

SENATE BILL REPORT

SB 5331

As Reported by Senate Committee On:
Transportation, February 26, 2009

Title: An act relating to speed limits on nonlimited access state highways within tribal reservation boundaries.

Brief Description: Granting tribal authorities limited control over speed limits on nonlimited access state highways within tribal reservation boundaries.

Sponsors: Senators Kauffman and Swecker.

Brief History:

Committee Activity: Transportation: 2/23/09, 2/26/09 [DPS].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 5331 be substituted therefor, and the substitute bill do pass.

Signed by Senators Haugen, Chair; Marr, Vice Chair; Swecker, Ranking Minority Member; Becker, Berkey, Delvin, Eide, Jacobsen, Jarrett, Kastama, Kauffman, Kilmer, King, Ranker and Sheldon.

Staff: Dory Nicpon (786-7321)

Background: Current law specifies default speed limits for city and town streets, county roads, and state highways. Under certain circumstances, the Secretary of the Department of Transportation (DOT) or local jurisdictions may adjust the maximum speed along a particular roadway.

If a local jurisdiction adjusts the maximum speed limit, the adjustment is not effective until appropriate signs are posted. In the case of an adjustment made along a state highway within the local jurisdiction, the adjustment must be approved by DOT.

Summary of Bill (Recommended Substitute): Tribal authorities may adjust the maximum speed on certain state highways within reservation boundaries. Tribal authorities may decrease the speed limit at intersections, increase the limit to not more than 60 miles per hour, or decrease the limit to not less than 20 miles per hour.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Any alteration by tribal authorities of a speed limit on a state highway within reservation boundaries is not effective until approved by DOT and speed limit signs are posted. In the case of a city or town street, or county road, any alteration by tribal authorities is not effective until also approved by the applicable local authorities.

EFFECT OF CHANGES MADE BY TRANSPORTATION COMMITTEE (Recommended Substitute): Any alteration by tribal authorities is not effective until speed limit signs are posted.

In the case of a city or town street, or county road, any alteration by tribal authorities is not effective until also approved by the applicable local authorities.

Appropriation: None.

Fiscal Note: Not requested.

Committee/Commission/Task Force Created: No.

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

Staff Summary of Public Testimony on Original Bill: PRO: This bill enables tribal authorities to work with state and local authorities to address traffic safety and operational challenges.

Persons Testifying: PRO: Senator Kauffman, prime sponsor; Rick Jensen, Muckleshoot Tribe; Ted Trepanier, Department of Transportation.