



## AGENDA

### Legislative Committee Special Meeting

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4:30 PM - Thursday, April 4, 2019

City Hall Executive Briefing Room - Plaza 111, Sammamish, WA

Page

Estimated  
Time

#### CALL TO ORDER

4:30 pm

#### PUBLIC COMMENT

#### APPROVAL OF THE MINUTES

3 - 6

1. March 20, 2019, Regular Meeting  
[View Minutes](#)

#### TOPICS

7 - 14

2. Legislative Update from City Lobbyists
3. AWC Lobby Day Follow-Up
4. Legislation Regarding Tractor Trailers  
[View Memo](#)

#### FUTURE MEETING TOPICS

TBD

#### NEXT MEETING DATE(S)

Meetings are scheduled for every two weeks. The next meeting is on April 17, 2019 at 4:30pm.

#### ADJOURNMENT

5:30 pm

#### Public Comment Guidelines:

This is an opportunity for the public to address the Committee. Three (3) minutes are granted per person, or five (5) minutes if representing the official position of a

recognized community organization.

If you are submitting written material, please supply a minimum of seven (7) copies (three (3) for the Committee; three (3) for Staff; one (1) for the record). If you would like to show a video or give a presentation, please contact Tammy Mueller ([tmueller@sammamish.us](mailto:tmueller@sammamish.us); 425-295-0514) to determine whether the meeting room is equipped to accommodate your needs. Digital files must be submitted or emailed by 5:00pm the day prior to the meeting to Tammy Mueller.

Please be aware that all materials submitted will become part of the public record.

**Meeting Accessibility:**

Committee meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Assisted Listening Devices are also available upon request. Please call (425) 295-0500 at least 48-hours in advance to request assistance.

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## MINUTES

### Legislative Committee Regular Meeting

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4:30 PM - March 20, 2019

City Hall Executive Briefing Room - Plaza 111, Sammamish, WA

**Committee Members Present:** Councilmember Ramiro Valderrama  
Councilmember Pam Stuart  
Councilmember Jason Ritchie

**Committee Members Absent:**

**Staff Present:** City Manager Larry Patterson  
Management Analyst Mike Sugg  
Management Analyst Tammy Mueller

#### CALL TO ORDER

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Chair Ramiro Valderrama called the Legislative Committee meeting to order at 4:30 p.m.

#### PUBLIC COMMENT

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**Mary Victor**, 408 208th Ave NE, spoke regarding proposed legislation regarding land use, providing handouts to the Legislative Committee (available upon request).

**Paul Stickney**, 22626 NE Inglewood Hill Rd, spoke requesting public comment at the end of committee meetings and regarding legislation on condominium reform and housing density.

#### APPROVAL OF THE MINUTES

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January 28, 2019, Regular Meeting

February 6, 2019, Regular Meeting

**MOTION: Councilmember Ramiro Valderrama moved to approve the minutes. Councilmember Pam Stuart seconded. Motion carried unanimously 3-0.**

#### TOPICS

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##### Legislative Update from City Lobbyists

City lobbyists Nick Federici and Luke Esser joined the meeting via teleconference. They provided

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updates on their progress in lobbying for the City's 2019 Legislative Priorities to the Legislative Committee.

