

HOUSE BILL REPORT

SHB 2036

As Passed Legislature
April 21, 1993

Title: An act relating to multimodal transportation funding.

Brief Description: Providing multimodal transportation funding.

Sponsors: By House Committee on Transportation (originally sponsored by Representatives R. Fisher, Locke and Johanson).

Brief History:

Reported by House Committee on:
Transportation, March 4, 1993, DPS;
Passed House, March 13, 1993, 97-0;
Amended by Senate;
Passed Legislature, April 21, 1993, 98-0.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 27 members: Representatives R. Fisher, Chair; Brown, Vice Chair; Jones, Vice Chair; Schmidt, Ranking Minority Member; Mielke, Assistant Ranking Minority Member; Brough; Brumsickle; Cothorn; Eide; Finkbeiner; Forner; Fuhrman; Hansen; Heavey; Horn; Johanson; J. Kohl; R. Meyers; Miller; H. Myers; Orr; Patterson; Quall; Sheldon; Shin; Wood; and Zellinsky.

Staff: Gene Baxstrom (786-7303).

Background: The high capacity transportation account was created in 1987 and funded by a reduction in the motor vehicle excise tax (MVET) rate which transit agencies in King, Pierce, Snohomish and Thurston counties could impose. Funds in this account can be used for any high capacity transportation (HCT) purpose, including freight rail. Participation in funding this account was expanded in 1991 to include transit agencies in Kitsap, Clark, Spokane and Yakima counties. A High Capacity Council advises the Washington State Department of Transportation (WSDOT) on administration of these funds.

The central Puget Sound public transportation account (CPSPTA) and the public transportation systems account

(PTSA) were created by the Transportation Funding Act of 1990. These accounts are funded, effective January 1, 1993, by a reduction in the MVET which local transit agencies may impose, from 0.815 percent to 0.725 percent.

When authorized, the CPSPTA was funded from the reduction of MVET for transit systems in King, Pierce and Snohomish counties. Those funds are pooled and may be used within the three-county region for HCT system development, high occupancy vehicle (HOV) lanes and related facilities, and contributions required to fund projects approved by the Transportation Improvement Board (TIB). Population growth in Kitsap County now makes transit systems in Kitsap County participants in the CPSPTA.

The PTSA is funded by transit systems in the remainder of the state which impose the MVET. These monies may be used by the transit systems from which the funds are derived for the development of HCT systems, HOV lanes and related facilities, other public transit system-related roadway projects, and as contributions as required to fund projects approved by the TIB.

When these accounts were established, no process for distribution of monies was prescribed except that those monies could only be distributed by legislative appropriation.

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Surface Transportation Program provided monies for multi-modal programs within states. A portion of these funds will be distributed annually on a statewide competitive basis for all modes. The distribution of these funds is administered by the WSDOT with advice from an advisory committee made up of transportation interest groups.

Summary of Bill: A Multimodal Transportation Programs and Projects Selection Committee is created to be responsible for distribution of monies in several transportation-related accounts. The committee is responsible for selecting, on a competitive basis, programs and projects to be funded by the PTSA, the CPSPTA, the HCTA, and the statewide competitive portion of the Surface Transportation Program funded under federal law.

Criteria for the competitive funding process must reflect account use limitations and address local, regional and state transportation plans and local comprehensive plans. Other criteria to be considered include the Growth Management Act, the Commute Trip Reduction Act, federal and

state air quality requirements, Americans with Disabilities Act and specific other issues.

The 21-member committee consists of elected officials and staff from counties, cities and transit agencies, as well as the governor, the WSDOT, public ports, special needs transportation and non-motorized transportation interests. The governor is to appoint such individuals based on a recommendation submitted by respective organizations. The committee selects the non-motorized representative and elects the chair. Members have staggered, four-year terms.

The WSDOT is to provide staff support to the committee, administer grants and make annual reports to the Legislative Transportation Committee (LTC) beginning October 15, 1993, and each January thereafter. Initial grant applications must be submitted to the Multimodal Committee by September 1, 1993, with funds awarded no later than November 1, 1993.

The uses of monies in the PTSA and the CPSPTA are expanded to allow use for planning, development of capital projects, and for local match to federal programs. Monies in the PTSA are pooled for distribution among those transit systems contributing to the account rather than monies returned to each transit system.

The High Capacity Council which advises the DOT on allocation of HCTA fund distributions is eliminated.

Fiscal Note: Requested March 5, 1993.

Effective Date: The bill contains an emergency clause and takes effect immediately.

Testimony For: The administration of various transit and multimodal funds by one group will enhance intermodal coordination and cooperation.

Testimony Against: None.

Witnesses: Jim Toohey, Department of Transportation; Chuck Williams, C-Tran; Dan Snow, Washington State Transit Association; Dave O'Connell, Community Transit Association of the Northwest; and Joe Ganem, Bicycle Federation of Washington.