

HOUSE BILL REPORT

2SHB 1671

As Amended by the Senate

Title: An act relating to growth strategies.

Brief Description: Changing provisions relating to growth strategies.

Sponsor(s): By House Committee on Transportation (originally sponsored by Representatives R. Fisher, Riley, R. Meyers, Jacobsen, Heavey, Roland, Hine, O'Brien, Rust, Betrozoff, Paris, Scott, Fraser and Wineberry).

Brief History:

Reported by House Committee on:
Transportation, March 4, 1991, DPS;
Transportation, March 9, 1991, DP2S;
Passed House, March 19, 1991, 84-14;
Amended by Senate.

**HOUSE COMMITTEE ON
TRANSPORTATION**

Majority Report: *That Substitute House Bill No. 1671 be substituted therefor, and the substitute bill do pass.* Signed by 20 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Betrozoff, Ranking Minority Member; Basich; Brough; Cantwell; Cooper; G. Fisher; Forner; Haugen; Heavey; Horn; R. Johnson; Jones; Kremen; Nelson; Prentice; Schmidt; Wilson; and Zellinsky.

Minority Report: *Without recommendation.* Signed by 6 members: Representatives Chandler, Assistant Ranking Minority Member; Day; P. Johnson; Mitchell; Orr; and Wood.

Staff: Gene Baxstrom (786-7303).

**HOUSE COMMITTEE ON
TRANSPORTATION**

Majority Report: *That Second Substitute House Bill No. 1671 be substituted therefor, and the second substitute bill do pass.* Signed by 24 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Betrozoff, Ranking Minority Member; Basich; Brough; Cantwell; Cooper; Day; G. Fisher; Forner; Haugen; Horn; P. Johnson; R. Johnson; Jones; Kremen;

Mitchell; Nelson; Orr; Prentice; Schmidt; Wilson; Wood; and Zellinsky.

Minority Report: *Without recommendation.* Signed by 2 members: Representatives Chandler, Assistant Ranking Minority Member; and Heavey.

Staff: Gene Baxstrom (786-7303).

Background: Current access controls to state highways are limited. Limited access highways are defined. Cities control access to state highways within city limits. Access to the remainder of the system is dealt with in terms of geometric consideration for points of access including safety and capacity considerations. Control of access to city and county roads rests with those jurisdictions.

Motor vehicles in Washington's metropolitan areas are a major source of emissions or air contaminants and traffic congestion on the state's roads and highways.

Transportation Demand Management (TDM) is a concept describing transportation strategies for reducing the number of vehicles on the roads and highways, particularly single-occupant vehicles. Examples of these strategies are car pools, van pools, employer-subsidized transit passes and parking fees at market rates.

Summary of Bill: The Department of Transportation (DOT) is directed to establish an access program for all state highways. Legislative findings recognize property owners' rights to reasonable access to the system but make those rights subordinate to the public right to a safe and efficient highway system. Permits are required for access to highways, except that unpermitted connections to state highways in use for one year prior to July 1, 1991, are grandfathered and existing permitted connections remain valid unless property use is changed.

By July 1, 1993, the DOT is to develop and adopt an access classification system in consultation with counties, cities and planning organizations. The rules must address local land use and zoning, transportation needs, access needs, and other considerations.

By December 31, 1992, city and county design standards committees are to develop guidelines for access regulation to city and county arterials. Cities and counties are authorized to develop access management policies which may be based on these guidelines. Projects funded through the Transportation Improvement Account, the Urban Arterial Trust Account, and the rural arterial program must be consistent

with guidelines developed by the design standards committees.

All public and private employers with 50 or more employees who commute during rush hour must develop a program for reducing the number of single-occupancy trips by their employees. The program applies to counties whose populations are greater than 150,000. Currently, King, Pierce, Snohomish, Clark, Spokane, Kitsap, Thurston and Yakima Counties are included. The program will be implemented in two phases: 1) major employers with 100 or more employees must reduce single-occupancy trips by 15 percent by 1994, 25 percent by 1996, and 35 percent by 1998; and 2) major employers with 50 to 99 employees must reduce single-occupancy trips by 15 percent by 1996, 25 percent by 1998, and 35 percent by 2000. Jurisdictions implementing a commute trip reduction plan may impose civil penalties.

