
Transportation Committee

HB 1842

Brief Description: Concerning transit agency coordination.

Sponsors: Representatives Farrell, Hargrove, Fey, Harmsworth, Senn, Wylie, Gregerson, Robinson, Walkinshaw, Zeiger, Fitzgibbon, Moscoso, Tarleton and Clibborn.

Brief Summary of Bill

- Requires the Washington State Department of Transportation (WSDOT) to develop an annual report regarding transit agency coordination in the central Puget Sound.
- Requires a variety of local entities in the central Puget Sound to report to the WSDOT on various aspects of their coordination efforts.
- Modifies the regional mobility grant criteria by adding coordination, integration, quality, and the user experience to the criteria upon which the grants are awarded.

Hearing Date: 2/12/15

Staff: David Munnecke (786-7315).

Background:

Transit Reporting Requirements.

Each September, transit agencies in Washington are required to submit six-year transit development plans for that year and the ensuing five years, as well as system reports identifying public transportation services provided in the previous year and objectives for improvements. Similar reports are due to the Federal Transit Administration at the same time.

Based on information that is submitted in the system reports, the Washington State Department of Transportation (WSDOT) must prepare an annual report that summarizes individual public transportation systems. This report is due December 1 of each year to the Transportation committees of the Legislature and each state municipality.

Regional Mobility Grants.

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.

The regional mobility grant program provides \$40 million per biennium to aid local governments in funding projects that reduce delays for people and goods and improve connectivity between counties and regional population centers. This includes projects such as intercounty connectivity service, park and ride lots, rush hour transit service, and capital projects that improve the connectivity and efficiency of the transportation system. The amount of funding for the program increases to \$50 million in the 2015-17 biennium.

The WSDOT is required to submit a prioritized list to the Legislature by December 1 of each year of all the projects requesting funding. When prioritizing projects, the WSDOT must insure that the projects are consistent with various state, regional, and local plans, and must take into consideration the following criteria:

- enhancing the efficiency of regional corridors in moving people among jurisdictions and modes of transportation;
- energy efficiency issues;
- reducing delay for people and goods;
- freight and goods movement as related to economic development;
- regional significance;
- rural isolation;
- the leveraging of other funds; and
- safety and security issues.

The WSDOT must also take into consideration the objectives of the following programs and acts when prioritizing projects:

- the Growth Management Act;
- the High Capacity Transportation Act;
- the Commute Trip Reduction Act;
- transportation demand management programs;
- federal and state air quality requirements; and
- the Federal Americans with Disabilities Act and related state accessibility requirements.

Summary of Bill:

The WSDOT is required to develop an annual report regarding transit agency coordination in counties with a population of 700,000 or more that border the Puget Sound, which currently includes King, Pierce, and Snohomish counties. By December 1 of each year, the report must be made available to the Transportation committees of the Legislature and each transit authority in those same counties.

By September 1 of each year, all transit authorities in a county with a population of 700,000 or more that borders the Puget Sound are required to report to the WSDOT on their coordination efforts in the following areas:

- integrating marketing efforts;
- aligning fare structures;
- integrating service planning;
- coordinating long-range planning, including capital projects planning and implementation;
- coordinating procurement;
- coordinating appropriate internal business processes;

- integrating user information tools; and
- coordinating service and design standards.

The regional mobility grant criteria are modified by adding coordination, integration, quality, and the user experience to the criteria upon which the grants are awarded.

Appropriation: None.

Fiscal Note: Requested on February 6, 2015.

Effective Date: The bill takes effect on August 1, 2015.