERS**
21 Motor Vehicle Account—State Appropriation: For motor
22 vehicle fuel tax refunds and statutory
23 transfers. ((~~\$1,955,782,000~~))
24 \$1,896,068,000

25 **Sec. 405.** 2024 c 310 s 405 (uncodified) is amended to read as
26 follows:

27 **FOR THE DEPARTMENT OF LICENSING—TRANSFERS**
28 Motor Vehicle Account—State Appropriation: For motor
29 vehicle fuel tax refunds and transfers. ((~~\$253,180,000~~))
30 \$213,040,000

31 **Sec. 406.** 2024 c 310 s 406 (uncodified) is amended to read as
32 follows:

33 **FOR THE STATE TREASURER—ADMINISTRATIVE TRANSFERS**
34 (1) Transportation Partnership Account—State
35 Appropriation: For transfer to the Motor Vehicle

1 Account—State. (~~(\$175,000,000)~~)
 2 \$108,000,000
 3 (2) Connecting Washington Account—State
 4 Appropriation: For transfer to the Move Ahead WA
 5 Account—State. (~~(\$200,000,000)~~)
 6 \$46,000,000
 7 (3) Electric Vehicle Account—State appropriation:
 8 For transfer to the Move Ahead WA Flexible
 9 Account—State. \$29,200,000
 10 (4) Electric Vehicle Account—State
 11 Appropriation: For transfer to the Multimodal
 12 Transportation Account—State. \$32,730,000
 13 (5) Washington State Aviation Account—State
 14 Appropriation: For transfer to the Aeronautics
 15 Account—State. \$150,000
 16 (6) Carbon Emissions Reduction Account—State
 17 Appropriation: For transfer to the Climate Active
 18 Transportation Account—State. \$178,885,000
 19 (7) Carbon Emissions Reduction Account—State
 20 Appropriation: For transfer to the Climate Transit
 21 Programs Account—State. \$408,000,000
 22 (8) Carbon Emissions Reduction Account—State
 23 Appropriation: For transfer to the Puget Sound Ferry
 24 Operations Account—State. \$4,200,000
 25 (9) Move Ahead WA Flexible Account—State
 26 Appropriation: For transfer to the Move Ahead WA
 27 Account—State. \$100,000,000
 28 (10) Alaskan Way Viaduct Replacement Project
 29 Account—State Appropriation: For transfer to the
 30 Motor Vehicle Account—State. (~~(\$25,000,000)~~)
 31 \$32,000,000
 32 (11) Highway Safety Account—State
 33 Appropriation: For transfer to the State Patrol Highway
 34 Account—State. \$84,000,000
 35 (12)(a) Transportation Partnership
 36 Account—State Appropriation: For transfer to the
 37 Tacoma Narrows Toll Bridge Account—State. \$6,611,000
 38 (b) It is the intent of the legislature that this transfer is
 39 temporary, for the purpose of minimizing the impact of toll

1 increases. An equivalent reimbursing transfer is to occur after the
2 debt service and deferred sales tax on the Tacoma Narrows bridge
3 construction costs are fully repaid in accordance with chapter 195,
4 Laws of 2018.

5 (13) Motor Vehicle Account—State Appropriation:
6 For transfer to the State Patrol Highway
7 Account—State. \$1,500,000

8 (14) Motor Vehicle Account—State Appropriation:
9 For transfer to the County Arterial Preservation
10 Account—State. \$4,844,000

11 (15) Motor Vehicle Account—State Appropriation:
12 For transfer to the Freight Mobility Investment
13 Account—State. \$8,511,000

14 (16) Motor Vehicle Account—State
15 Appropriation: For transfer to the Rural Arterial
16 Trust Account—State. \$4,844,000

17 (17) Motor Vehicle Account—State
18 Appropriation: For transfer to the Transportation
19 Improvement Account—State. \$9,688,000

20 (18) (a) State Route Number 520 Civil Penalties
21 Account—State Appropriation: For transfer to the Motor
22 Vehicle Account—State. \$1,000,000

23 (b) The transfer in this subsection is to repay moneys loaned to
24 the state route number 520 civil penalties account in the 2019-2021
25 fiscal biennium.

26 (19) State Route Number 520 Civil Penalties
27 Account—State Appropriation: For transfer to the
28 State Route Number 520 Corridor Account—State. (~~\$560,000~~)
29 \$308,000

30 (20) (a) Capital Vessel Replacement
31 Account—State Appropriation: For transfer to the
32 Connecting Washington Account—State. \$29,000,000

33 (b) It is the intent of the legislature that this transfer is
34 temporary, for the purpose of minimizing the use of bonding in the
35 connecting Washington account.

