

SENATE BILL REPORT

SB 5374

As of January 27, 2025

Title: An act relating to including tribal representation in certain transportation activities.

Brief Description: Including tribal representation in certain transportation activities.

Sponsors: Senators Kauffman, Lias, Valdez, Hasegawa, Krishnadasan, Lovelett, Nobles, Stanford and Wilson, C..

Brief History:

Committee Activity: Transportation: 1/27/25.

Brief Summary of Bill

- Requires certain local and regional transportation planning efforts to work in coordination with affected tribal governments to assess impacts on affected tribal areas.
- Adds a tribal government representative to the Cooper Jones Active Transportation Safety Council at the Traffic Safety Commission.
- Requires the Traffic Safety Commission to establish a Tribal Traffic Safety Coordinator Program to assist tribes in implementing traffic safety strategies.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Kelly Simpson (786-7403)

Background: Under current law, cities and counties adopting comprehensive plans under the Growth Management Act (GMA) must include a transportation element within the plans. The transportation element must include various subelements, including intergovernmental coordination efforts. These efforts must include an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of

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adjacent jurisdictions. The phrase adjacent jurisdictions does not specifically include affected tribal governments. However, federally recognized Indian Tribes may voluntarily choose to participate in the county or regional planning process and coordinate with the county and cities that are either required or voluntarily choose to comply with the GMA.

Counties must periodically adopt, as part of its budget process, a six-year comprehensive transportation program, which must be consistent with its comprehensive plan adopted under GMA. The program must include proposed road and bridge construction work and other transportation facilities and programs deemed appropriate.

The Cooper Jones Active Transportation Safety Council was established for the purpose of reviewing and analyzing data and programs related to fatalities and serious injuries involving pedestrians, bicyclists, and other nonmotorists. This review and analysis is intended to identify ways to improve the transportation system and to identify patterns in the fatalities and serious injuries. The Council is comprised of stakeholders who have a unique interest or expertise in the safety of pedestrians, bicyclists, and other nonmotorists. A representative from a tribal government is not specifically identified in the Council's statutory membership.

Summary of Bill: Intergovernmental coordination efforts within the transportation element of local comprehensive plans must include affected tribal governments, including an assessment of the transportation impacts on affected tribal areas.

Counties' six-year comprehensive transportation programs must be prepared in coordination with affected tribal governments to assess its impacts on affected tribal areas and to incorporate transportation needs of affected tribal areas.

The Cooper Jones Active Transportation Safety Council may include a representative from a tribal government.

Subject to available funding, the Washington Traffic Safety Commission must establish a Tribal Traffic Safety Coordinator Program to assist tribes in implementing traffic safety strategies. The funds may be used for the following activities:

- creating community-specific comprehensive traffic safety programs;
- establishing structured processes for gathering and analyzing traffic safety data;
- leading public outreach efforts, organizing road safety audits, and identifying gaps in data and safety practices;
- developing dual language educational programs, including conducting various surveys;
- overseeing safety performance metrics; and
- presenting project results to the respective tribal council.

Appropriation: The bill contains an appropriation(s) totaling \$1,000,000 from the highway safety fund.

Fiscal Note: Requested on January 20, 2025.

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

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