

HOUSE BILL REPORT

HB 1098

As Passed House:

February 20, 2001

Title: An act relating to use of funds in the commute trip reduction program.

Brief Description: Improving the effectiveness of the commute trip reduction program.

Sponsors: Representatives Fisher, Woods, McIntire, Haigh, Edwards and Linville; by request of Department of Transportation.

Brief History:

Committee Activity:

Transportation: 1/31/01, 2/1/01 [DP].

Floor Activity:

Passed House: 2/20/01, 97-0.

Brief Summary of Bill

- Improves the effectiveness of the commute trip reduction program.
- Streamlines the distribution of commute trip reduction funds to local jurisdictions.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 24 members: Representatives Fisher, Democratic Co-Chair; Mitchell, Republican Co-Chair; Cooper, Democratic Vice Chair; Hankins, Republican Vice Chair; Lovick, Democratic Vice Chair; Ahern, Armstrong, Edmonds, Haigh, Hatfield, Hurst, Jackley, Jarrett, Marine, Mielke, Morell, Murray, Romero, Schindler, Simpson, Skinner, Sump, Wood and Woods.

Staff: Jay Alexander (786-7339).

Background:

In 1991 the Commute Trip Reduction (CTR) Law was enacted as part of the Washington Clean Air Act. The goals of CTR are to reduce air pollution, traffic congestion, and fuel consumption through employer-based programs that decrease the number of employees

traveling by single-occupant vehicles to the work place.

Under current law, certain counties, cities, and major employers are required to develop and implement CTR programs. Participation is required for employers with more than 100 employees at a single worksite within counties having a population greater than 150,000. If an employer is required to participate, and the worksite is within city limits, that city is also required to develop and implement a CTR program. Voluntary participation of others is allowed and encouraged.

Within the Department of Transportation (DOT) budget, funding is provided for DOT to administer the program, to provide technical assistance to organizations required to implement the program, and to distribute to local jurisdictions and employers to offset some of the implementation costs.

Currently, funds available for distribution are required to be allocated to the participating counties in proportion to the number of major employers and major worksites within each county. Subsequent distributions by counties are made to cities or towns in a similar manner. Furthermore, the county may contract with other organizations (such as the local transit system or Regional Transportation Planning Organization) to assist, oversee, and/or implement the program within the county.

Summary of Bill:

This bill would eliminate the pro-rata distribution of funds to the counties and enable DOT to distribute the funds directly to the organizations providing services to employers.

Appropriation: None.

Fiscal Note: Requested on January 24, 2001.

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

Testimony For: Changes simplify the distribution process and are consistent with the Blue Ribbon Commission on Transportation's recommendations to implement a performance based approach for CTR.

Testimony Against: None.

Testified: Brian Lagerberg, Washington State Department of Transportation.