

SENATE BILL REPORT

SHB 2618

AS PASSED SENATE, MARCH 1, 1994

Brief Description: Adding ferry water routes to the state highway system.

SPONSORS: House Committee on Transportation (originally sponsored by Representatives Schmidt, Zellinsky, Wood, Johanson, Sheldon, Talcott and J. Kohl)

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Vognild, Chairman; Skratek, Vice Chairman; Haugen, Morton, Nelson, Oke, Prentice, Prince, M. Rasmussen, Schow, Sellar, Sheldon and Winsley.

Staff: Gene Baxstrom (786-7303)

Hearing Dates: February 21, 1994

BACKGROUND:

The 18th Amendment (Article 2, Section 40) to the State Constitution provides that the highway purposes for which motor vehicle fuel tax and license fees may be used include, "the operation of ferries which are part of any public highway, county road or city street." However, current statutes which list and describe state highways omit the water portion of the highway system.

The incorporation of existing ferry route descriptions into statutes describing state highway routes could enhance the state's ability and opportunity to qualify for federal funds under the Intermodal Surface Transportation Efficiency Act of 1991.

Additionally, the statutory inclusion of state ferry routes in the state highway system is needed to clarify the State Patrol's authority to provide law enforcement service at ferry terminals and on vessels.

SUMMARY:

Washington State ferry water routes are added to the state highway system.

A provision is added to clarify that a current statute providing for a rebate of motor vehicle fuel tax and license fees to island counties that have no state highways or physical connections to the mainland (i.e., San Juan County)

is not affected by adding the Anacortes/San Juan Islands water route to the state highway system.

Appropriation: none

Revenue: none

Fiscal Note: none requested

TESTIMONY FOR:

The inclusion of existing ferry routes into statutes that describe state highway routes could enhance the state ferry system's ability to qualify for federal funds under the Intermodal Surface Transportation Efficiency Act of 1991.

Additionally, the incorporation of state ferry routes in the state highway system is needed to clarify the State Patrol's authority to provide traffic control and law enforcement services at ferry terminals and on vessels.

TESTIMONY AGAINST: None

TESTIFIED: Representative Karen Schmidt, prime sponsor