1. **Salmon Passage Culvert Improvement Grants**
  - a. There seems to be support from the local delegation regarding George Davis Creek and Ebright Creek. Requests have been made to both the capital budget and transportation budget on the topic. More information is expected on Monday, March 25, 2019 when the House is scheduled to release its Operating and Capital Budget for the year.
2. **Accessibility**
  - a. The lobbyists have been working to gain support for the City's request for funding to complete Issaquah Fall City Road Improvements. Despite earlier indications that he would support the request, Senator Mullet has conveyed that he will only be passing along one transportation request and that it would be for SR-18 over Tiger Mountain due to safety concerns.
  - b. Funding for transportation projects is presently limited due to lack of revenue given that, along with other issues, the proceeds from the new gas tax were less than expected.
3. **Metro Monopoly Lifted**
  - a. There are several versions of bills on the topic. SB (Senate Bill) 5896 did make it out of the Transportation Committee but did not make it out of the Rules Committee in time and technically died.
  - b. There is an effort to include a proviso in the Transportation Budget to study the utilization of park and ride lots and ways to maximize trips generated by those facilities.
4. **Transportation in General**
  - a. A transportation package was proposed which included a \$15 per metric ton carbon tax, 6 cent per gallon gas tax, weight fees, and development fees which would have added funds for transportation projects but it is reported to be unlikely to pass this session due to lack of support.
5. **Condominium Liability Reforms**
  - a. SB 5334 passed unanimously in the Senate and is scheduled for an executive session in the House Committee on Civil Rights & Judiciary later this week following a public hearing last week. No major hurdles are expected and passage of this bill is anticipated.
6. **Ending the Double Taxation of Annexed Park District Areas**
  - a. The City's bill, HB (House Bill) 2044 passed out of the House unanimously and is now moving through the Senate.
  - b. Direction was asked of the Committee on whether to continue to push for a councilmanic option, which would give city council the authority to put deannexation directly on the ballot for voters to decide. The current draft bill allows deannexation to be added to a ballot when 10% of a City's voters petition to do so, or a city and park district come to a joint agreement. A councilmatic option currently does not have support and previous bills including councilmatic language have been killed.
  - c. The Committee requested that the lobbyists continue working on language for the bill which would accomplish the City's goals without compromising the relationship with the Parks & Recreation District to the point of killing the bill. The draft will be reviewed by the full Council.
  - d. The Committee discussed options for tailoring the scope of the councilmanic amendment to be more palatable for the various stakeholders involved in the bill.
7. **Questions for the Lobbyists**
  - a. The Committee requested that the lobbyists inform them what is not expected to

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change by Monday when they will be in Olympia for the Action Days. The response was that the House Democrats are expected to release their Operating and Capital Budget Proposals. This will inform their identified priorities. The proposals are expecting a hearing in the House Appropriations and possibly Budget Committees. Nothing is expected to change before Monday.

- b. There is reportedly an updated revenue forecast with \$850 million in new revenue. The Committee questioned whether this could affect the potential for funding for George Davis and Ebright Creek Culverts or a smaller transportation package or whether the funds were already accounted for. The lobbyists responded that the funds are generally accounted for and that this would not affect transportation at all given that transportation revenues are not up the same way as operating budget revenues.
- c. Regarding whether a proclamation of the Sammamish City Council in support of SB 5323 (plastic bag ban) would be beneficial to the City, the lobbyists responded that it likely would be appreciated by the bill's sponsors and would be appropriate if it was the will of the Council. The legislation is moving forward successfully at this point in time.

#### 8. Housing Bill Updates

- a. Regarding density and ADU bills, SB 5008 concerning short subdivisions passed in the Senate. In its current state, it allows rather than requires local jurisdictions to accommodate short subdivisions up to 24 units.
- b. SB 5812 concerning ADUs also passed in the Senate and is more permissive in its current state than it was previously.
- c. HB 1923 concerning increasing urban residential building capacity is a work in progress with conversation led by AWC to limit the compulsory nature of it and focus on incentives and permissive provisions.

#### **FUTURE MEETING TOPICS**

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Action Days Follow-Up

#### **NEXT MEETING DATE(S)**

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April 4, 2019 - 4:30 - 5:30 pm.

#### **NEW BUSINESS**

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##### **Proposal to Recommend a Proclamation in Support of SB 5323 (plastic bag ban) to the Full City Council**

Councilmember Jason Ritchie proposed the topic, querying the Committee as to whether it would support recommending a proclamation in support of SB 5323 to the full City Council. Discussion commenced.

**MOTION: Councilmember Ramiro Valderrama moved to recommend to the full City Council a study session on the issue and use of single-use plastics. Councilmember Pam Stuart seconded. Motion carried unanimously 3-0.**

**MOTION: Councilmember Jason Ritchie moved to recommend to the full City Council a proclamation in support of SB 5323. Councilmember Ramiro Valderrama seconded. Motion carried 2-1 with Councilmember Ramiro Valderrama dissenting.**

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**ADJOURNMENT**

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The meeting adjourned at 5:16 pm.



## Memorandum

**Date:** April 4, 2019  
**To:** Legislative Committee  
**From:** Mike Sugg, Management Analyst  
**Subject:** Federal Legislation Regarding Tractor Trailers

### Summary

The group CABT (Coalition Against Bigger Trucks) is asking the City to sign on to a letter to congress opposing legislation that would increase the size and weight limits of tractor trailers. The Legislative Committee should determine whether this is a topic on which the City Council should take a position, and if so, formulate a recommendation for Council. Please see the background section below and the attachments that follow for more details.

