

CERTIFICATION OF ENROLLMENT

SUBSTITUTE HOUSE BILL 2410

Chapter 61, Laws of 2026

69th Legislature
2026 Regular Session

WASHINGTON STATE COMMERCIAL TRUCK SAFETY AND EDUCATION COUNCIL

EFFECTIVE DATE: June 11, 2026

Passed by the House February 17, 2026
Yeas 96 Nays 1

LAURIE JINKINS

**Speaker of the House of
Representatives**

Passed by the Senate March 6, 2026
Yeas 47 Nays 1

DENNY HECK

President of the Senate

Approved March 16, 2026 10:20 AM

BOB FERGUSON

Governor of the State of Washington

CERTIFICATE

I, Bernard Dean, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **SUBSTITUTE HOUSE BILL 2410** as passed by the House of Representatives and the Senate on the dates hereon set forth.

BERNARD DEAN

Chief Clerk

FILED

March 17, 2026

**Secretary of State
State of Washington**

SUBSTITUTE HOUSE BILL 2410

Passed Legislature - 2026 Regular Session

State of Washington

69th Legislature

2026 Regular Session

By House Transportation (originally sponsored by Representatives Fey, Barkis, Hall, Zahn, Reed, and Donaghy)

READ FIRST TIME 02/09/26.

1 AN ACT Relating to establishing a commercial truck safety and
2 education council; amending RCW 46.17.315; adding a new section to
3 chapter 43.59 RCW; adding a new section to chapter 46.68 RCW; and
4 creating a new section.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 NEW SECTION. **Sec. 1.** (1) The legislature finds that:

7 (a) The trucking industry is an essential part of our everyday
8 lives. The trucking industry facilitates essential economic activity,
9 including through the transport of goods for logistics, e-commerce,
10 construction, agriculture, by driving economic growth, creating jobs,
11 and enabling the movement of raw materials and finished products for
12 all sectors. Trucks are vital for businesses to operate efficiently,
13 reach customers, and meet supply chain demands.

14 (b) In Washington, the trucking industry contributes
15 significantly to state and federal roadway taxes owed by Washington
16 motorists. In 2024, trucks accounted for 8.8 percent of the miles
17 driven upon Washington roadways. The trucking industry accounts for
18 over 170,000 jobs in Washington. Eighty percent of communities in
19 Washington depend exclusively on trucks to move their goods.

20 (c) Collecting and evaluating data related to commercial vehicle
21 collisions and safety incidents throughout Washington state is

1 vitally important. Over the last 10 years, Washingtonians have seen
2 an uptick in collisions involving large trucks, underscoring the
3 urgent need for targeted strategies to improve roadway safety.
4 According to the Washington traffic safety commission, commercial
5 vehicles were involved in an increasing percentage of fatal and
6 serious injury crashes, with factors such as distracted driving and
7 driver fatigue contributing to these incidents. Through robust safety
8 initiatives and ongoing evaluation, the legislature aims to focus
9 efforts on a reduction in these crash rates and enhancement of the
10 overall safety of Washington's transportation network.

11 (d) The Washington state trucking industry faces many challenges,
12 including challenges related to workforce development, highway
13 safety, highway planning, and public education. A coordinated and
14 focused mechanism is critical to promote education, training,
15 research, and development for enhanced safety and efficiency within
16 the industry. Such a system provides for better communication between
17 industry, the public, enforcement agencies, local government, and the
18 legislature, to enhance the safe, efficient delivery of goods and
19 services and to avoid unnecessary duplication of efforts and
20 activities.

21 (e) Heavy vehicles present unique safety challenges due to their
22 size, weight, maneuverability, and longer stopping distances compared
23 to passenger vehicles. These attributes result in a narrow margin of
24 error for drivers. From 2020 to 2022, 13 percent of fatalities
25 occurred in crashes that involved a heavy vehicle. The behavior of
26 heavy vehicle drivers and other drivers sharing the roadway with them
27 influences the outcome of heavy truck crashes. Other drivers share
28 this responsibility and must be aware of heavy vehicles. A national
29 study of crashes from the 1990s identified drivers of passenger
30 vehicles alone contributed to 70 percent of fatal, two-vehicle
31 crashes that involved a heavy truck.

32 (f) Increasing education efforts, curriculum, and improved safety
33 and hazard awareness can facilitate greater skill acquisition by
34 heavy vehicle drivers. In addition, analysis supports the importance
35 of focusing on behavior of the drivers of other vehicles. Raising
36 awareness of safe driving practices and consideration for sharing the
37 transportation system with trucks can support shared responsibility
38 among road user modes.

39 (2) It is the intent of this act to establish the Washington
40 state commercial truck safety and education council, hereinafter

1 referred to as the "council," to recommend programs and projects to
2 advance state interests in roadway safety and improve the safety of
3 the commercial truck industry through cooperative public-private
4 programs that focus on examining crash trends and evidence-based best
5 practices in driver education, improved regulatory compliance,
6 industry training, and educational programs to drive the safe
7 movement of goods on Washington state highways. It is also the intent
8 of the legislature to ensure that adequate funding is provided to
9 implement this act to improve safety and efficiency in the trucking
10 industry.

