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## Transportation Committee

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### HB 2896

**Brief Description:** Concerning the transfer of moneys from transportation accounts.

**Sponsors:** Representative Wylie.

#### Brief Summary of Bill

- Codifies the transfer of certain amounts at levels established in the 2015 Connecting Washington transportation package for specified local transportation programs.
- Establishes a new account, the Bicycle and Pedestrian Grant Account.

**Hearing Date:** 2/5/18

**Staff:** Amy Skei (786-7109).

#### Background:

The 16-year transportation financial plan set forth by the Legislature in 2015 as part of the Connecting Washington transportation package assumed a series of ongoing budgetary transfers to support additional expenditures in a variety of local transportation grant programs.

The Transportation Improvement Board (TIB) was established in 1988 and provides grant to local jurisdictions for urban and small city transportation projects through several established grant programs.

The Complete Streets grant program was created in 2015 and provides funding to local jurisdictions that have adopted a complete streets ordinance. The Complete Streets program provides grants for the retrofitting of existing infrastructure to provide safe access to a broad spectrum of travelers, including pedestrians, bicyclists, motorists, and transit riders.

The County Road Administration Board (CRAB) was created by the Legislature to provide statutory oversight of Washington's 39 county road departments. The CRAB manages grant programs that support county road system needs.

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*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.*

The Freight Mobility Strategic Investment Board (FMSIB) provides coordination of state programs and funding to facilitate improved freight movement.

The Regional Mobility Grant program provides local government assistance to local transit agencies to improve transit mobility and reduce congestion on heavily traveled roadways. The Rural Mobility Grant program provides support to public transit systems in small cities and rural areas. Both of these grant programs are administered by the Washington State Department of Transportation (WSDOT).

The purpose of the Pedestrian and Bicycle Grant Program is to enhance safety and mobility for people who choose to walk and bike. The grant program is administered by the WSDOT.

**Summary of Bill:**

Certain planned future transfers of the 2015 Connecting Washington financial plan are codified in the bill. Specifically, the amounts for TIB, the Complete Streets grant program, CRAB, FMSIB, the Regional Mobility Grant program, the Rural Mobility Grant program, and the Pedestrian and Bicycle Grant Program are codified as statutory distributions or allocation.

The Bicycle and Pedestrian Grant Account is established.

**Appropriation:** None.

**Fiscal Note:** Not requested.

**Effective Date:** The bill takes effect on July 1, 2019.