

HOUSE BILL REPORT

HB 2572

*As Reported By House Committee on:
Transportation*

Title: An act relating to the Model Traffic Ordinance.

Brief Description: Updating the Model Traffic Ordinance.

Sponsor(s): Representatives R. Fisher and Betrozoff.

Brief History:

Reported by House Committee on:
Transportation, February 6, 1992, DP.

**HOUSE COMMITTEE ON
TRANSPORTATION**

Majority Report: *Do pass.* Signed by 27 members:
Representatives R. Fisher, Chair; R. Meyers, Vice Chair;
Betrozoff, Ranking Minority Member; Chandler, Assistant
Ranking Minority Member; Basich; Brough; Cantwell; Cooper;
Day; G. Fisher; Forner; Haugen; Heavey; Horn; P. Johnson;
R. Johnson; Jones; Kremen; Mitchell; Nelson; Orr; Prentice;
Prince; Schmidt; Wilson; Wood; and Zellinsky.

Staff: Mary McLaughlin (786-7309).

Background: The Model Traffic Ordinance (MTO) is a listing of state traffic and motor vehicle laws that a city, town or county may adopt, by reference, to serve as its local traffic ordinance. The MTO may be adopted in whole or in part, and a local government may exclude any sections it does not wish to include in its local laws. The model is updated each year to incorporate recently enacted statutes.

Summary of Bill: Recent legislative enactments added to the model are that: (1) school buses must be equipped with a crossing arm mounted to the bus effective September 1, 1992; (2) initial tow movements are exempt from the state's highway weight limitation requirements; (3) it is a traffic infraction for anyone to knowingly direct the loading of a vehicle in excess of the weight limitations for highway usage; and (4) refusal of a person to submit to an alcohol blood or breath test is admissible evidence at a subsequent criminal trial.

Fiscal Note: Not requested.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Testimony For: Incorporation of recent legislative enactments into the model allows local jurisdictions to adopt these new traffic laws by reference.

Testimony Against: None.

Witnesses: Craig Olson, Association of Washington Cities.