11 NEW SECTION. **Sec. 2.** A new section is added to chapter 43.59
12 RCW to read as follows:

13 (1) The Washington state commercial truck safety and education
14 council is established in the Washington traffic safety commission to
15 recommend programs and projects that improve the safety of the
16 commercial truck industry through cooperative public-private programs
17 that focus on examining crash trends and evidence-based best
18 practices in driver education, improved regulatory compliance,
19 industry training, and educational programs. The council shall
20 consist of the following members, appointed by the commission:

21 (a) The chief of the Washington state patrol, or the chief's
22 designee;

23 (b) The director of the department of licensing, or the
24 director's designee;

25 (c) The secretary of the department of transportation, or the
26 secretary's designee;

27 (d) The executive director of the Washington trucking
28 associations or the executive director's designee;

29 (e) The director of the Washington traffic safety commission, or
30 the director's designee;

31 (f) The executive director of the Washington state board for
32 community and technical colleges, or the executive director's
33 designee;

34 (g) One member of the general public;

35 (h) Three members from a trucking industry association or
36 associations as representatives of the trucking industry, with
37 consideration given to a list of six nominees representative of the
38 trucking industry submitted by the Washington trucking association;

1 (i) The executive director of the workforce training and
2 education coordination board, or the executive director's designee;

3 (j) One member from a labor organization recommended by the
4 Washington state labor council.

5 (2) In addition, the council may, where feasible, consult with
6 other governmental entities or individuals from the public and
7 private sector who have a unique interest or expertise in commercial
8 vehicle safety, training, and efficient operations.

9 (3) The Washington state commercial truck safety and education
10 council must meet at least quarterly. The council shall initially
11 convene at the call of the director of the Washington traffic safety
12 commission, or the director's designee, no later than the third
13 Monday in January 2027. Subsequent meetings of the council shall be
14 at the call of the chair or seven members. The council shall adopt a
15 charter that includes, but is not limited to, rules governing the
16 election of a chair and other officers, as well as term lengths.

17 (4)(a) The Washington state commercial truck safety and education
18 council may:

19 (i) Recommend programs and projects that carry out the purpose of
20 the council including, but not limited to, enhancing safety and
21 training, providing for research and development, and educating the
22 public;

23 (ii) Request the authorization of payment of council costs with
24 funds designated for this use under RCW 46.17.315(2);

25 (iii) Coordinate council activities with industry associations,
26 and others as appropriate, to provide efficient delivery of services
27 for authorized programs and projects and to avoid unnecessary
28 duplication of efforts and activities;

29 (iv) Recommend procurements for contracts with any public or
30 private partnership, association, corporation, or other legal or
31 commercial entity, to carry out the purpose of the council;

32 (v) Recommend the commission apply for, receive, and accept
33 grants, loans, advances, and contributions from any source of money,
34 property, labor, or other things of value, to be held, used, and
35 applied for the council's purposes; and

36 (vi) Recommend grants targeted at improving commercial motor
37 vehicle safety and training.

38 (b) Commission costs associated with support of the council are
39 to be reimbursed from the commercial truck safety and education
40 account created in section 4 of this act.

1 (5) Beginning December 31, 2027, the council shall annually
2 report its activities, findings, and recommendations during the
3 preceding year to the transportation committees of the legislature by
4 December 31st.

5 (6) The council may solicit and accept gifts, grants, bequests,
6 devises, or other funds from public and private sources to support
7 its activities.

8 (7) Members of the Washington state commercial truck safety and
9 education council who are not public employees shall be compensated
10 in accordance with RCW 43.03.220 and shall be reimbursed for travel
11 expenses incurred in carrying out the duties of the council in
12 accordance with RCW 43.03.050 and 43.03.060.

13 **Sec. 3.** RCW 46.17.315 and 2011 c 171 s 60 are each amended to
14 read as follows:

15 (1) Before accepting an application for a motor vehicle base
16 plated in the state of Washington that is subject to highway
17 inspections and compliance reviews by the Washington state patrol
18 under RCW 46.32.080 or the international registration plan if base
19 plated in a foreign jurisdiction, the department, county auditor or
20 other agent, or subagent appointed by the director shall require the
21 applicant to pay a ((~~sixteen-dollar~~)) \$32 commercial vehicle safety
22 enforcement fee in addition to any other fees and taxes required by
23 law. The ((~~sixteen-dollar~~)) \$32 fee:

24 (a) Must be apportioned for those vehicles operating interstate
25 and registered under the international registration plan;

26 (b) Does not apply to trailers; and

27 (c) Is not refundable when the motor vehicle is no longer subject
28 to RCW 46.32.080.

29 (2) The department may deduct an amount equal to the cost of
30 administering the program. All remaining fees must be deposited with
31 the state treasurer and credited in equal proportions to the state
32 patrol highway account of the motor vehicle fund created in RCW
33 46.68.070 and the commercial truck safety and education account
34 created in section 4 of this act.

35 NEW SECTION. **Sec. 4.** A new section is added to chapter 46.68
36 RCW to read as follows:

37 The commercial truck safety and education account is created in
38 the custody of the state treasurer. All receipts directed to this

1 account in RCW 46.17.315(2) must be deposited in the account.
2 Expenditures from the account may be used only for activities
3 recommended by the Washington state commercial truck safety and
4 education council created in section 2 of this act to improve the
5 safety of the commercial truck industry and related administrative
6 costs. Only the director of the Washington traffic safety commission
7 or the director's designee may authorize expenditures from the
8 account. The account is subject to allotment procedures under chapter
9 43.88 RCW, but an appropriation is not required for expenditures.

Passed by the House February 17, 2026.

Passed by the Senate March 6, 2026.

Approved by the Governor March 16, 2026.

Filed in Office of Secretary of State March 17, 2026.

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