

SENATE BILL REPORT

SHB 2179

As Reported by Senate Committee On:
Transportation, February 22, 2010

Title: An act relating to authorizing cities to provide and contract for supplemental transportation improvements.

Brief Description: Authorizing cities located in counties having a population of more than one million five hundred thousand to provide and contract for supplemental transportation improvements.

Sponsors: House Committee on Transportation (originally sponsored by Representative Eddy).

Brief History: Passed House: 1/29/10, 92-4.

Committee Activity: Transportation: 2/04/10, 2/22/10 [DPA].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Haugen, Chair; Marr, Vice Chair; Swecker, Ranking Minority Member; Becker, Berkey, Delvin, Eide, Hatfield, Jacobsen, Kastama, Kauffman, Kilmer, King, Ranker and Sheldon.

Staff: Amanda Cecil (786-7429)

Background: Cities are granted express authority to provide a wide variety of services and facilities, as well as the general authority to provide public services and facilities. Cities may also provide a wide variety of transportation services, including public transit services. A city has broad authority to provide these services or facilities itself, or it may contract for the provision of these services and facilities.

A transportation benefit district (TBD or district) is a quasi-municipal corporation and independent taxing authority that may be established by a county or city for the purpose of funding transportation improvements within the district. Transportation improvement can include investments in city streets, county roads, new or existing highways of statewide significance, principal arterials of regional significance, high capacity transportation, and public transportation. The TBD may include areas within one or more than one county, city, port district, county transportation authority, or public transportation benefit area.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Summary of Bill (Recommended Amendments): Cities that are located within counties with a population of 1.5 million people may provide or contract for supplemental transit service, in addition to any existing or planned public transportation service provided by public transportation agencies and systems serving the city. Cities that are members of a TBD may petition the TBD to adopt and incorporate supplemental transit service into existing public transportation services provided by the TBD. Any supplemental transit service that is added must be coordinated with the existing system.

EFFECT OF CHANGES MADE BY TRANSPORTATION COMMITTEE (Recommended Amendments): Technical correction to eliminate a potential conflict with current law.

Appropriation: None.

Fiscal Note: Not requested.

Committee/Commission/Task Force Created: No.

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

Staff Summary of Public Testimony on Substitute House Bill: PRO: This provides cities with the express authority to contract for additional transit service without going through the existing metro system. It also gets the existing system to coordinate with any additional systems.

CON: King County has started conversations with Bellevue to start this process. They are working to get direct service to the areas that need it. This is already an option for cities if they have the resources. Kent, Kirkland, and Renton are already contracting for supplementing transit service under the current law. This could cause further fragmentation in the system.

Persons Testifying: PRO: Representative Eddy, prime sponsor; Mike Doubleday, City of Bellevue.

CON: Genesee Adkins, King County; Doug Hodson, King County Metro.