
Local Government Committee

HB 1787

Brief Description: Concerning the planning and implementation of infrastructure to facilitate the transport and delivery of goods.

Sponsors: Representatives Sandlin, Chapman, Barkis, Robertson, Graham, Corry, Dent, Steele, Goehner, Couture and Volz.

Brief Summary of Bill

- Requires the Department of Transportation (Department) to establish a plan to facilitate the establishment and operation of commercial truck parking located near specified areas.
- Requires the Department to report annually to the Governor and the Legislature on known increases to commercial parking near ports and specified interstate highways.
- Requires the Department to develop and implement a program to provide assistance to counties and cities for comprehensive plan amendments, development regulations, and other programs to assist the development of commercial parking facilities.
- Requires cities and counties to allow commercial parking near specified areas.
- Encourages cities and counties to develop areas where commercial truck drivers can rest.
- Updates the land use and transportation elements of the Growth Management Act to include various planning requirements related to commercial trucking.

Hearing Date: 2/15/23

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

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Background:

Commercial Trucking.

Commercial truck drivers are licensed to operate vehicles classified as commercial vehicles. Commercial truck drivers may drive across state lines and are required by state and federal law to stop and rest during long hauls. The Department of Transportation (Department) provides various truck parking at rest areas where drivers may stay for up to 11 hours.

Transportation System Policy Goals.

In 2002 the Legislature established policy goals for the operation and performance of, and investment in, the state's transportation system. Goals include:

- preservation: to maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system;
- safety: to provide for and improve the safety and security of transportation customers and the transportation system;
- stewardship: to continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system;
- mobility: to improve the predictable movement of goods and people throughout Washington, including congestion relief and improved freight mobility;
- economic vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy; and
- environment: to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Growth Management Act.

The Growth Management Act (GMA) is the comprehensive land use planning framework for counties and cities in Washington. Originally enacted in 1990 and 1991, the GMA establishes land use designation and environmental protection requirements for all Washington counties and cities. The GMA also establishes a significantly wider array of planning duties for 28 counties, and the cities within those counties, that are obligated to satisfy all planning requirements of the GMA. These jurisdictions are sometimes referred to as "fully planning" under the GMA.

The GMA directs fully planning jurisdictions to adopt internally consistent, comprehensive land use plans. Comprehensive plans are implemented through locally adopted development regulations, and both the plans and the local regulations are subject to review and revision requirements prescribed in the GMA. Comprehensive plans must contain certain required elements, including a transportation element, land use element, utilities element, and capital facilities plan element, among others.

Summary of Bill:

Commercial Truck Parking Facilities.

In accordance with the transportation system policy goals, the Department must establish a plan for the Department and other state agencies to facilitate the establishment and operation of commercial truck parking located near interstate highways, ports, and other areas that generate significant amounts of commercial truck trips. The plan should include proposals for public investment in truck parking and recommendations or incentives for nonpublic investment in such parking.

Between 2023 and 2030 the Department must report annually to the Governor and the transportation committees of the Legislature on the known increases to commercial parking near Interstates 2, 5, and 90 and any of the ports. The Department must conduct outreach to local governments, ports, and a state association representing commercial companies when preparing the report.

Using funding provided in the transportation budget, the Department, in consultation with port authorities, trucking industries, counties, and cities, must develop and implement a program to provide direct assistance to counties and cities to prepare comprehensive plan amendments, development regulations, and other programs and incentives to assist with the development of parking facilities.

Cities and counties must allow commercial parking near ports, warehouses, and the national highway system in areas frequently used by commercial trucks. Cities and counties may not prohibit the establishment of commercial truck parking in areas where there are commercial or industrial developments. Cities and counties are encouraged to facilitate the development of areas where commercial truck drivers can rest. Such facilities should include security measures, restrooms, showers, and equipment for heating, ventilation, air conditioning, and electric services that can be powered on-site. Some locations should be near restaurants and grocery stores that can accommodate commercial trucks with trailers.

Growth Management Act.

The land use element of the GMA must include proposed general distribution and locations for truck parking. The transportation element must include accommodation of the delivery of goods into communities by requiring truck loading and unloading areas in urban areas; the creation of commercial truck parking sufficient for the amount of deliveries into the community; and planned highway corridors for heavy commercial trucks to traverse.

Additionally, fully planning jurisdictions must, as part of the transportation element requirement, plan to:

- provide sufficient parking locations to accommodate the delivery of goods;
- provide and maintain streets designed, sized, and constructed to be used by heavy commercial trucks in appropriate locations; and
- for counties and cities with a population over 75,000, permit locations where large commercial vehicles can receive maintenance, repairs, and services.

When planning to provide sufficient parking locations to accommodate the delivery of goods:

- each jurisdiction may require properties receiving deliveries from commercial trucks to accommodate commercial trucks, preferably onsite;
- each jurisdiction must require communities to have commercial truck parking near ports, warehouses, and the national highway system in areas frequently used by commercial trucks; and
- multifamily residential buildings within urban growth areas must have locations where light duty, package delivery, or moving trucks can temporarily park without obstructing the flow of vehicular, bicycle, and pedestrian traffic.

Appropriation: None.

Fiscal Note: Requested on February 14, 2023.

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