

# FINAL BILL REPORT

## SHB 1971

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C 351 L 99

Synopsis as Enacted

**Brief Description:** Enhancing traffic safety.

**Sponsors:** By House Committee on Transportation (Originally sponsored by Representatives D. Sommers, Wood, Benson, Schindler and Gombosky).

**House Committee on Transportation**  
**Senate Committee on Transportation**

**Background:**

In 1998, the Legislature passed the Cooper Jones Act regarding bicycle and pedestrian safety. The legislation required the Washington Traffic Safety Commission to form a bicycle and pedestrian safety education committee.

Under the Cooper Jones Act, a law enforcement officer must report a driver to the Department of Licensing for a new driver's license test if the driver was involved in an accident resulting in a fatality or serious injury, the driver was responsible for the accident, and the officer determined the driver was not competent to operate a motor vehicle.

The Department of Licensing must retest a driver reported for a fatality accident and may retest a driver reported for a serious injury accident.

A person or employer who operates as a motor carrier must establish a controlled substance and alcohol testing program that complies with the requirements of the federal motor carrier safety regulations.

**Summary:**

An officer must report a driver to the Department of Licensing if there was a collision resulting in a fatality and the driver was responsible for the collision.

In the case of a collision resulting in a serious injury, A law enforcement officer must report a driver to the Department of Licensing if the driver was responsible for the collision, and the officer determined the driver was not competent to operate a motor vehicle. The Department of Licensing is required to retest drivers reported for serious injury accidents, as well as fatality accidents.

The Washington Traffic Safety Commission must make periodic reports to the Legislature regarding the progress of the bicycle and pedestrian education program.

Penalties are established or increased for motor carriers without a drug testing program and motor carriers who fail to comply with the federal testing program. There is a \$1,500 penalty for not implementing or being out of compliance with the testing program, a \$500 penalty for each employed driver that is out of compliance, and a \$1,500 penalty when an employer knowingly uses a driver that tests positive.

**Votes on Final Passage:**

House 96 0

Senate 48 0 (Senate amended)

House 94 0 (House concurred)

**Effective:** July 25, 1999