### Background

In early March, a representative from CABT met with the Interim City Manager to discuss their concerns with federal legislative proposals to increase truck length and weight. The representative asked for the City's support against these proposals.

In a follow-up email to the Interim City Manager, CABT asked whether the City would be willing to sign on to a letter to members of Congress. Please see the relevant parts of the email as follows:

"We are continuing a national campaign to acquire signatures from local government officials, engineers and public works directors, across the Country to send to Congress a joint letter opposing any increases in weight or length to tractor trailer trucks on the roadways. I would like to invite you and your Council to sign on to the joint letter, along with many of your colleagues from across the country. You can give me permission to list your name on this letter by simply replying to this email saying "Add our names." Please include the names as you would want them to appear on the letter.

[...]

Please see the language of the letter below.

*Dear Members of Congress,*

*Representing local communities and Americans across the nation, we are concerned about our transportation infrastructure. We strongly oppose proposals in Congress that would allow any increase in truck length or weight—longer double-trailer trucks or heavier single-trailer trucks would only make our current situation worse.*

*Local communities and our residents are what drive this country. We work every day to make sure the needs and safety of our residents are met. Allowing heavier and longer trucks will most*

*certainly set us back in our efforts. Much of our transportation infrastructure that connects people to jobs, schools and leisure is in disrepair, in part because local and rural roads and bridges are older and not built to the same standards as Interstates. Many of us are unable to keep up with our current maintenance schedules and replacement costs because of underfunded budgets.*

*The impacts of longer or heavier tractor-trailers would only worsen these problems. Millions of miles of truck traffic operate on local roads and bridges across the country, and any bigger trucks allowed on our Interstates would mean additional trucks that ultimately find their way onto our local infrastructure. Longer and heavier trucks would cause significantly more damage to our transportation infrastructure, costing us billions of dollars that local government budgets simply cannot afford, compromising the very routes that American motorists use every day.*

*On behalf of America's local communities and our residents, we ask that you oppose any legislation that would allow any increase in truck length or weight.  
Sincerely,"*

**Attachments**

The attachments below were provided by the CABT representative:

- A. Article: Triple-Trailer Trucks Endanger Motorists and Damage Local Infrastructure
- B. Proposed Bigger-Truck Configurations
- C. Washington State- By the Numbers
- D. Letter to Kim Schrier from Washington State Association of County Engineers
- E. National Organizations Opposing Truck Size & Weight Increases

## Triple-Trailer Trucks Endanger Motorists and Damage Local Infrastructure

Prepared by CABT, February 2019



Certain business interests are lobbying the Washington State Legislature and Congressional delegation to allow triple-trailer trucks on our roads. This proposal would endanger motorists, wreck our roads and bridges, and put additional burdens on our state taxpayers. The federal government has prohibited new operations of triple-trailer trucks on Interstate and National Network highways because they are too dangerous and damaging. A three-year study by the U.S. Department of Transportation (USDOT) released in 2016 recommended against changes in truck size or weight limits, including the very same triples as are now under consideration.<sup>1</sup>

### Triple-Trailer Trucks Are More Dangerous

**Too long for our roads.** At 105 feet in length, triple-trailer trucks are as long as a Boeing 737-300, and are too long to be safely operated on our roads with other traffic. Triple-trailer trucks will expose other motorists to new dangers such as difficulty merging and passing, slower speeds on grades, and longer periods of splash and spray that can blind motorists being passed or passing these extra-long trucks.

**Increased sway and “crack the whip.”** Triple trailers are often referred to by truck drivers as “wobble wagons” because the third trailer will sway side to side, ranging from four to six inches to as much as two to three feet, even on a straight road on a windless day.<sup>2</sup> Triple-trailer trucks are also known to not perform as well as other trucks in avoidance maneuvers,<sup>3</sup> and a slight but sudden steering maneuver can cause the rear trailers to “crack like a whip” causing rollover and crashes.

**Increased crash severity and larger crash footprint.** Bigger trucks like triple-trailer trucks increase crash severity and, in turn, the likelihood of serious injuries or fatalities. Triple-trailer trucks also create a larger crash area when involved in a crash, often called the “crash footprint.” Factors contributing to this larger crash footprint are their extended length, additional cargo being carried, and the severe risk of trailer separation for multi-trailer trucks.

