

HOUSE BILL REPORT

SB 5506

As Reported by House Committee On:
Transportation

Title: An act relating to parking at rest areas.

Brief Description: Concerning parking at rest areas.

Sponsors: Senators Hobbs, King and Sheldon.

Brief History:

Committee Activity:

Transportation: 3/25/19, 4/3/19 [DPA].

Brief Summary of Bill
(As Amended by Committee)

- Permits commercial motor vehicles to be parked for up to an hour more than federally mandated rest periods for the operators of them.
- Prohibits any person to stop, stand, or park any disabled vehicle in any safety rest area for more than 48 hours, after which time the vehicle is subject to mandatory impoundment by a registered tow truck operator.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended. Signed by 29 members: Representatives Fey, Chair; Slatter, 2nd Vice Chair; Valdez, 2nd Vice Chair; Wylie, 1st Vice Chair; Barkis, Ranking Minority Member; Walsh, Assistant Ranking Minority Member; Young, Assistant Ranking Minority Member; Boehnke, Chambers, Chapman, Doglio, Dufault, Entenman, Eslick, Goehner, Gregerson, Irwin, Kloba, Lovick, McCaslin, Mead, Ortiz-Self, Paul, Pellicciotti, Ramos, Riccelli, Shea, Shewmake and Van Werven.

Minority Report: Without recommendation. Signed by 1 member: Representative Orcutt.

Staff: Jennifer Harris (786-7143).

Background:

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.

Safety Rest Areas and Other Designated Areas Adjacent to Highways.

Except where specifically authorized by the Washington State Department of Transportation (WSDOT), it is unlawful for any person to stop, stand, or park any vehicle, excluding disabled vehicles, for more than eight hours, or for any person to camp or maintain a camp, tent, or other sleeping accommodation or facility in any rest area or safety rest area within the limits of the right-of-way of interstate highways or other state highways or in other areas adjacent to highways used by the WSDOT for the preservation of natural beauty, historic sites or viewpoints, or to provide a visual or sound buffer between highways and adjacent properties.

The WSDOT and the Washington State Patrol (WSP) are required to promulgate rules that govern the conduct and safety of the traveling public relating to the use and control of rest areas and areas adjacent to state highways used by the WSDOT for the preservation of natural beauty, historic sites or viewpoints, or to provide a visual or sound buffer between highways and adjacent properties.

Any person who violates state law or regulation governing use and control of these areas is guilty of a misdemeanor, for which a court may impose a fine of up to \$1,000 and/or imprisonment in a county jail for a maximum of 90 days.

Commercial Motor Vehicles and Federal Rest Requirements.

Federal rules provide that property-carrying drivers of commercial motor vehicles have 14 hours to drive a maximum of 11 hours after coming on duty, after which point federal law requires that they take 10 consecutive hours off duty. Passenger-carrying drivers of commercial motor vehicles have 15 hours to drive a maximum of 10 hours after coming on duty, after which point federal law requires that they take eight consecutive hours off duty.

Summary of Amended Bill:

The amount of time a person is permitted to stop, stand, or park any vehicle is clarified to be eight hours within a 24-hour period. The WSDOT is specifically authorized to designate zones within a safety rest area with shorter parking time limits for the purpose of achieving maximum efficiency and safety.

Commercial motor vehicles are permitted to be parked for up to an hour more than federally mandated rest periods for the operators of these vehicles.

Except where specifically authorized by the WSDOT, it is unlawful for any person to stop, stand, or park any disabled vehicle in any safety rest area for more than 48 hours, after which time the vehicle is subject to mandatory impoundment by a registered tow truck operator at the direction of a law enforcement officer or other public official with jurisdiction over the area. The WSDOT must post appropriate signage that is in a clearly conspicuous and visible location that indicates the times a vehicle may be impounded and provides contact information of the towing firm where the vehicle may be redeemed.

The WSP must enforce the laws noted above to the maximum extent practicable.

Amended Bill Compared to Original Bill:

The amended bill removes the reduction in the amount of time a person is permitted to stop, stand, or park any vehicle in a safety rest area or other areas adjacent to state highways, permitting a person to stop, stand, or park any vehicle for up to eight hours at these locations. It also increases the amount of time a disabled vehicle is permitted to stop, stand, or park in a safety rest area before becoming subject to mandatory impoundment from 24 to 48 hours, and removes the prohibition on engaging in solicitation unless authorized by the WSDOT.

Appropriation: None.

Fiscal Note: Available.

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

Staff Summary of Public Testimony:

(In support) The trucking industry appreciates this bill. Access to rest stations for the time periods permitted in the bill will enable truck drivers to meet federally mandated rest periods. Washington is known to be one of the most trade dependent states in the nation. Trucking is responsible for moving the majority of manufactured goods, as measured by weight, in the state. However, Washington is ranked forty-fourth in the nation when it comes to the availability of truck parking. The lack of parking in Washington in metro areas impacts all truck drivers. Safe, accessible, and predictable parking are a high priority for truck drivers, and can contribute positively to a truck driver's quality of life.

(Opposed) None.

Persons Testifying: Sheri Call, Washington Trucking Associations.

Persons Signed In To Testify But Not Testifying: None.