

# HOUSE BILL REPORT

## HB 1693

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### As Reported By House Committee On:

Transportation

**Title:** An act relating to connections to the state highway system.

**Brief Description:** Establishing procedures for noncompliance by cities and towns with state highway access standards.

**Sponsors:** Representatives R. Fisher and K. Schmidt.

### Brief History:

#### Committee Activity:

Transportation: 2/16/95, 2/28/95 [DPS].

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## HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** The substitute bill be substituted therefor and the substitute bill do pass. Signed by 15 members: Representatives K. Schmidt, Chairman; Mitchell, Vice Chairman; Skinner, Vice Chairman; R. Fisher, Ranking Minority Member; Brown; Chandler; Chopp; Hankins; Ogden; Patterson; Quall; Romero; D. Schmidt; Scott and Tokuda.

**Minority Report:** Do not pass. Signed by 12 members: Representatives Benton, Vice Chairman; Hatfield, Assistant Ranking Minority Member; Backlund; Blanton; Buck; Cairnes; Elliot; Horn; Johnson; Koster; McMahan and Robertson.

**Staff:** Robin Rettew (786-7306).

**Background:** In 1991 the Legislature adopted 2SHB 1671, relating to highway access control and transportation demand management. The purpose of the access management program was to control the proliferation of connections and other access approaches to and from the state highway system.

The Department of Transportation (DOT) was granted authority to permit access in unincorporated areas, and cities or towns within incorporated areas were authorized to regulate access to state highways within the incorporated jurisdictions.

Cities and towns were required to adopt standards for access permitting on state highways by July 1, 1993. Adopted standards had to meet or exceed the DOT's standards.

Based on the findings of the 1994 study titled Study of the Relationship Between State-Owned or Operated Transportation Facilities and Local Comprehensive Plans, only one third of all cities have adopted access management programs.

The 1991 Legislature did not provide for any consequences if cities failed to comply with the access management requirements.

**Summary of Substitute Bill:** If cities or towns fail to adopt and enforce standards for access permitting by December 31, 1997, or if they choose to delegate that responsibility to the DOT, the department shall assume such responsibilities. Cities and towns must then reimburse the DOT for the full costs incurred by the department on their behalf. The department must provide estimates of the costs DOT may incur on behalf of cities and towns if cities and towns request such estimates.

**Substitute Bill Compared to Original Bill:** The deadline for cities and towns to comply with this act is extended from December 1995 to December 1997. The DOT is required to provide estimates to cities and towns so requesting, to assess the potential cost for the DOT to develop an access management program on behalf of cities and towns.

**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date of Substitute Bill:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** Access to state highways that go through incorporated areas must be planned for. This law has been in effect since 1991; cities and towns must comply with state laws. Uncontrolled access is unsafe and causes unnecessary congestion.

**Testimony Against:** None.

**Testified:** Craig Olson, Association of Washington Cities (pro); Randy Deer, Department of Transportation (pro); and Chris Leman, Coalition of Washington Communities (pro).