

FINAL BILL REPORT

ESB 5801

C 342 L 91

SYNOPSIS AS ENACTED

Brief Description: Revising state highway routes.

SPONSORS: Senators Patterson and Vognild.

SENATE COMMITTEE ON TRANSPORTATION

HOUSE COMMITTEE ON TRANSPORTATION

BACKGROUND:

The Road Jurisdiction Study, Phase 1 Report, dated September 1990 makes recommendations for additions, deletions and revisions to the state highway system. These recommendations are the result of an evaluation process that utilized the criteria passed by the Legislature last year. In addition, the report recommends several funding mechanisms to alleviate the financial impact on certain cities and counties experiencing a net gain in cost responsibility.

SUMMARY:

Additions, deletions and revisions to the state highway system are made in conformance with a portion of the recommendations of the Road Jurisdiction Report dated September 1990.

The following bridges that are on roads transferred to local jurisdictions remain the responsibility of the state: S. Fork Skykomish River; Manette Bridge; Ebey Slough Bridge; Grays River (Rosburg); and Elochoman.

Two funding assistance programs are created. The Transfer Relief Program, funded out of an "off the top" allocation of fuel tax, provides one-time funding assistance for the cities and counties with a net gain in cost responsibilities due to the transfers under this act. The program is administered by the Local Programs Division of the Department of Transportation. The program begins April 1, 1992 and sunsets March 31, 1996. An appropriation of \$2.5 million is made to Local Programs for the 1991-93 biennium to implement the program. Over the four-year period approximately \$6 million is generated with approximately \$2.5 million allocated to cities and \$3.5 million to counties. The Local Programs Division is to cooperate with the Association of Cities and the Washington State Association of Counties in promulgation of rules.

The second funding assistance program is the Cities Hardship Assistance Program. The 16 cities of 15,000 population or less that experience a net gain in cost responsibility may

apply for funding for rehabilitation projects on streets acquired under this act. Cities of 20,000 population or less that experience extraordinary costs due to transfers other than those contained in this act may also apply for assistance. It is a permanent program that is funded out of a portion of the cities normal distribution of fuel tax beginning April 1, 1992. The program is administered by the Transportation Improvement Board (TIB). TIB is to develop rules based on the Road Jurisdiction Committee findings and must report to the Legislative Transportation Committee by August 1, 1991. An appropriation of \$750,000 is made to TIB for the 1991-93 biennium for this program. The allocation generates \$750,000 the first biennium and approximately \$1.2 million per biennium thereafter.

Future proposed jurisdictional transfers will be reviewed by the TIB. Beginning September 1, 1991, state and local jurisdictions may petition the board for review. TIB shall evaluate the proposal according to the criteria set out in statute and forward its recommendations to the Legislative Transportation Committee annually commencing November 15, 1991. TIB is required to submit its proposed rules to the LTC for review by August 1, 1991.

Unexpended monies contributed by the counties and cities from their normal distribution of fuel tax for mutually beneficial studies revert back to the counties and cities at the end of each biennium.

A task force is created to examine the population threshold at which cities and towns must assume additional responsibility for their streets that are part of the state highway system.

VOTES ON FINAL PASSAGE:

Senate	48	0	
House	91	2	(House amended)
Senate	42	1	(Senate concurred)

EFFECTIVE: June 1, 1991 (Sections 62 and 63)
April 1, 1992