

FINAL BILL REPORT

SHB 2050

C 310 L 91
Synopsis As Enacted

Brief Description: Revising the state subsidy of county ferries.

By House Committee on Transportation (originally sponsored by Representatives R. Meyers, Spanel and R. Johnson).

House Committee on Transportation
Senate Committee on Transportation

Background: The Washington county ferry systems are of two distinct types. The Puget Island ferry in Wahkiakum County has state significance as a connecting link between SR4 in Washington and US30 in Oregon, and as a detour route during closures of SR4. The Pierce, Skagit, and Whatcom County ferry systems serve primarily local interests.

Since 1976, the three Puget Sound county ferry systems have received pro rata shares of a \$500,000 per biennium subsidy. The subsidy, intended to fund up to 50 percent of the counties' operations and maintenance deficits, is taken from the county portion of the motor fuel tax prior to its distribution to the counties and is apportioned according to the relative operations and maintenance deficits in Pierce, Skagit, and Whatcom Counties. No provision is made for capital improvements to county ferries.

The Wahkiakum County ferry receives a subsidy of 80 percent of its operating deficit from the state portion of the Motor Vehicle Fund. Further recognition of this ferry's state significance is demonstrated by the 100 percent support that the ferry receives during the periods when it is used as a state highway detour route.

Summary: The biennial subsidy for the Pierce, Skagit, and Whatcom County ferries is increased from \$500,000 to \$1,000,000 from the counties' share of the fuel tax.

In addition, the County Road Administration Board may recommend capital improvements to the Legislature which will be funded from the counties' share of the fuel tax.

Counties requesting funding for ferry capital improvements must first seek funding from the Public Works Trust Fund when appropriate.

County ferry fares may not be reduced because of the increased operating subsidy.

Votes on Final Passage:

House	98	0	
Senate	44	0	(Senate amended)
House	93	0	(House concurred)

Effective: July 28, 1991