

HOUSE BILL REPORT

HB 2469

As Reported by House Committee On: Transportation

Title: An act relating to transportation funding and appropriations.

Brief Description: Making supplemental transportation appropriations for the 2017-2019 fiscal biennium.

Sponsors: Representatives Clibborn and Fey; by request of Office of Financial Management.

Brief History:

Committee Activity:

Transportation: 2/20/18, 2/21/18 [DPS].

Brief Summary of Substitute Bill

- Makes supplemental transportation appropriations for the 2017-19 fiscal biennium.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 22 members: Representatives Clibborn, Chair; Fey, Vice Chair; Wylie, Vice Chair; Orcutt, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Harmsworth, Assistant Ranking Minority Member; Chapman, Gregerson, Irwin, Kloba, Lovick, McBride, Ortiz-Self, Pellicciotti, Pike, Riccelli, Rodne, Stambaugh, Tarleton, Valdez, Van Werven and Young.

Minority Report: Do not pass. Signed by 1 member: Representative Shea.

Minority Report: Without recommendation. Signed by 1 member: Representative Hayes.

Staff: Amy Skei (786-7109).

Background:

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.

Washington state government operates on a fiscal biennium that begins on July 1 of each odd-numbered year. Supplemental budgets are typically enacted in each of the following two years after the adoption of a biennial budget. Appropriations are made in the biennial and supplemental transportation budgets for the operation and capital expenses of state transportation agencies and programs.

The 2017-19 State Transportation Appropriations Act (Transportation Budget) appropriated a total of \$8.5 billion from a number of transportation accounts. The 2017-19 Omnibus Operating Budget contained appropriations for transportation-related compensation increases.

Summary of Substitute Bill:

The bill increases appropriations for the 2017-19 fiscal biennium by \$824 million. Fund transfers and other changes to the 2017-19 Transportation Budget are also made.

Substitute Bill Compared to Original Bill:

The substitute bill makes changes to operating and capital appropriated levels and makes other changes.

Appropriation: The bill contains multiple appropriations. Please refer to the bill and supporting documents.

Fiscal Note: Not requested.

Effective Date of Substitute Bill: The bill contains an emergency clause and takes effect immediately.

Staff Summary of Public Testimony:

(In support) The budget focuses on emerging issues and will get us through to the next biennial budget. Included is a Joint Transportation Committee study of city transportation funding and responsibilities that will identify issues facing cities in the area of transportation infrastructure. The gas tax will shrink, and we want to discuss how to pay for future transportation needs. The Salmon Creek Bridge is a 1200-year-old rotting wooden trestle; this budget recognizes the safety risk and provides replacement funding. A few safety imperatives are recognized in this budget. The Bronson Way Bridge is 78 years old and in need of a seismic retrofit. Renton is taking on ownership and long-term maintenance of the bridge. The amount in the budget will help with that transition.

(Opposed) None.

(Other) The micro-mover industry needs to be regulated to ensure consumers are protected; we requested a proviso to work with the Utilities and Transportation Commission to ensure fair and competitive regulations of the industry. Parking is limited around the Capitol. The Senate budget included \$375,000 for half of the operating costs of the DASH shuttle, which supports state employees and visitors to the Capitol Campus. The budget includes a statewide study of transit capital needs to look at both the bus and bus facilities of transit agencies, given that available sources do not cover transit agency capital needs. We encourage protection of the multimodal account and funding of regional mobility projects that are ready to move up the list. The state should look at illegal auto wrecking to address the issue of illegal competition by folks who are not following the laws. The process should be the same as was used with the abandoned recreational vehicle task force last year.

Persons Testifying: (In support) Representative Clibborn, prime sponsor; Jane Wall, Association of Washington Cities; Amber Cater, Portland Vancouver Junction Railroad and Identity Clark County; and Doug Levy, Cities of Renton, Kent, Puyallup, and Fife.

(Other) Armikka Bryant, Dolly; Ann Freeman, Intercity Transit; Justin Leighton, Washington State Transit Association; Gary Smith, Automotive Recyclers of Washington; Don Phelps, AAA Auto Wrecking; and Bill Fazekas, Black Lake Auto Parts.

Persons Signed In To Testify But Not Testifying: None.