

SENATE BILL REPORT

HB 1098

As Reported By Senate Committee On:
Transportation, March 27, 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: By Representatives Fisher, Woods, McIntire, Haigh, Edwards and Linville; by request of Department of Transportation.

Brief History:

Committee Activity: Transportation: 3/19/01, 3/27/01 [DP].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Haugen, Chair; Gardner, Vice Chair; Benton, Eide, Finkbeiner, Jacobsen, Johnson, Kastama, McAuliffe, Oke, Patterson, Prentice, T. Sheldon and Swecker.

Staff: Jennifer Ziegler (786-7316)

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.

The Washington State Department of Transportation (WSDOT) administers the CTR program and contracts for services from the nine counties involved in the program. The CTR statutes direct the WSDOT to contract with counties and in turn, the counties to contract with cities and towns within their jurisdiction.

The CTR statutes also require funding to be distributed proportionally to the number of major worksites in a county.

Summary of Bill: The requirement for WSDOT to contract with counties is eliminated.

The requirement that funding be distributed proportionally to the number of major worksites in a county is also eliminated.

Appropriation: None.

Fiscal Note: Not requested.

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

Testimony For: There are currently a series of interlocal agreements and eliminating some of those agreements would be more efficient. This legislation allows the department to get funding to those areas that could use it effectively.

Testimony Against: None.

Testified: Brian Lagerberg, WSDOT.