36 (21) Multimodal Transportation Account—State
37 Appropriation: For transfer to the Complete Streets
38 Grant Program Account—State. \$14,670,000

39 (22) Multimodal Transportation Account—State

1 Appropriation: For transfer to the Highway Safety
2 Account—State. (~~(\$3,000,000)~~)
3 \$12,000,000
4 (23) Multimodal Transportation Account—State
5 Appropriation: For transfer to the Motor Vehicle
6 Account—State. \$15,000,000
7 (24) Multimodal Transportation Account—State
8 Appropriation: For transfer to the Freight Mobility
9 Multimodal Account—State. \$8,511,000
10 (25) Multimodal Transportation Account—State
11 Appropriation: For transfer to the Move Ahead WA Flexible
12 Account—State. \$11,790,000
13 (26) Multimodal Transportation Account—State
14 Appropriation: For transfer to the Puget Sound Capital
15 Construction Account—State. \$175,000,000
16 (27) Multimodal Transportation Account—State
17 Appropriation: For transfer to the Puget Sound
18 Ferry Operations Account—State. \$90,500,000
19 (28) Multimodal Transportation Account—State
20 Appropriation: For transfer to the Regional Mobility
21 Grant Program Account—State. \$27,679,000
22 (29) Multimodal Transportation Account—State
23 Appropriation: For transfer to the Rural Mobility
24 Grant Program Account—State. \$12,223,000
25 (30) Multimodal Transportation Account—State
26 Appropriation: For transfer to the State Patrol Highway
27 Account—State. \$59,000,000
28 (31) (a) Alaskan Way Viaduct Replacement
29 Project Account—State Appropriation: For transfer to
30 the Transportation Partnership Account—State. \$47,899,000
31 (b) \$22,899,000 of the amount transferred in this subsection
32 represents repayment of debt service incurred for the construction of
33 the SR 99/Alaskan Way Viaduct Replacement project (809936Z).
34 (32) Tacoma Narrows Toll Bridge Account—State
35 Appropriation: For transfer to the Motor Vehicle
36 Account—State. \$543,000
37 (33) (a) General Fund Account—State
38 Appropriation: For transfer to the State Patrol Highway
39 Account—State. \$625,000

1 (b) The state treasurer shall transfer the funds only after
2 receiving notification from the Washington state patrol under section
3 207, chapter 472, Laws of 2023.

4 (34) Puget Sound Ferry Operations Account—State
5 Appropriation: For transfer to the Puget Sound Capital
6 Construction Account—State. \$121,828,000

7 (35) Move Ahead WA Account—State
8 Appropriation: For transfer to the Puget Sound Ferry
9 Operations Account—State. \$120,000,000

10 (36) Advance Right-Of-Way Revolving Fund—State
11 Appropriation: For transfer to the JUDY Transportation
12 Future Funding Program Account—State. \$40,000,000

13 (37) Transportation Infrastructure Account—State
14 Appropriation: For transfer to the Essential Rail
15 Assistance Account—State. \$1,000,000

16 (38) Regional Mobility Grant Program Account—State
17 Appropriation: For transfer to the Multimodal
18 Transportation Account—State. \$6,098,000

19 (39) Move Ahead WA Account—State Appropriation:
20 For transfer to the Motor Vehicle Account—State. (~~(\$50,000,000)~~)
21 \$100,200,000

22 (40) Move Ahead WA Account—State Appropriation:
23 For transfer to the Transportation 2003 Account
24 (Nickel Account)—State. \$13,000,000

(End of part)

1 **IMPLEMENTING PROVISIONS**

2 **Sec. 501.** 2024 c 310 s 501 (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 2024-1 as developed March 6, 2024~~) OFM Transportation
10 Document 2025-1: Proposed Transportation Project List as developed
11 December 17, 2024, which consists of a list of specific projects by
12 fund source and amount over multiple biennia. Current fiscal biennium
13 funding for each project is a line-item appropriation, while the
14 outer year funding allocations represent a 16-year plan. The
15 department of transportation is expected to use the flexibility
16 provided in this section to assist in the delivery and completion of
17 all transportation partnership account, connecting Washington
18 account, and move ahead WA account projects on the (~~LEAP~~) OFM
19 transportation document referenced in this subsection. For the
20 2023-2025 project appropriations, unless otherwise provided in this
21 act, the director of the office of financial management may provide
22 written authorization for a transfer of appropriation authority
23 between projects funded with transportation partnership account
24 appropriations, connecting Washington account appropriations, or move
25 ahead WA account appropriations to manage project spending and
26 efficiently deliver all projects in the respective program under the
27 following conditions and limitations:

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

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

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

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

38 (e) Transfers to a project may not occur if that project is a
39 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 \$50,000,000;

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 \$20,000,000 per fiscal biennium;

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

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

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

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

37 (4) Before approval, the office of financial management shall
38 work with legislative staff of the house of representatives and
39 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. 502.** 2024 c 310 s 502 (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 ~~2024-2 ALL PROJECTS as developed March 6, 2024~~) OFM Transportation
20 Document 2025-1: Proposed Transportation Project List as developed
21 December 17, 2024, in a manner consistent with past practices as
22 specified in section 602, chapter 186, Laws of 2022.

