

SENATE BILL REPORT

SHB 2410

As of February 27, 2026

Title: An act relating to establishing a commercial truck safety and education council.

Brief Description: Establishing a commercial truck safety and education council.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Fey, Barkis, Hall, Zahn, Reed and Donaghy).

Brief History: Passed House: 2/17/26, 96-1.

Committee Activity: Transportation: 2/27/26.

Brief Summary of Bill

- Establishes the Washington State Commercial Truck Safety and Education Council (Council) to recommend programs and projects that improve the safety of the commercial truck industry.
- Increases the Commercial Vehicle Safety Enforcement Fee assessed on commercial motor vehicles from \$16 to \$32, with certain revenue to be used only for recommended Council activities and administrative costs.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Brandon Popovac (786-7465)

Background: No person may drive a commercial motor vehicle unless the person holds, and is in immediate possession of, a commercial driver's license (CDL) and applicable endorsements valid for the vehicle the person is driving—subject to certain limited exceptions, and except when driving under a commercial learner's permit and valid driver's license and accompanied by the holder of a CDL.

No person may be issued a CDL unless that person:

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- is a resident of the state;
- has successfully completed a course of instruction in the operation of a commercial motor vehicle that has been approved by the Department of Licensing (DOL), or has been certified by an employer as having the skills and training necessary to operate a commercial motor vehicle safely;
- has been issued a commercial learner's permit; and
- has passed a knowledge and skills examination for driving a commercial motor vehicle that complies with minimum federal standards established by federal regulation, in addition to other requirements imposed by state law or federal regulation.

Minimum course length requirements for courses certified by DOL are in rule and vary by license classification. Required topics of training include street driving training and backing maneuvers. Minimum course length requirements do not apply to employer training. Training must include classroom instruction and a combination of lab training, range training, and observation.

Commercial motor vehicle carriers with terminals in the state must pay a \$16 annual fee. The fee is apportioned for interstate vehicles operating under the International Registration Plan. After a deduction by DOL for administration costs, fees must be deposited into the State Patrol Highway Account.

Summary of Bill: The Washington State Commercial Truck Safety and Education Council (Council) is established in the Washington Traffic Safety Commission (Commission) to recommend programs and projects that improve the safety of the commercial trucking industry.

Council members required to be appointed by the Commission include:

- the chief of the Washington State Patrol or their designee;
- the director of DOL or their designee;
- the secretary of the Department of Transportation or their designee;
- the executive director of the Washington Trucking Associations (WTA) or their designee;
- the executive director of the Commission or their designee;
- the executive director of the Washington State Board for Community and Technical Colleges or their designee;
- one member of the general public;
- three members from a trucking industry association or associations, with consideration given to a list of six nominees submitted by the WTA;
- the executive director of the Workforce Training and Education Coordination Board or their designee; and
- one member from a labor organization recommended by the Washington State Labor Council.

The Council may:

- recommend programs and projects that carry out the purpose of the Council, including enhancing safety and training, providing for research and development, and educating the public;
- request payment authorization of Council costs;
- coordinate Council activities with industry associations and others to provide the efficient delivery of services;
- recommend procurements for contracts with certain entities to carry out the purpose of the Council;
- recommend the Commission apply for, receive, and accept grants, loans, and gifts; and
- recommend grants targeted at improving commercial motor vehicle safety and training.

The Council may also consult with other governmental entities or individuals from the public or private sector who have a unique interest or expertise in commercial vehicle safety, training, and efficient operations.

The Council must meet at least quarterly, with an initial meeting to be convened by the Commission by January 2027. The Council must adopt a charter to include rules governing the election of a chair and other officers and term lengths.

Beginning December 31, 2027, the Council must report annually its activities, findings, and recommendations during the preceding year to the transportation committees of the Legislature.

The Commercial Vehicle Safety Enforcement Fee assessed on commercial motor vehicles is increased from \$16 to \$32. An equal proportion of fee revenue must be distributed to a newly created non-appropriated account, the Commercial Truck Safety and Education Account, to be used only for activities recommended by the Council to improve the safety of the commercial truck industry and related administrative costs. Only the director of the Commission or the director's designee may authorize expenditures from the account.

Commission costs associated with support of the Council are to be reimbursed from the Commercial Truck Safety and Education Account.

Appropriation: None.

Fiscal Note: Available.

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

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

Staff Summary of Public Testimony: PRO: The bill is an industry requested measure with the purpose of increasing safety for the commercial trucking industry and the roadways. The bill is modeled after programs in other states. Insurance rates have been rising recently, which have led to an increase in shipping costs. The bill represents a proactive, data-driven initiative with real world input from stakeholders. There was strong bipartisan support of the bill in the House. Every crash prevented brings a return on investment and more reliable services. There is a labor shortage of good qualified commercial drivers, and the enforcement fee increase is worth the investment. The bill ensures a healthy and safe trucking industry and a safer, more stable workforce.

Persons Testifying: PRO: Sheri Call, Washington Trucking Associations; Jeff DeVere, Washington Trucking Associations; Ken Short, Association of Washington Business (AWB).

Persons Signed In To Testify But Not Testifying: No one.