

SENATE BILL REPORT

EHB 1139

As of February 18, 2010

Title: An act relating to increasing the membership of public transportation benefit area authorities.

Brief Description: Increasing the authority membership of certain single county public transportation benefit areas.

Sponsors: Representative Liias.

Brief History: Passed House: 2/05/10, 96-1.

Committee Activity: Transportation: 2/18/10.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Kelly Simpson (786-7403)

Background: A public transportation benefit area (PTBA) is a federated special purpose district authorized to provide public transit services and facilities. A PTBA is a federation of two or more counties or cities that is created as a regional government. There are 28 public transit operating systems in Washington, and 20 of these systems are PTBAs. Eighteen of the 20 PTBAs are in a single county.

The PTBA authority is the PTBA's governing body. The authority cannot have more than nine members if the PTBA is in one county, and not more than 15 if it consists of multiple counties. Each member must be an elected official of a city or county within the PTBA. However, citizen positions may be provided to the authority if the PTBA assumed public transportation functions that were previously exercised under an interlocal agreement with a governing body that consisted of citizen positions. A city within the PTBA that is excluded from direct membership on the authority is permitted to designate a member of the PTBA to represent its interests. The composition of the PTBA authority must be reviewed every four years, and it must be reviewed upon certain annexations.

Summary of Bill: The number of members in the governing body of a single-county PTBA with boundaries that encompass a population greater than 500,000 is increased from not more than nine members to not more than 11 members.

Appropriation: None.

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.

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: PRO: The language was changed from last year's version of the bill in order to address concerns regarding the application to small rural county transit districts.

Persons Testifying: PRO: Representative Lias, prime sponsor.