

SHB 1655 - S COMM AMD
By Committee on Transportation

ADOPTED 03/02/2022

1 Strike everything after the enacting clause and insert the
2 following:

3 "NEW SECTION. **Sec. 1.** Commercial motor vehicle parking
4 shortages are a national safety concern. Washington state has
5 exacerbated the problem in the fall of 2021 by the closure of many
6 state-owned and operated safety rest areas. All vehicle drivers need
7 safe places to stop when they are tired to prevent serious and fatal
8 injuries. Washington's target zero plan reports that drowsy driving
9 was a factor in 44 deaths and 236 serious injuries from 2015-2017.
10 One of the ways Washington's target zero plan addresses this issue is
11 having available rest areas. The closure of state-owned safety rest
12 areas is contrary to state policy to have zero deaths on the
13 roadways.

14 In addition, commercial truck drivers are required to take
15 federally mandated rest breaks that leads to the need for there to be
16 parking available in many locations throughout the highway system.
17 Safety rest areas are important for supply line integrity and the use
18 by the traveling public. The legislature believes it is essential for
19 this public service to be restored and maintained in the future as
20 quickly as possible.

21 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.38
22 RCW to read as follows:

23 (1) Subject to the availability of amounts appropriated for this
24 specific purpose, the department is directed to reconfigure its
25 maintenance operations to assure that its owned and operated safety
26 rest areas are open for use except for seasonal closures or cleaning,
27 maintenance, and repairs.

28 (2) The department may initiate a strategic planning process that
29 addresses the maintenance, operation, and safety of its owned and
30 operated safety rest areas. At a minimum, this plan shall evaluate
31 operations, maintenance, safety, and commercial motor vehicle parking

1 at safety rest areas. The department must engage members from the
2 freight community and other stakeholders for recommendations and
3 solutions. The department must also coordinate with the office of
4 intergovernmental coordination on public right-of-way homeless
5 encampments established in Engrossed Second Substitute Senate Bill
6 No. 5662 (right-of-way camping/housing). The plan must identify
7 strategies that the department can employ to ensure commercial motor
8 vehicle parking is available at state-owned and operated safety rest
9 areas. The department shall prioritize the planning effort to
10 conclude by the end of the 2021-2023 biennium.

11 (3) The department must report to the transportation committees
12 of the legislature the changes that have been made to or are planned
13 to be made to operation of the safety rest areas by January 15, 2023,
14 including recommendations related to commercial vehicle parking."

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15 On page 1, line 2 of the title, after "possible;" strike the
16 remainder of the title and insert "adding a new section to chapter
17 47.38 RCW; and creating a new section."

EFFECT: (1) Makes the requirement that the department reconfigure its maintenance operations to assure that its owned and operated safety rest areas are open for use except for seasonal closures or cleaning, maintenance, and repairs subject to the availability of amounts appropriated for this specific purpose.

(2) Removes this provision: "The change in structure may take advantage of the gig economy and restructure existing vacant employee positions to be more in line with current needs."

(3) Requires the department to coordinate with the Office of Intergovernmental Coordination on Public Right-Of-Way Homeless Encampments established in E2SSB 5662 (right-of-way camping/housing) as part of a strategic planning process.

(4) Removes the emergency clause and immediate effective date.

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