

HOUSE BILL REPORT

SSB 5797

As Passed House:
April 5, 2011

Title: An act relating to eliminating the urban arterial trust account.

Brief Description: Eliminating the urban arterial trust account.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Fain and Haugen).

Brief History:

Committee Activity:

Transportation: 3/14/11, 3/22/11 [DP].

Floor Activity:

Passed House: 4/5/11, 96-0.

Brief Summary of Substitute Bill

- Merges the Urban Arterial Trust Account into the Transportation Improvement Account.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 29 members: Representatives Clibborn, Chair; Billig, Vice Chair; Lias, Vice Chair; Armstrong, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Angel, Asay, Eddy, Finn, Fitzgibbon, Jinkins, Johnson, Klippert, Kristiansen, Ladenburg, McCune, Moeller, Morris, Moscoso, Overstreet, Reykdal, Rivers, Rodne, Rolfes, Ryu, Shea, Takko, Upthegrove and Zeiger.

Staff: Christie Parker (786-7322).

Background:

The Transportation Improvement Board (TIB) is an agency that administers funding programs for cities, urban areas within counties, and transportation benefit districts. The Urban Arterial Trust Account (UATA) is one of three accounts used by the TIB and is funded by a direct allocation of 1.7 cents per gallon of the state's 37.5-cent-per-gallon motor vehicle

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fuel tax. The other accounts used by the TIB are the Transportation Improvement Account (TIA) and the Small City Pavement and Sidewalk Account.

The UATA funds the Urban Arterial Program, the Small City Arterial Program, and the Urban Sidewalk Program. The Urban Arterial Program funds road construction projects for preservation and modernization of the street system with an emphasis on safety, pavement condition, and congestion relief. The Small City Arterial Program provides funds for projects that expand or improve the arterial road network in cities and towns with a population of less than 5,000. The Urban Sidewalk Program funds the construction, retrofitting, or replacement of sidewalks to promote pedestrian safety and mobility as a viable transportation choice.

In 2010 the Joint Transportation Committee commissioned a study to analyze efficiencies in the delivery of transportation funding and services to local governments. One of the study recommendations is that the Legislature combine the UATA and the TIA to allow for simpler cash management.

Summary of Bill:

The Urban Arterial Trust Account is merged into the Transportation Improvement Account.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:

(In support) This is a good little bill. Combining the accounts will allow funding to be freed up for projects. Right now it is necessary to maintain a minimum fund balance of \$5 to \$10 million for each account. The Joint Transportation Committee study recommended this change to reduce redundancy.

(Opposed) None.

Persons Testifying: Senator Fain, prime sponsor; and Thomas Ballard, Transportation Improvement Board.

Persons Signed In To Testify But Not Testifying: None.