

Weekly Legislative Update: **Transportation**

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April 4, 2023

Thank you to all who signed in PRO for HB 1084 last week.

The House Transportation budget was announced on March 27 and passed the House Transportation Committee on March 29. The Senate Transportation budget has not yet been introduced.

To date, four bills have passed both chambers. Some are in Rules and waiting for floor action. Other bills that have not yet moved to the Rules Committee must pass out of the Transportation committees by April 4. Four are scheduled for public hearing on April 4.

Bills That Have Passed Both Chambers

HB 1540 Requiring driver training curriculum to include instruction on sharing the road with large vehicles, including commercial motor vehicles and buses. This bill passed the House with a vote of 97-0 and passed the Senate on March 22 with a vote of 48-0. It has been signed by the President of the Senate and Speaker of the House and will be delivered to the Governor for signature.

SB 5023 Concerning roadside safety measures. This bill sets forth requirements for safety measures by tow trucks at accidents on highways. This bill passed the Senate, 49-0, and passed the House on March 24 with a vote of 96-0. It has been signed by the President of the Senate and Speaker of the House and has been delivered to the Governor for signature.

SB 5272 Relating to speed safety camera systems on state highways, would require enforcement of speeding caught on cameras. This bill passed the Senate as a substitute with a vote of 47 to 2. It passed the House with additional amendments, and the Senate concurred with House amendments on March 29. It has been signed by both the President of the Senate and the Speaker of the House and delivered to the Governor for signature.

SB 5317 Concerning the removal of vehicles by a regional transit authority when obstructing the operation of high-capacity transportation vehicles or jeopardizing public safety. This bill authorizes an immediate tow of any vehicles that would obstruct high-capacity vehicles. It passed the Senate with a vote of 49-0 and passed the House on March 24 with amendments from the Senate version with a vote of 95-1.

Bills That Have Passed the House of Origin

[SB 5412](#) Reducing local governments' land use permitting workloads. This bill would ensure objective and timely design review for housing and other land use proposals and supports transit-oriented development. It was heard in the House Local Government Committee, where it passed to the Rules Committee on March 28.

[SB 5452](#) Authorizing impact fee revenue to fund improvements to bicycle and pedestrian facilities, would add bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use to the uses allowable with transportation impact mitigation fees. This bill has passed the Senate with a vote of 34-14 and had a public hearing in the House Local Government Committee on March 14. At its executive session on March 21 it was referred to the House Rules Committee.

[SB 5466](#) Transit-oriented development, would amend the Growth Management Act to prohibit siting multi-family housing on parcels where any other residential use is permitted and prohibits local governments from requiring off-street parking within a transit station area. This bill passed the Senate as a substitute with a vote of 40-8. It had a public hearing in the House Housing Committee on March 16, where it passed with amendments on March 28 and was referred to the Capital Budget Committee. It had a public hearing on March 30 and executive action was taken on March 31 but the outcome was not posted as of this writing.

[SB 5504](#) Addressing open motor vehicle safety recalls, would establish a system of assuring that people are notified of and held accountable for responding to vehicle safety recalls. This bill passed the Senate on March 8 with a vote of 49-0. It had a public hearing in the House Transportation Committee on March 30 and is scheduled for executive session on April 4.

[SB 5583](#) Improving young driver safety, would require driver training for individuals between 18 and 25 to get a driver's license. This bill has passed the Senate as a substitute with a vote of 41-7 and was referred to the House Transportation Committee, where it had a public hearing on March 16. It is scheduled for executive session on April 4.

[HB 1084](#) Concerning freight mobility prioritization, would establish a board to advise on freight mobility needs while addressing transition to zero emissions technology and historically over-burdened communities. This bill passed the House as a substitute on March 7 with a vote of 95-0. It had a public hearing in the Senate Transportation Committee on March 27 and is scheduled for executive session on April 4.

