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## Transportation Committee

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### SB 5142

**Brief Description:** Incorporating motorcycles into certain transportation planning.

**Sponsors:** Senators Rolfes, Benton, Hargrove, Sheldon, Hatfield, Delvin, Ericksen, Keiser, Conway, Schlicher and Roach.

#### Brief Summary of Bill

- Adds the provision of preferential parking or reduced parking charges for motorcycles to the list of measures a major employer may choose to include in their commute trip reduction program.
- Adds motorcycles to the list of vehicles that the Washington State Department of Transportation and local authorities are authorized to reserve certain highway lanes or ramps for.

**Hearing Date:** 3/19/13

**Staff:** David Munnecke (786-7315).

#### **Background:**

##### Commute Trip Reduction.

Commute Trip Reduction (CTR) programs aim to reduce air pollution, traffic congestion, and consumption of transportation fuels through employer-based programs that reduce the number of commute trips made in single-occupant vehicles. The state's first CTR laws were passed in 1991 and incorporated into the Washington Clean Air Act.

Employers develop and manage their CTR programs based on locally-adopted goals for reducing vehicle trips and miles traveled. More than 1,000 worksites and 530,000 commuters statewide participate in the CTR program. A major employer's CTR program must contain certain elements, including specific measures designed to achieve the local jurisdiction's CTR goals. There are 15 measures that a major employer may choose to include in their CTR program, such as providing vanpools, permitting flexible work hours, and providing reduced parking charges

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and preferential parking for high-occupancy vehicles (HOV). A major employer is defined as a private or public employer with 100 or more employees at a single worksite who begin work between 6:00 a.m. and 9:00 a.m.

Reserved or Preferential Highway Lanes.

The Washington State Department of Transportation (WSDOT) and local authorities can reserve certain lanes on the highway system for certain classes of vehicles. Specific authority is provided to restrict lanes or ramps for exclusive or preferential use by public buses, HOV, and certain other private buses and vehicles with specific occupancy capacities.

Motorcycles are not specifically addressed in current statutes, but are included in the Washington Administrative Code section 468.510.010 as vehicles authorized to use HOV lanes. Federal law requires states to allow motorcycles free access to HOV lanes unless doing so would create a safety hazard.

**Summary of Bill:**

The provision of preferential parking or reduced parking changes for motorcycles is added to the list of measures a major employer may choose to include in their CTR program.

Motorcycles are added to the list of vehicles that the WSDOT and local authorities are authorized to reserve certain highway lanes or ramps for.

**Appropriation:** None.

**Fiscal Note:** Not requested.

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