

HOUSE BILL REPORT

HB 3143

As Passed House:
February 14, 2008

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

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

Sponsors: By Representative Liias.

Brief History:

Committee Activity:

Transportation: 2/4/08, 2/6/08 [DP].

Floor Activity:

Passed House: 2/14/08, 93-0.

Brief Summary of Bill

- Increases the governing body membership for single-county public transportation benefit areas from not more than nine to not more than 11.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 26 members: Representatives Clibborn, Chair; Flannigan, Vice Chair; Ericksen, Ranking Minority Member; Schindler, Assistant Ranking Minority Member; Appleton, Armstrong, Campbell, Dickerson, Eddy, Herrera, Hudgins, Jarrett, Kristiansen, Loomis, Rodne, Rolfes, Sells, Simpson, Smith, Springer, Takko, Upthegrove, Wallace, Warnick, Williams and Wood.

Staff: Kathryn Leathers (786-7114).

Background:

A public transportation benefit area (PTBA) is a special purpose district authorized to provide public transportation service within all or a portion of a county or counties. Generally speaking, "public transportation service" means the transportation of packages, passengers,

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and their incidental baggage by means other than by chartered bus or sight-seeing bus, together with the terminals and parking facilities necessary for passenger and vehicular access to and from such systems. It also means passenger-only ferry service for those PTBAs eligible to provide passenger-only ferry service.

A PTBA is created through a conference process attended by elected representatives selected by the legislative body of each city within the boundaries of the PTBA as well as the county legislative authority or authorities. Within 60 days of establishment, the county legislative body or bodies and the elected representative of each city within the area's boundaries provide for the selection of a governing body of not more than nine elected officials (or, in the case of a multi-county PTBA, not more than 15 members). Cities within the PTBA that are excluded from direct membership on the authority are permitted to designate a member of the PTBA who is entitled to represent the interests of those cities.

After a PTBA has been in existence for four years, members of the county legislative authority and the elected representative of each component city must review the composition of the governing body and make any changes deemed appropriate. In addition to the governing body review required every four years, if an area or areas that meet certain threshold population requirements are annexed to the PTBA, the representatives of the component county and cities must meet to review the composition of the governing body and make changes if deemed necessary. The threshold population requirements that trigger a composition review based on an annexation are an area having a population greater than 15 percent, or areas with a combined population of greater than 25 percent, of the PTBA's population as of the most recent governing body review meeting.

Summary of Bill:

Membership in the governing body of a single-county PTBA is increased from not more than nine to not more than 11.

Appropriation: None.

Fiscal Note: Not requested.

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

Staff Summary of Public Testimony:

(In support) As populations grow, larger cities have less and less representation on public transportation benefit districts. This legislation will not limit the representation of smaller cities.

(With concerns) The composition of public transportation benefit areas is better left to local by-laws. A larger governing body won't necessarily result in better governance or service to

the citizens. Instead of making changes to governance in a piecemeal fashion, a more holistic approach is needed.

(Opposed) None.

Persons Testifying: (In support) Representative Liias, prime sponsor, and Ted Hikel, City of Lynnwood.

(With concerns) Peter Thein, Washington State Transit Association.

Persons Signed In To Testify But Not Testifying: None.