HOUSE BILL REPORT
SHB 2467

As Passed House:
February 12, 2026

Title: An act relating to fifth-wheel travel trailers.

Brief Description: Concerning fifth-wheel travel trailers.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Timmons, Stuebe and Barkis).

Brief History:
Committee Activity:
Transportation: 1/26/26, 2/5/26 [DPS].
Floor Activity:
Passed House: 2/12/26, 94-0.

Brief Summary of Substitute Bill

- Allows the operation of a fifth-wheel on public highways that does not exceed 46 feet in length when measuring from the center of the kingpin to the rearmost point of the vehicle.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 28 members: Representatives Fey, Chair; Bernbaum, Vice Chair; Donaghy, Vice Chair; Reed, Vice Chair; Barkis, Ranking Minority Member; Low, Assistant Ranking Minority Member; Mendoza, Assistant Ranking Minority Member; Schmidt, Assistant Ranking Minority Member; Bronoske, Duerr, Engell, Entenman, Griffey, Hackney, Hall, Klicker, Ley, Nance, Orcutt, Paul, Ramel, Richards, Stuebe, Taylor, Timmons, Volz, Wylie and Zahn.

Staff: Sandy Myer (786-7140).

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.

Background:

No person may operate on the public highways any vehicle with an overall length, with or without load, in excess of 40 feet.

This restriction does not apply to:

- a municipal transit vehicle; an auto stage, private carrier bus, school bus, or motor home with an overall length not to exceed 46 feet;
- an articulated auto stage with an overall length not to exceed 61 feet, excluding a bike rack up to 4 feet in length;
- or an auto recycling carrier up to 42 feet in length manufactured prior to 2005.

Summary of Substitute Bill:

A person may operate a fifth-wheel vehicle on public highways that does not exceed 46 feet in length when measuring from the center of the kingpin to the rearmost point of the vehicle.

A fifth-wheel is defined as a vehicle primarily designed for recreational camping or travel use that does not have its own motive power, and is primarily mounted on, or hitched within, the bed of a pickup truck.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:

(In support) Fifth-wheels cannot operate by themselves on roadways. The difference between a travel trailer which is towed behind the truck and a fifth-wheel, is that a fifth-wheel is attached in the bed of the truck. A fifth-wheel has a kingpin that is located in the front overhang and attaches to a hitch in the bed of the truck. Traffic safety is preserved, not diminished through this structural design which creates stability, reduces sway, and provides for a tighter more predictable turning radius compared to travel trailers.

There is not clarity in state law of how to measure a fifth-wheel and this bill does not change the overall length of what is allowed on the roadway, but accurately reflects the roadway footprint. Regulatory clarity would be provided to law enforcement, manufacturers, and consumers if this bill was to be adopted.

The bill allows popular floor plans to be sold in the state so that people are not going to

California, Oregon, or Canada. This is a tough budget time and the state could benefit from the sales tax that would be generated by individuals purchasing these fifth-wheels in the state. Businesses that sell fifth-wheels employ local residents, contribute to the economy, and provide opportunities for families to experience the recreational vehicle lifestyle.

(Opposed) None.

Persons Testifying: Representative Joe Timmons, prime sponsor; LaDonna Meadows, Tacoma RV Center; Randy Edwards, RV Country; John McLeod, Camper's Choice RV; Charlie Power, RV Country; Ken Short, AWB; and Michael Ochs, RV Industry Association.

Persons Signed In To Testify But Not Testifying: None.