A task force of representatives of local, state and private employers and private citizens will establish guidelines for the counties and cities to insure their consistent implementation of TDM goals. The task force may develop alternate but equivalent criteria for phase 1 and phase 2 major employers, that cannot meet the goals of this chapter because of the unique nature of their business. The state Energy Office must create a technical assistance team to provide staff support for the task force, and training, information and assistance to employers.

The Department of General Administration must coordinate with an interagency task force in developing a trip reduction plan for state facilities.

State agencies, metropolitan planning organizations, and local governments may not approve a transportation plan, program or project unless it conforms with the state implementation plan.

EFFECT OF SENATE AMENDMENT(S): Unpermitted connections in existence as of July 1, 1990 instead of "continuous use of for one year as of July 1, 1991" are grandfathered.

The Department of Transportation is to develop an access classification system by January 1, 1993 instead of July 1, 1993. Access permit fees established by DOT may only be used to administer the access program. The provision that DOT is solely responsible for all access changes for safety reasons is deleted.

That cities will continue to control access to state highways within city limits is clarified. Access standards prepared by the department for city streets which are state

highways shall have the City Design Standards Committee approval. Validity of access rights for connections identified on plats and subdivisions approved prior to July 1, 1991 are recognized.

Provisions related to the development of guidelines for local arterial access management and the restrictions on state funding of local arterials without access guidelines are deleted.

For transportation demand management, the distinction between phase 1 and phase 2 employers is eliminated and major employer is defined as employers with 100 or more employees at a single work site who begin their workday between 6 a.m. and 9 a.m. on weekdays for more than 12 consecutive months. Trip reduction goal dates previously in place for phase 1 employers are delayed by one year and applied to major employers. Construction projects whose duration is less than two years are exempt.

An appeals process for businesses to obtain a waiver or modification to plan requirements is created and provision for full credit for TDM measures implemented by employers prior to 1992 is clarified. The Commuter Trip Reduction Task Force may review any waiver or modification granted by a local jurisdiction, but may not deny a waiver or modification. Appointment of the task force is modified to provide for gubernatorial appointment of most members. The task force must by October 1, 1992 assess the commute trip reduction options available to employers other than major employers. The task force is to make recommendations in 1995 regarding extension of the program to employers of 50 or more.

Employers unable to implement a trip reduction program because of disagreements during a good faith collective bargaining process are exempt from civil penalties. The Energy Office and the DOT may contract with city and county associations for technical assistance to cities and counties.

Counties may only expand their trip reduction programs to include employers that have more than 10 employees and are in federally designated non-attainment areas for carbon monoxide and ozone. Counties must develop commute trip reduction programs in cooperation with affected employers and provide technical assistance to them. Limits on transportation planning and projects not involving federal funds are exempt from the requirement to demonstrate conformity with state air standards.

Minor adjustments are made in reporting dates. The requirement for General Administration to coordinate a trip reduction plan for state agencies is extended from July 1, 1992 to January 1, 1993.

Fiscal Note: Not requested.

Effective Date: The bill contains an emergency clause and takes effect July 1, 1991.

Testimony For: Access management provides for more effective use of public roadways. The growth management portions of the bill bring transportation planning into conformity with the goals and objectives of comprehensive planning. Transportation demand management provides a method to reduce traffic congestion and mitigate the adverse effects of auto emissions on the environment. Citizens should be allowed to serve on Regional Transportation Planning Organization Policy Boards. Transportation planning should have a longer planning horizon.

Testimony Against: None.

Witnesses: Craig Olson, Association of Washington Cities; Charlie Howard, Department of Transportation; Rick Wickman, Washington Association of Counties; Chris Leman, Transportation Alternatives Forum; Dick Goldsmith, Washington State Transit Association; and Kale Rosenberg, Washington State Association of Counties.

VOTE ON FINAL PASSAGE:

Yeas 84; Nays 14

Nays: Representatives Ballard, Bowman, Brumsickle, Chandler, Day, Fuhrman, Hochstatter, Johnson P, Lisk, McLean, Morton, Orr, Padden, Wood