

HOUSE BILL REPORT

ESB 5995

As Reported by House Committee On: Transportation

Title: An act relating to modifying the transportation system policy goal of mobility.

Brief Description: Modifying the transportation system policy goal of mobility.

Sponsors: Senators King, Hobbs, Fain, Liias, Litzow, Braun, Schoesler, Parlette, Dammeier, Warnick, Sheldon, O'Ban, Becker, Brown and Bailey.

Brief History:

Committee Activity:

Transportation: 4/6/15, 4/7/15 [DPA].

Brief Summary of Engrossed Bill (As Amended by Committee)

- Includes congestion relief and improved freight mobility in the definition of the existing transportation system policy goal of mobility.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended. Signed by 25 members: Representatives Clibborn, Chair; Farrell, Vice Chair; Fey, Vice Chair; Moscoso, Vice Chair; Orcutt, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Bergquist, Gregerson, Harmsworth, Hayes, Kochmar, McBride, Moeller, Morris, Ortiz-Self, Pike, Riccelli, Rodne, Sells, Shea, Takko, Tarleton, Wilson, Young and Zeiger.

Staff: David Munnecke (786-7315).

Background:

There are currently six statewide transportation system policy goals for the planning, operation, performance of, and investment in, the state's transportation system. These policy goals are identified as follows:

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.

- economic vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- preservation: to maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- safety: to provide for and improve the safety and security of transportation customers and the transportation system;
- mobility: to improve the predictable movement of goods and people throughout Washington;
- environment: to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- stewardship: to continuously improve the quality, effectiveness, and efficiency of the transportation system.

The Office of Financial Management (OFM) is required to establish objectives and performance measures for all state transportation agencies in order to assure that transportation system performance attains the six policy goals established in statute. The OFM was required to submit to the Legislature and the Washington State Transportation Commission (WSTC) a baseline report on initial objectives and performance measures for attainment of the newly established policy goals during the 2008 legislative session. Subsequent attainment reports are required to be submitted to the Legislature and the WSTC in each even-numbered year thereafter.

The Washington State Department of Transportation (WSDOT) is also required to perform certain duties to support attainment of the statewide transportation system policy goals. These duties include: (1) maintaining an inventory of the condition of structures and corridors, as well as a list of structures and corridors in most urgent need of retrofit or rehabilitation; (2) developing long-term financing plans that sustainably support ongoing maintenance and preservation of the transportation infrastructure; (3) balancing system safety and convenience to accommodate all users of the system to safely, reliably, and efficiently provide mobility to people and goods; (4) developing strategies to reduce vehicle miles traveled and considering efficiency tools to manage system demand; (5) considering a variety of efficiency and demand management tools; (6) promoting integrated multimodal planning; and (7) considering engineers and architects to design environmentally sustainable, context-sensitive transportation systems.

Summary of Amended Bill:

The definition of the transportation system policy goal of mobility is modified to include congestion relief and improved freight mobility.

The bill takes effect only if Engrossed Substitute Senate Bill 5987 (ESSB 5987), concerning transportation revenue, is enacted by June 30, 2015.

Amended Bill Compared to Engrossed Bill:

The amended bill eliminates the provision that stated that the bill applies only to projects identified as Connecting Washington projects and supported by revenues generated under ESSB 5987, concerning transportation revenue.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date of Amended Bill: The bill contains an emergency clause and takes effect on July 1, 2015, but only if ESSB 5987, concerning transportation revenue, is enacted by June 30, 2015.

Staff Summary of Public Testimony:

(In support) A transportation package needs to be passed this session. A \$7 billion investment in transportation would generate \$42 billion in benefits.

The roads need to be maintained, but the funds to do so must be spent responsibly. The emphasis on freight mobility is of particular importance.

The funding package needs to be passed, not just to meet road maintenance and preservation needs, but also to help the unemployed in Washington. People are leaving the state in order to find work, and we need to provide them with work now.

(Opposed) None.

Persons Testifying: Tom Pierson, Tacoma-Pierce County Chamber of Commerce; Duke Schaub, Associated General Contractors of Washington; Sheri Call, Washington Trucking Association; and Neil Strege, Washington Roundtable.

Persons Signed In To Testify But Not Testifying: None.