

SENATE BILL REPORT

SHB 1568

AS REPORTED BY COMMITTEE ON TRANSPORTATION, APRIL 4, 1991

Brief Description: Permitting public transportation benefit areas greater flexibility in areas served.

SPONSORS: House Committee on Transportation (originally sponsored by Representatives Haugen, Wilson, R. Johnson and R. Fisher).

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Patterson, Chairman; Nelson, Vice Chairman; Madsen, McMullen, Oke, Sellar, Snyder, Thorsness, and Vognild.

Staff: Gene Baxstrom (786-7303)

Hearing Dates: March 21, 1991; April 4, 1991

BACKGROUND:

Public Transportation Benefit Areas (PTBAs) are special purpose districts created to deliver public transportation services. The areas usually include both incorporated and unincorporated areas around an urbanized locale.

The governing authority for PTBAs include city and county legislative authority members representing areas included within the PTBA service area. Currently, 16 PTBAs are authorized to provide public transportation services within the State.

A PTBA may include more than one county; however, there may not be more than one PTBA within a county. Expansion of PTBAs may be initiated by a PTBA authority, by request of a city, or by petition of voters within an area. Voter approval is required for annexation and before taxes may be imposed.

Certain areas within some counties have closer geographic, economic, and cultural ties with communities within another county than they do with communities within their home county.

SUMMARY:

The prohibition on more than one Public Transportation Benefit Area (PTBA) per county is modified to permit an area to annex to a PTBA in another county.

If an area within another county is to be added to a PTBA, the county legislative authority governing that area must approve; or if the area is incorporated, approval of the city legislative authority is required.

The make-up of the PTBA legislative authority must be reviewed if an area from another county is added to a PTBA.

Appropriation: none

Revenue: none

Fiscal Note: none requested

TESTIMONY FOR:

Increases flexibility in setting boundaries for PTBAs.

TESTIMONY AGAINST: None

TESTIFIED: Rep. Haugen, prime sponsor; Robert Larson, Mayor, Stanwood (pro); Dan Snow, Island Transit (pro); Dick Goldsmith, WSTA (pro)