[HB 1791](#) Relating to studying the need for increased commercial aviation services, would replace the Commercial Aviation Coordinating Commission with a Commercial Aviation Work Group and direct that group to evaluate the commercial aviation needs of the state within the broader context of state transportation needs and the specific needs of western Washington and to investigate the expansion of existing aviation facilities and possible siting locations for new greenfield aviation facilities and report on the strengths and weaknesses of each site

considered. League is watching this bill as there is no League position on this issue but it does affect the state transportation system and responds to the recent airport siting controversy. This bill passed the House on March 8 as a substitute with a vote of 88 to 9. It had a public hearing in the Senate Transportation Committee on March 21 and is scheduled for executive session on April 4.

Bill Updates

HB 1832 Implementing a per mile charge on vehicle usage of public roadways. Recognizing the value of electric vehicles to the environment and climate but also that they do not contribute to road preservation and maintenance through the gas tax, this bill establishes a voluntary road usage charge program in 2025 in anticipation of a permanent program in 2030. The charge would be 2.5 cents/mile and participants can have their electric vehicle charges waived. This bill has had a public hearing in the House Transportation Committee on February 23. Because it is a bill that establishes a revenue, it may not be subject to the same cut-off schedule.

Bills That Have Died

HB 1118 Addressing school bus safety, would require seat belts and safety cameras in school buses as of September 2024. This bill passed from the House Education Committee as a substitute to the House Appropriations Committee but did not pass out of the Appropriations Committee by the cut-off date.

HB 1414 Concerning the removal of vehicles by a regional transit authority when obstructing the operation of high-capacity transportation vehicles or jeopardizing public safety. This bill passed the House Transportation Committee as a substitute and was in the House Rules Committee but did not move to the floor for a vote before the cutoff.

HB 1485 Concerning roadside safety measures. This bill sets forth requirements for safety measures by tow trucks at accidents on highways. It passed the House Transportation Committee and was in the House Rules Committee and placed on second reading but did not move to the floor for a vote before the cutoff.

SB 5314 Relating to electric-assisted bicycle use on certain trails and roads, would allow electric-assisted bicycles on any routes open to non-motorized bicycles where the surface is suitable, subject to enforcement of all other rules, such as speed limits. Electric-assisted bicycles are those with a motor that helps the pedals turn when riding, but no throttle like a motorcycle or dirt bike would have.

SB 5383 Concerning pedestrians crossing and moving along roadways. This bill makes several changes to jaywalking laws and directs driver responses to persons on the roadway. It passed the Senate Transportation Committee and was in the Senate Rules Committee but did not move to the floor for action before the cutoff.

[SB 5431/HB 1368](#) Requiring and funding the purchase of zero emission school buses, requires that any school buses purchased by school districts, charter schools, or state-tribal education compact schools be zero-emission school buses beginning September 1, 2035. SB 5431 has had a public hearing in the Senate Early Learning Committee. HB 1368 passed the House Environment & Energy Committee and has been referred to the House Appropriations Committee. Neither bill progressed sufficiently before the cut-off dates to move ahead.

[SB 5471](#) Relating to the use of electric-assisted bicycles on certain trails and roads by persons with disabilities, would allow any person with a current disabled parking placard to use electric-assisted bicycles on all nonmotorized natural surface trails and closed roads where bicycles are allowed. This bill passed the Senate Transportation Committee as a substitute and the Senate Ways & Means Committee and was in the Senate Rules Committee but did not get referred to the floor in time for a vote before the cutoff.

[SB 5514/HB 1582](#) Prohibiting drivers from making a right turn within proximity of certain facilities. This bill would remove the “free” right turn on a red light within 1000 feet of facilities such as schools, parks, hospitals and more. Both bills have had public hearings in their respective Transportation Committees but have not progressed.

[SB 5742](#) Codifying certain existing grant programs at the department of transportation. This bill was newly introduced this week. It would establish grant programs for transit service for people with disabilities and other special needs and will establish a paratransit program, freight rail investment bank and public transit ride share program. This bill had a public hearing in the Senate Transportation Committee but has not yet had any further action.

Resource Information

Transportation Choices Coalition, one of the coalitions to which League belongs, is celebrating its 30th anniversary this year. If you haven't been aware of this group, check it out [here](#).

How You Can Be Involved

- Respond to Action Alerts in the legislative newsletter. These will primarily appear in the section of the newsletter related to transportation.
- Contact Cynthia Stewart, cstewart@lwvwa.org, to receive additional information.