**Longer stopping distances.** Research has shown that triple-trailer trucks take longer to stop than both twin-trailer trucks and single-trailer trucks on the road today.<sup>4</sup> Triples also have more axles and more brakes that are more likely to be out of adjustment, which leads to longer stopping distances.

**More dangers to the highway.** There were 2,051 large-truck crashes in Washington state in 2017, a 14 percent increase compared to the previous year, according to the Federal Motor Carrier Safety Administration. Large-truck fatalities have increased significantly each year since 2014.

<sup>1</sup> USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress.*

<sup>2</sup> California Department of Transportation (CalTrans); 1984. *Longer Combination Vehicles Operational Test.*

<sup>3</sup> USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress.*

<sup>4</sup> *Ibid.*

## Attachment A

**Triple-Trailer Trucks Cause Immense Damage to Local Infrastructure**

USDOT found in its 2016 study that thousands of Interstate and other National Highway System bridges nationwide could not accommodate triple-trailer trucks.<sup>5</sup> These bridges would need to be reinforced or replaced, costing between \$0.7 billion to \$5.4 billion, and this figure does not account for local bridges. While triple-trailer trucks are certain to damage Washington state bridges, the number of bridges that would be affected is not known, as well as the cost of strengthening or replacing those bridges.

**Triple-Trailer Trucks Do Not Repay Their Infrastructure Costs**

Triple-trailer trucks do not repay the costs of the damage they cause, only compensating approximately 50 percent of the damage they cause to roads and bridges.<sup>6</sup> USDOT concluded the following in the Department's 2004 western uniformity study: "When LCVs and other heavy trucks do not pay the full costs of their operations, other motorists must make up the difference. This is inequitable to the highway users who must subsidize LCV operations."<sup>7</sup>

Washington state already faces the dilemma of underfunded infrastructure. There were 3,894 bridges that are in fair/poor condition according to 2017 Federal Highway Administration data—that is over 47 percent of bridges statewide.

**Triple-Trailer Trucks Would Compromise State and Local Budgets**

According to the Washington Department of Transportation (WDOT), if these triple-trailer trucks were permitted by the state legislature to operate on Interstates and the National Network without the required federal approval, the state could see as much as a \$50 million reduction in federal funding. Without this federal approval, these trucks would be forced to operate on local roads and bridges. In turn, county road maintenance would increase significantly, and those costs already constitute a significant portion of county budgets—county road department expenditures typically account for anywhere from 30 percent to 50 percent of county expenditures. Triple-trailer trucks would cause undue stress on state and local infrastructure, putting undue stress on local budgets year after year.

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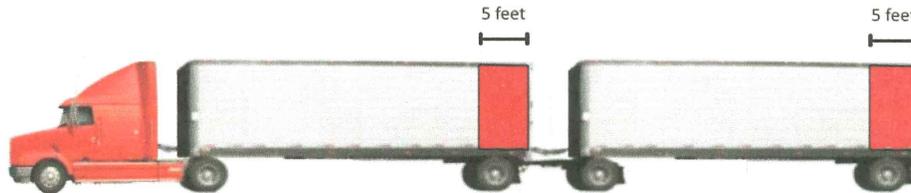
<sup>5</sup> USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*.

<sup>6</sup> FHWA, 2000. Addendum to the 1997 Highway Cost Allocation Study; disaggregate tables by R.D. Mingo and Associates. Note: Combination trucks with registered weights over 100,000 pounds incurred federal costs of 20.28 cents per mile but paid user fees of only 9.01 cents per mile.

<sup>7</sup> USDOT; 2004. *Western Uniformity Scenario Analysis*.

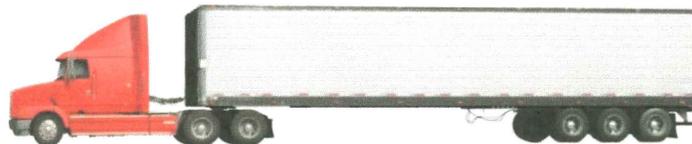
## Proposed Bigger-Truck Configurations

### Longer Double-Trailer Trucks



- FedEx, UPS, Amazon and a handful of other companies have lobbied for legislation that would force states to allow double-trailer trucks 91 feet in length, called “Double 33s,” on the federally designated National Network, which includes 200,000 miles of roadways. These are 10 feet longer than today’s twin-trailers and 17 feet longer than standard single-trailer trucks.
- Double 33s were removed from the transportation reauthorization bill in the U.S. Senate in November of 2015 on a 56-31 vote.
- The U.S. Department of Transportation (USDOT) determined in 2015 that Double 33s take 252 feet to stop—22 feet longer than today’s twin-trailer configuration.
- USDOT also found that Double 33s would result in the largest lifecycle increase in pavement damage compared to all other studied configurations. This would result in \$1.2 billion to \$1.8 billion in estimated pavement damage every year.