23 **Sec. 503.** 2024 c 310 s 503 (uncodified) is amended to read as
24 follows:

25 **LOCAL PARTNER COOPERATIVE AGREEMENTS**

26 (1) If a transportation project, where the Washington state
27 department of transportation is the lead and the project is scheduled
28 to be delivered or completed in the 2023-2025 fiscal biennium as
29 shown on the (~~LEAP Transportation Document 2024-2 ALL PROJECTS as~~
30 ~~developed March 6, 2024~~) OFM Transportation Document 2025-1:
31 Proposed Transportation Project List as developed December 17, 2024,
32 is in jeopardy of being delayed because the department is unable to
33 deliver or complete the project within the 2023-2025 fiscal biennium
34 and other local jurisdictions are able to deliver or complete the
35 work, the department must coordinate with the appropriate local
36 jurisdictions to determine if a potential local partner is ready,
37 willing, and able to execute delivery and completion of the project
38 within the 2023-2025 fiscal biennium.

1 (2) The department must compile a list of projects under this
2 section, including the timing under which the local partner agency
3 can deliver or complete the projects within the 2023-2025 and
4 2025-2027 fiscal biennia. The department must submit the compiled
5 list of projects to the governor and the transportation committees of
6 the legislature by November 1, 2023.

(End of part)

MISCELLANEOUS 2023-2025 FISCAL BIENNIUM

Sec. 601. RCW 46.68.510 and 2024 c 310 s 605 are each amended to read as follows:

The move ahead WA account is created in the motor vehicle fund. Moneys in the account may be spent only after appropriation. Expenditures from the account must be used only for projects or improvements identified as move ahead WA projects or improvements in an omnibus transportation appropriations act, including any principal and interest on bonds authorized for the projects or improvements. During the 2023-2025 fiscal biennium, the legislature may direct the state treasurer to make transfers of moneys from the move ahead WA account to the motor vehicle fund and the transportation 2003 account (nickel account).

Sec. 602. RCW 43.43.386 and 2024 c 237 s 2 are each amended to read as follows:

(1) Beginning July 1, 2024, an eligible commissioned employee completing 26 or more years of service shall qualify for an annual state trooper longevity bonus of \$15,000 on the employee's anniversary date of state employment, which shall be paid in four equal quarterly payments. However, during the 2023-2025 fiscal biennium, an eligible commissioned employee who completed 26 or more years of service prior to July 1, 2024, shall receive payment on the first paydate following the effective date of this section of any amount of the longevity bonus that would have been paid to the eligible commissioned employee as of the effective date of this section had quarterly payments begun on July 1, 2024.

(2) The establishment of the state trooper longevity bonus is subject to a change to the applicable collective bargaining agreements negotiated with the exclusive bargaining representatives.

(3) This section does not interfere with, impede, or in any way diminish the right of the officers of the Washington state patrol to bargain collectively with the state through the exclusive bargaining representatives as provided for in RCW 41.56.473.

(4) The state patrol longevity bonus created in this section is a time-limited incentive targeted at retaining senior personnel and is not intended to be included in salary or average final salary for calculation of pension benefits in this chapter.

1 (5) The benefits provided pursuant to chapter 237, Laws of 2024
2 are not provided to employees as a matter of contractual right. The
3 legislature retains the right to alter or abolish these benefits at
4 any time.

5 (6) Beginning July 15, 2024, and every three months thereafter,
6 the Washington state patrol must submit a report showing the average
7 filled positions in field force trooper positions in comparison to
8 the 683 total authorized field force trooper positions in the prior
9 fiscal quarter. The quarterly reports detailed must be submitted to
10 the office of financial management and the transportation committees
11 of the legislature. The authorized field force trooper level as the
12 basis for this comparison may be adjusted as specified in the omnibus
13 transportation appropriations act.

14 (7) For the purposes of this section, "eligible commissioned
15 employee" means a Washington state patrol employee with 26 or more
16 years of service in the Washington state patrol retirement system.

17 (8) This section expires June 30, 2029.

(End of part)

1 **MISCELLANEOUS**

2 NEW SECTION. **Sec. 701.** A new section is added to 2024 c 310
3 (uncodified) to read as follows:

4 The appropriations to the department of transportation in chapter
5 472, Laws of 2023, chapter 310, Laws of 2024, and this act must be
6 expended for the programs and in the amounts specified in chapter
7 472, Laws of 2023, chapter 310, Laws of 2024, and this act. However,
8 after May 1, 2025, unless specifically prohibited, the department may
9 transfer state appropriations for the 2023-2025 fiscal biennium among
10 operating programs after approval by the director of the office of
11 financial management. However, the department shall not transfer
12 state moneys that are provided solely for a specific purpose. The
13 department shall not transfer funds, and the director of the office
14 of financial management shall not approve the transfer, unless the
15 transfer is consistent with the objective of conserving, to the
16 maximum extent possible, the expenditure of state funds and not
17 federal funds. The director of the office of financial management
18 shall notify the appropriate transportation committees of the
19 legislature prior to approving any allotment modifications or
20 transfers under this section.

21 NEW SECTION. **Sec. 702.** If any provision of this act or its
22 application to any person or circumstance is held invalid, the
23 remainder of the act or the application of the provision to other
24 persons or circumstances is not affected.

25 NEW SECTION. **Sec. 703.** This act is necessary for the immediate
26 preservation of the public peace, health, or safety, or support of
27 the state government and its existing public institutions, and takes
28 effect immediately.

(End of Bill)

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