

# SENATE BILL REPORT

## HB 2038

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As Passed Senate, April 8, 2019

**Title:** An act relating to pavement condition reporting requirements.

**Brief Description:** Concerning pavement condition reporting requirements.

**Sponsors:** Representatives Ramos, Orcutt, Eslick and Fey.

**Brief History:** Passed House: 3/08/19, 95-0.

**Committee Activity:** Transportation: 3/18/19, 3/26/19 [DP].

**Floor Activity:**

Passed Senate: 4/08/19, 47-0.

### Brief Summary of Bill

- Repeals the current statute regarding pavement condition reporting by cities and towns.
- Creates a requirement that the Washington State Department of Transportation continue to measure pavement condition where these measurements are currently taken.

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### SENATE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass.

Signed by Senators Hobbs, Chair; Saldaña, Vice Chair; King, Ranking Member; Das, Lovelett, Nguyen, O'Ban, Padden, Randall, Takko, Wilson, C. and Zeiger.

**Staff:** Erica Bramlet (786-7321)

**Background:** Cities and towns are required to report preservation rating information on a percentage of their arterial network to the Washington State Department of Transportation (DOT). The cities and towns rating systems must be based on the Washington pavement rating method or an equivalent standard approved by DOT. This requirement is currently suspended for the 2017-2019 fiscal biennium.

In 2017, DOT, in consultation with cities, towns, and the Washington State Transportation Commission, completed a statutorily required report, which recommended the current

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preservation rating information reporting requirement be modified so that cities and towns only be required to report their latest average pavement condition on a biennial basis.

Federal requirements in the Moving Ahead for Progress (MAP-21) and Fixing America's Surface Transportation (FAST) acts contain performance measures that require DOT to collect pavement conditions on both the DOT and locally owned portions of the National Highway System (NHS). As of 2017, the NHS in Washington included 14,794 lane miles, 3349 of which are locally owned.

**Summary of Bill:** The current requirements for cities and towns to report preservation rating information on a percentage of their arterial network to DOT is repealed. DOT is required to continue to collect preservation rating information in areas where these measurements are currently taken.

**Appropriation:** None.

**Fiscal Note:** Available.

**Creates Committee/Commission/Task Force that includes Legislative members:** No.

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

**Staff Summary of Public Testimony:** PRO: The reporting requirement is onerous for local governments and gets no feedback from the Legislature or the commission, which is why it has been suspended in the past. DOT and other state agencies are already getting the same pavement information from other places. It is unclear why the requirement existed. The bill requires DOT to keep reporting the same pavement measures that they are now, which will ensure no federal funding is jeopardized. Locals will also continue to collect pavement data on smaller roads for their own pavement management systems. The bill is a good balance of government efficiency and maintaining accountability.

**Persons Testifying:** PRO: Representative Bill Ramos, Prime Sponsor; Logan Bahr, Association of Washington Cities; Chris Workman, Engineering Manager, Transportation Improvement Board.

**Persons Signed In To Testify But Not Testifying:** No one.