

SENATE BILL REPORT

ESB 5801

AS PASSED SENATE, MARCH 20, 1991

Brief Description: Revising state highway routes.

SPONSORS: Senators Patterson and Vognild.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Patterson, Chairman; Nelson, Vice Chairman; von Reichbauer, Vice Chairman; Barr, Conner, Erwin, Madsen, McMullen, Oke, Skratek, Thorsness, and Vognild.

Staff: Louise Bray Sandison (786-7322)

Hearing Dates: February 27, 1991; March 6, 1991

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 with the recommendations of the Road Jurisdiction Report dated September 1990. The changes include 296 miles of state highway reverting to local jurisdiction and 304 miles of local roads reverting to state jurisdiction.

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); Elochoman; and, Nooksak.

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 24 cities and 14 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 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. 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 evaluates the proposal according to the criteria set out in RCW 47.17.001 and forwards 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.

Appropriation: \$2,500,000 to Local Programs Division of DOT;
\$750,000 to TIB

Revenue: none

Fiscal Note: available

TESTIMONY FOR:

The RJC recommendations should be adopted.

TESTIMONY AGAINST:

The statutory criteria was incorrectly applied to the following state routes: SR 10, SR 125, SR 171, SR 231, SR 506, SR 507, SR 508, SR 529, SR 534, SR 544, SR 531 and SR 901. These routes should remain part of the state highway system.

TESTIFIED: PRO: Doug Jonas, Matrix Mgmt.; John Ostrowski, Vancouver PW; Jerry Weed, Snohomish Co. PW; Stan Moon, DOT; Stan Finkelstein, Assn. of WA Cities; Jim Toohey, DOT; Chuck Klarich, Yakima Co.; Bob Kelly, City of Kennewick; Jim Ajax, City of Pasco; CON: David Carey, Ray Needham, Walla Walla Co.; Loren Moos, Glenn Oliver, Don Shiebel, Lincoln Co. Comm.; Rex Hancock, Andy Wilson, Vader Council; Terry Calkins, City

of Centralia; John Perry, Kittitas Co.; Joe Gavinski, City of Moses Lake; Jay Winter, Joann Swartz, Warren Dalen, Lewis Co.; Gary Smith

HOUSE AMENDMENT(S):

State Route 901 is relocated to the east side of Lake Samamish and the relocated state route retains its status as a scenic and recreational highway.

State Route 292 in Stevens County remains part of the state highway system.

Cities of 20,000 population or less that experience extraordinary costs due to transfers other than those contained in this act may apply for assistance from the cities hardship assistance account.

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.