

## Weekly Legislative Update: **Transportation**

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Both chambers passed a transportation budget this week. The House passed its bill, HB 1125, on April 3, with a vote of 96-1; and the Senate passed it on April 5 with amendments on a vote of 42 to 6. Negotiations between the House and Senate will resolve differences and both chambers will pass the same final budget before the session ends on April 23. The House budget appropriates \$5.9 billion for the 2023-25 biennium for operations and \$7 billion for capital.

This week, 2 bills were signed by the Governor, including SB 5023 and SB 5272. See descriptions below.

To date, three additional bills have passed both chambers.

### **Bills Signed into Law**

**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 was signed by the Governor on April 6 and will be effective on July 23.

**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 was signed by the Governor on April 4 and will be effective July 23.

### **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 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.

**[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 passed the Senate with a vote of 34-14 and in the House passed on April 7 with a vote of 57 to 0. Since the Senate did not amend the House version of the bill, it can be signed and delivered to the Governor without further negotiations.

## **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 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 passed the House Housing Committee with amendments and the Capital Budget Committee with additional amendments and has now been referred to the House Rules Committee.

**[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 passed the House Transportation Committee with amendments and is now in the House Rules Committee, where it is on second reading and ready for floor action.

**[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. In the House, it passed the Transportation Committee with amendments and is now in the House Rules Committee, where it is on second reading and ready for floor action..

**[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 overburdened communities. This bill passed the House as a substitute on March 7 with a vote of 95-0. It passed the Senate Transportation Committee on April 4 and is now in the Senate Rules Committee.

**[HB 1257](#), Concerning the authority of cargo and passenger ports.** This bill would authorize cargo and ports to coordinate with others without liability under federal antitrust laws. This is a bill that League is watching, with neither a support nor an oppose position. It passed the House on February 28 with a vote of 97-0. It passed the Senate Transportation Committee and has been referred to the Rules Committee.

**[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 passed the Senate Transportation Committee with amendments on April 4 and is now in Senate Rules Committee.

## 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 30<sup>th</sup> 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](mailto:cstewart@lwvwa.org), to receive additional information.