

SENATE BILL REPORT

SB 6363

AS REPORTED BY COMMITTEE ON TRANSPORTATION, FEBRUARY 3, 1994

Brief Description: Revising transportation improvement funding procedures.

SPONSORS: Senator Vognild; by request of Transportation Improvement Board

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

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

Staff: Roger Horn (786-7839)

Hearing Dates: February 3, 1994

BACKGROUND:

The Transportation Improvement Board (TIB) provides grants for transportation projects in urban areas and rural cities through its transportation improvement account (TIA), urban arterial trust account (UATA), and city hardship assistance account programs, and makes recommendations to the Legislature on requests to transfer the jurisdiction of any state, county or city road.

The UATA was created to fund projects to reduce congestion on Washington's urban arterial roads and streets. The program is funded by 1.53 cents of the gas tax. Urban and rural cities are eligible for UATA funding. The state is divided into five regions and funds are apportioned to the regions based on population, vehicle miles traveled, and needs. All administrative costs of the TIB are paid from the UATA. Value engineering studies are required for UATA projects with a cost of \$1 million or more. Cities and counties eligible for UATA funds are directed to establish a system of bicycle routes throughout their jurisdictions.

The TIA was established in 1988 to address economic development and population growth in urban areas and is funded with 1.5 cents of gas tax. Eighty-seven percent of TIA funding is allocated for urban projects in counties, cities of over 5,000 population, and transportation benefit districts. Thirteen percent of TIA funds are allocated to cities with a population of 5,000 or less.

Each year, cities and counties containing an urban area are required to submit six-year road funding programs to the TIB.

Growth management legislation requires a six-year transportation element within local and comprehensive plans.

For TIB purposes, federal definitions for arterials and urban areas are used.

The state Transportation Commission requests bond issuance, sales, or retirement by the State Finance Committee on behalf of TIB.

SUMMARY:

A small city account (SCA) program that combines funding and programs contained in the transportation improvement account (TIA) and the urban arterial trust account (UATA) programs is created.

Costs currently charged to the UATA are distributed between all four Transportation Improvement Board (TIB) programs.

The TIB six-year program requirements are revised to be consistent with the Growth Management Act.

Descriptions of intent for the UATA and SCA programs are added and the intent for the TIA program is revised.

The Department of Transportation is to determine the definition of "arterial" and "urban area" in cooperation with TIB and other agencies.

Language regarding distribution of UATA funds is removed. TIB is given rule-making authority regarding geographical distribution of UATA and SCA funds.

TIB is directed to adopt rules and procedures to encourage the development of bicycle route systems within local jurisdictions.

The requirement that a value engineering study be completed for projects costing \$1 million or more is deleted. TIB is directed to develop rules regarding value engineering studies.

The TIB may request the State Finance Committee to issue, sell or retire TIB bonds. TIB must notify the Transportation Commission of bond sales requests.

Appropriation: none

Revenue: none

Fiscal Note: available

TESTIMONY FOR:

The bill brings TIB statutes into conformance with recent legislation. The new small city account program will allow for improved service to small cities.

TESTIMONY AGAINST: None

TESTIFIED: Jerry Fay, Director, Transportation Improvement Board