

SENATE BILL REPORT

SSB 5743

As Passed Senate, March 1, 2023

Title: An act relating to making certain nonsubstantive, corrective changes resulting from enactment of chapter 182, Laws of 2022 (transportation resources).

Brief Description: Making certain nonsubstantive, corrective changes resulting from enactment of chapter 182, Laws of 2022 (transportation resources).

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Liias and Billig).

Brief History:

Committee Activity: Transportation: 2/20/23, 2/23/23 [DPS, w/oRec].

Floor Activity: Passed Senate: 3/1/23, 48-0.

Brief Summary of First Substitute Bill

- Makes various nonsubstantive, corrective changes to certain provisions of transportation resources chapter law.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 5743 be substituted therefor, and the substitute bill do pass.

Signed by Senators Liias, Chair; Lovick, Vice Chair; Shewmake, Vice Chair; King, Ranking Member; Holy, Assistant Ranking Member; Cleveland, Kauffman, Lovelett, MacEwen, Nobles, Randall, Valdez, Wilson, C. and Wilson, J..

Minority Report: That it be referred without recommendation.

Signed by Senator Padden.

Staff: Jenna Forty (786-7755)

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.

Background: In 2022, the Legislature passed ESSB 5974. Since enactment, certain drafting errors and omissions were identified resulting in some provisions being enacted contrary to legislative intent. Some corrective changes were identified that would better conform certain provisions with original legislative intent.

Included in the provisions of ESSB 5974 were the following:

- a provision to allow a regional transit authority to gain eligibility to compete for state regional mobility grant funds, if the regional transit authority enacted a zero-fare policy for passengers 18 years of age and younger to ride free of charge on all modes by October 1, 2022;
- establishment of a Connecting Communities Grant Pilot Program at the Department of Transportation (DOT) through July 1, 2027;
- establishment of a statewide school-based Bicycle Education Grant Program at DOT;
- authorization for the remittances of noninterest revenues received from the automated traffic safety camera infractions occurring in school walk areas, public park speed zones, and hospital speed zones to be deposited in the Cooper Jones Active Transportation Safety Account;
- modification of the title of account 20N to JUDY Transportation Future Funding Program Account, to be used only for preservation and improvement projects, to accelerate the schedule of connecting Washington projects, and for principal and interest on bonds authorized for the projects;
- requiring DOT to establish a complete streets requirement for state transportation projects starting design on or after July 1, 2022, and that are \$500,000 or greater;
- establishment of transit support grant program at DOT; and
- establishment of an interagency electric vehicle coordinating council co-led by DOT and the Department of Commerce.

Summary of First Substitute Bill: Amendments are made to correct a drafting error, to make a regional transit authority eligible to receive state Regional Mobility Grant Program funds if the regional transit authority enacts a zero-fare policy for all passengers 18 years of age and younger to ride free of charge on all modes prior to October 1, 2022.

The Connecting Communities Grant Program is renamed the Sandy Williams Connecting Communities Program at DOT, in honor of the Spokane community advocate, Sandy Williams.

The statewide school-based bicycle safety grant is modified to elaborate the types of equipment a non-profit may provide to partner schools, to include bicycles, helmets, locks and lights.

The Washington State Traffic Safety Commission is required to report to the transportation committees of the Legislature on activities funded from the Cooper Jones Active Transportation Account beginning December 1, 2024, and every two years thereafter.

Amendments are made correcting a drafting error, to the account title of account 20N JUDY Transportation Future Funding Program Account to allow the account to keep its own interest generated.

A requirement is recodified for DOT to establish a complete streets provision from chapter 47.24 RCW City Streets as Part of State Highways to chapter 47.04 RCW General Provisions. Definitions of active transportation, complete streets, population center, safe systems approach, and shared-use path or multiuse path are added.

The transit support grant program is modified to specify that youth zero-fare policies must align with equity and environmental justice principles consistent with recommendations from the environmental justice council to the extent practicable.

The revenues generated by an electric utility from credits under the clean fuels program for transportation electrification programs are added within the responsibilities of the interagency electric vehicle coordinating council.

Appropriation: None.

Fiscal Note: Not requested.

Creates Committee/Commission/Task Force that includes Legislative members: No.

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

Staff Summary of Public Testimony on Original Bill: *The committee recommended a different version of the bill than what was heard.* PRO: The work last session was transformational, the changes in this bill will help make things easier for implementers.

Persons Testifying: PRO: Senator Marko Liias, Prime Sponsor; Bryce Yadon, Transportation Choices Coalition.

Persons Signed In To Testify But Not Testifying: No one.