

Weekly Legislative Update: **Transportation**

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House and Senate Transportation budgets had been anticipated in the first part of this upcoming week, but they apparently have been postponed to the week after next. Most of the transportation bills in committee this coming week are not of significance to the League. However, the bill listed for Action below is one that could facilitate faster transportation system developments, as well as housing developments, if passed.

Action Needed This Week

[SB 5412](#) Reducing local governments' land use permitting workloads. This bill passed as a substitute from the Senate Local Government, Land Use & Tribal Affairs Committee. It would ensure objective and timely design review for housing and other land use proposals and supports transit-oriented development. This bill passed the Senate on March 6 with a vote of 49-0 and has been referred to the House Local Government Committee where it is scheduled for public hearing at 10:30 am on Tuesday, March 21.

Please sign in PRO [here](#) before 9:30 am on Tuesday.

Other Bills That Passed the House of Origin

[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 has been assigned to the House Transportation Committee, where it had a public hearing on March 9. It had an executive session on March 16 at which no action was taken.

[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 had a public hearing in the House Transportation Committee on March 15 and is scheduled for executive session on March 20.

[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 and has now been referred to the House Transportation Committee. where it had a public hearing on March 9. It had executive session on March 16 but no outcome has been posted online.

[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. It is scheduled for executive session on March 21.

[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 and is scheduled for executive session on March 21.

[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. As of this writing, it has been referred to the House Transportation Committee but has not yet been scheduled for public hearing.

[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 has been referred to the House Transportation Committee, where it had a public hearing on March 16. It has not been scheduled for executive session.

[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 has passed the House on March 7 with a vote of 95-0 and has been referred to the Senate Transportation Committee. As of this writing, it has not been scheduled for public hearing.

[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 bill passed the House with a vote of 97-0 and has been referred to the Senate Transportation Committee but has not yet been scheduled for public hearing.

[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 following its public hearing and executive session in the Senate Transportation Committee has been referred to the Senate 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 and has a public hearing scheduled in the Senate Transportation Committee on March 21.

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 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.