

Marble Floor Marathon, Interval Training

Dateline: 16 January.

The first week of session seems to be like doing wind sprints or intervals; There are periods of “down time,” punctuated with flurries of action while meeting with members and staff. I put “down time” in quotes because sitting still involves working the email system and the phones. Prime real estate in the Legislative Building snack bar is the two tables that have a receptacle to get shore power to your electronics.

Our weight fee bill ([SB 5309](#)), being carried by Sen. Cortes (D-18) with Sen. MacEwen (R-35) as second seat, did not clear committee cutoff. I spent the interim doing outreach to work on getting the weight fee bill resurrected and the language adjusted to reflect the engrossed language in the funding package. After meeting with Senator Lias and Transportation Committee staff, we do have a proposed amendment to be offered. Having not seen it on an official schedule, I will keep the language in my pocket for the time being in the event that something is adjusted before going public. Overall, the reception has been positive, with one possible tweak being mentioned. Of course, forward progress in the Senate is dependent on the judgement of the Chair.

On the positive news front, we do have a sponsor and 2nd for the weight fee language in the house. Rep. Adison Richards (D-26) has committed to run the language that was worked out by Senate staff as a stand-alone House bill. The idea is to get the visibility in both chambers so that all hands are discussing the issue.

The other good news is that we will have a lane sharing/splitting bill in the house. Rep. Tarra Simmons (D-23) has requested the language that Sen. Randall ran during the 2023-24 session so that she can sponsor the bill this year. I am currently in negotiations with a senior Senator to run a companion in the Senate. The goal is to use the legislation as leverage to force the opposition to the table with the proponents to have an actual conversation about what the practice might look like. Think of it as our version of the Berkely Study.

We do have some hard-core cutoff dates with which to contend.

1. 9 February: House of origin committee cutoff. It will take a bit of a miracle to progress a measure after this date.
2. 12 February: Pitchers and Catchers report to Spring Training. Not motorcycle related, but it's still important to us baseball fanatics. (Go Rainiers 😊)
3. 17 February: House of origin cutoff. Again, it will take a miracle to keep life in something after this.
4. 25 February: Opposite house committee cutoff. If we are still alive at this point, we need to go into overdrive to be the squeakiest wheel on the cart. Y'all will be hitting the phones and I will be hitting the halls.
5. 6 March: Opposite House Cutoff. Unless we get tossed into transportation budget negotiations this is the de facto finish line. The chambers would have to work out any differences between their versions of a bill.

6. 12 March: Sine Die (“without a day”). This is the constitutionally mandated date of adjournment.

Until next time, ride safely and legislate well.

“Texas” Larry