

SENATE BILL REPORT

ESHB 1853

As Passed Senate - Amended, April 20, 2023

Title: An act relating to making certain corrective changes resulting from the enactment of chapter 182, Laws of 2022 (transportation resources).

Brief Description: Making certain corrective changes resulting from the enactment of chapter 182, Laws of 2022 (transportation resources).

Sponsors: House Committee on Transportation (originally sponsored by Representative Fey).

Brief History: Passed House: 4/10/23, 54-44.

Committee Activity: Transportation: 4/12/23, 4/12/23 [DPA, DNP, w/oRec].

Floor Activity: Passed Senate - Amended: 4/14/23, 34-13; 4/20/23, 32-16.

Brief Summary of Bill
(As Amended by Senate)

- Makes various corrective changes to certain provisions of the transportation resources chapter law enacted in 2022.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Lias, Chair; Lovick, Vice Chair; Shewmake, Vice Chair; King, Ranking Member; Holy, Assistant Ranking Member; Cleveland, Kauffman, Lovelett, Nobles, Randall, Valdez, Wilson, C. and Wilson, J..

Minority Report: Do not pass.

Signed by Senators Fortunato and Padden.

Minority Report: That it be referred without recommendation.

Signed by Senator MacEwen.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

Staff: Jenna Forty (786-7755)

Background: In 2022, the Legislature passed ESSB 5974. Since enactment, certain drafting errors and omissions were identified resulting in some provisions being enacted contrary to legislative intent. Some corrective changes were identified that would better conform certain provisions with original legislative intent.

Included in the provisions of ESSB 5974 were the following:

- imposing the existing \$0.50 license service fee and \$0.25 license plate technology to trucks with a declared gross weight of 6001 pounds or more, with the additional revenue deposited in the Move Ahead WA Account;
- establishment of a Connecting Communities Grant Pilot Program at the Department of Transportation (DOT) through July 1, 2027;
- establishment of a statewide school-based Bicycle Education Grant Program at DOT;
- authorization for the remittances of noninterest revenues received from the automated traffic safety camera infractions occurring in school walk areas, public park speed zones, and hospital speed zones to be deposited in the Cooper Jones Active Transportation Safety Account;
- modification of the title of account 20N to JUDY Transportation Future Funding Program Account, to be used only for preservation and improvement projects, to accelerate the schedule of connecting Washington projects, and for principal and interest on bonds authorized for the projects;
- requiring DOT to establish a complete streets requirement for state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or greater;
- establishment of transit support grant program at DOT; and
- establishment of an interagency electric vehicle coordinating council co-led by DOT and the Department of Commerce.

Summary of Amended Bill: The application of the existing license plate technology and license service fees is expanded to include all trucks, and the revenue from those fees are directed to the Move Ahead WA Account.

Amendments are made to correct a drafting error, to make a regional transit authority eligible to receive state Regional Mobility Grant Program funds if the regional transit authority enacts a zero-fare policy for all passengers 18 years of age and younger to ride free of charge on all modes prior to October 1, 2022.

The Connecting Communities Grant Program is renamed the Sandy Williams Connecting Communities Program at DOT, in honor of Spokane community advocate, Sandy Williams.

The statewide school-based bicycle safety grant is modified to elaborate the types of equipment a non-profit may provide to partner schools, to include bicycles, helmets, locks and lights.

The Washington State Traffic Safety Commission is required to report to the transportation committees of the Legislature on activities funded from the Cooper Jones Active Transportation Account beginning December 1, 2024, and every two years thereafter.

Amendments are made correcting a drafting error, to the account title of account 20N JUDY Transportation Future Funding Program Account to allow the account to keep its own interest generated.

A requirement is recodified for DOT to establish a complete streets provision from chapter 47.24 RCW City Streets as Part of State Highways to chapter 47.04 RCW General Provisions. Definitions of active transportation, complete streets, population center, safe systems approach, and shared-use path or multiuse path are added.

The transit support grant program is modified to specify that youth zero-fare policies must align with equity and environmental justice principles consistent with recommendations from the environmental justice council to the extent practicable and program qualification is clarified so that transit agencies that delay or suspend collection of certain voter approved sales taxes are no longer eligible

The revenues generated by an electric utility from credits under the clean fuels program for transportation electrification programs are added within the responsibilities of the interagency electric vehicle coordinating council.

Creates the clean fuels transportation investment account. Receipts to the state from clean fuel credits generated from transportation investments must be deposited into the account. The account may only be used for activities and projects that reduce greenhouse gas emissions and decarbonize the transportation sector.

Appropriation: None.

Fiscal Note: Available.

Creates Committee/Commission/Task Force that includes Legislative members: No.

Effective Date: The bill contains several effective dates. Please refer to the bill.

Staff Summary of Public Testimony on Engrossed Substitute House Bill: *The committee recommended a different version of the bill than what was heard.* No public hearing was held.

Persons Testifying: N/A

Persons Signed In To Testify But Not Testifying: N/A