### Heavier Single-Trailer Trucks



- Certain shippers have lobbied to allow heavier single-trailer trucks weighing 91,000 pounds—an increase of 11,000 pounds compared to today’s trucks—as part of a 10-year, 10-state pilot program.
- Legislation to allow 91,000-pound trucks was defeated in the U.S. House in 2015 on a 187-236 vote.
- These 91,000-pound trucks were found in limited state testing by USDOT in 2015 to have 47 percent higher crash rates and cause \$1.1 billion in additional bridge costs.

## Washington State – By the Numbers

- There were 3,894 bridges that are in fair/poor condition according to the 2017 Federal Highway Administration—that is over 47 percent of bridges statewide.
- County road maintenance constitutes a significant portion of county budgets already – road department expenditures typically account for anywhere from 30-50% of their Washington counties' expenditures.
  - *Washington State County Road Administration Board*
- There were 2,051 large-truck crashes in Washington State in 2017, a 14% increase from the previous year, according to the Federal Motor Carrier Safety Administration. Large truck fatalities have increased significantly each year since 2014.

Attachment C

Attachment D

February 13, 2019

The Honorable Kim Schrier  
United States House of Representatives  
1123 Longworth House Office Building  
Washington, DC 20510



Dear Representative Schrier,

The Washington State Association of County Engineers represents professional engineers across our state, and we seek to provide practical advice to our elected officials in terms of advocating for the environment and infrastructure, with which our engineers' have been entrusted by the public. In this regard, we wanted to reach out about the issue of truck size and weight legislation at the federal level that could do real harm to our infrastructure, if passed into law.

Like our federal advocates at the National Association of County Engineers (NACE), we oppose congressional proposals aimed at increasing weight and length limits for tractor-trailer trucks. In many of our counties, highway departments struggle with pavements and bridges that are declining faster than they can repair, replace or upgrade them. Bigger trucks will accelerate the deterioration of our local roads and bridges and will put further pressure on local governments to find funds to repair this infrastructure.

In our state, county road maintenance constitutes a significant portion of county expenditures – between 30 and 40 percent, according to the *Washington State County Road Administration Board (CRAB)*. And in the last survey from the *Federal Highway Administration (FHWA)* in 2017, 3,894 bridges throughout the state were rated in either "poor" or "fair" condition – over 47% of bridges statewide.

The length of a truck's trailer also plays a powerful role in the damage that is done to our roads, bridges and infrastructure. The proposal for longer doubles, (known as Twin-33s), which would require every state to allow two 33-foot trailers on their highways, could cost another \$1.2 billion to \$1.8 billion in additional pavement costs every year nationwide, according to the 2015 USDOT study.

Engineering professionals across Washington State work hard to improve the quality of life in our communities and while we support the safe and efficient movement of freight on our local highway systems, an increase in tractor-trailer size would require a significant increase in funding to adequately maintain our roads and bridges. We ask that you oppose any future attempts to make trucks longer or heavier.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul A. Randall-Grutter".

Paul A. Randall-Grutter, P.E.  
President, Washington State Association of County Engineers  
Skagit County Engineer

Attachment E



## National Organizations Opposing Truck Size & Weight Increases

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National Troopers Coalition  
 National Sheriffs' Association  
 International Association of Chiefs of Police  
 National Association of Police Organizations  
 National Association of Emergency Medical Technicians  
 AAA  
 National Association of Counties  
 National League of Cities  
 National Association of Towns and Townships  
 National Association of County Engineers  
 American Public Works Association  
 International City/County Management Association  
 U.S. Conference of Mayors  
 General Federation of Women's Clubs  
 Owner-Operator Independent Drivers Association  
 International Brotherhood of Teamsters  
 SMART Transportation Division  
 Truck Safety Coalition  
 Citizens for Reliable and Safe Highways  
 Road Safe America  
 Brain Injury Association of America  
 Parents Against Tired Truckers  
 American Short Line and Regional Railroad Association  
 Railway Supply Institute  
 Association of American Railroads

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