

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1000	SB 5234	Haler, Klippert, Wood	This bill extends State Route 397 from I-82 at exit 114 to the Piert Road junction with existing SR 397 by adding a segment of newly constructed county road.	The WSDOT South Central Region reviewed this bill and its impacts to the Region. South Central Region also commented via a letter to TIB on May 19. If the transfer is to take place, the WSDOT requests that all official documentation for this roadway be provided to the region. This includes: <ul style="list-style-type: none"> • Right of Way Plans – Including Deeds, Permits, Access Permits, Easements, etc. • Utilities – Plans, Permits, Agreements, etc. • Environmental Commitments • Bridge Site Data • Construction Contract and As Built Plans • Any other pertinent information that may be necessary 	The estimated cost to maintain and preserve the roadway is not known since it is a newly constructed route and there is no accident history, traffic volumes, or truck percentages upon which to base an estimate. The HQ Maintenance Office developed a fiscal note that estimates the fiscal impact to be \$110,000 per year based on other sections of roadway in South Central Region. (The Maintenance Office compared costs of other sections of roadway in South Central Region which ranged from \$4,700/year to @26,000/year.)	Yes/Full	Rules Committee <i>Feb 13 – Rules suspended. Placed on Third Reading. Third reading, passed; yeas, 95; nays, 0; absent, 0; excused, 2.</i> <i>IN THE SENATE Feb 16 - First reading, referred to Transportation</i>
HB 1007		Morris, Chase, Morrell, et.al.	Allows electric and natural gas utilities to collect a monthly charge from customers to support sustainable energy resources of five megawatts or less, or smart energy technologies.	Sustainable energy resource or smart energy technology projects may consist of transportation technology and infrastructure projects designed to reduce greenhouse gas emissions (GHG). For example, developing a network that would support plug-in electric hybrid vehicles or electric vehicles is a viable use of the funds that might be raised if a utility collects the charge.	Upon approval of a Sustainable Energy Trust proposal, a consumer-owned utility may collect a charge for a time approved by the governing board. The smart and sustainable energy charge may be up to and no more than \$1.90 per customer billing per month.	No	Committee on Technology and Energy and Communications <i>Feb 16 - Referred to Capital Budget.</i>
SHB 1010		Morris, Chase, Moeller	Adds the definition of "renewable diesel" to chapter 19.112 RCW, the motor fuel quality act.	Potential WSDOT climate change strategies designed to reduce greenhouse gas emissions (GHG) may involve the use, or encourage the use, of biofuels as a means to achieving GHG reductions. A broader definition of biofuel might allow for a larger application. The revised definition expands biodiesel fuel to include fuel made from vegetable oils and animal fats.	The broader definition may allow for more competition and lower biofuels prices, which in turn would impact the cost of providing biofuels in response to legislative requirements to implement prescribed biofuels mix in the state fleets or the ferry system.	No	Rules Committee <i>Feb 19 - Placed on second reading suspension calendar by Rules Committee.</i>

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HB 1037	SB 5642	Hurst, Sullivan, Roach, Simpson	Designates state route number 164 as a highway of statewide significance.	This is not a major issue for WSDOT. Regardless of the outcome, it will not make a significant difference in how we approach making investments on this state highway.	This is a bill supported by the City of Auburn. In their view designating SR 164 as a Highway of Statewide Significance will help them obtain future improvement funding.	No	Rules Committee <i>Feb 13 - Rules suspended. Placed on Third Reading. Third reading, passed; yeas, 95; nays, 0; absent, 0; excused, 2.</i> <i>IN THE SENTATE Feb 16 - First reading, referred to Transportation.</i>
HB 1069		Hunt, Kagi, Nelson, et.al.	Addresses the increased use of ineffective and inefficient exterior lighting in Washington that has generated unnecessary light pollution and wasteful energy consumption.	This bill is intended to reduce light pollution and energy consumption, primarily through shielding, but with some night time restrictions. It would apply to WSDOT's highway illumination, sign lighting, and other external lights such as in parking lots and under building eaves. It requires compliance to the specific standards by 7/1/10 for new lighting and by 7/1/20 for existing lighting. Temporary lighting is exempt. One bill section prohibits vending or purchasing mercury vapor lights and requires the removal of mercury vapor lamps or fixtures used for outdoor lighting by 7/1/10. The bill would also require that outdoor advertising sign (billboards) lighting be shielded and mounted to the tops of the signs. WSDOT would need to enforce this stipulation as it conducts its outdoor advertising sign regulatory surveillance. The bill only requires that billboards on primary routes be shielded and lit from above; it doesn't make this requirement for billboards on scenic, interstate, or non-regulated routes.	Every transportation agency utilizing unshielded lighting for illumination, sign lighting, and other facility lighting would be impacted through the costs of compliance.	Yes/Full	Local Government and Housing <i>Feb 10 - Referred to General Government Appropriations.</i>

2009 Legislative Bills

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SHB 1079	SB 5323	Simpson, Nelson, Springer, White, Moeller	Provides a process for substituting a Growth Hearings Board member in the case of vacancy, disqualification, illness, or injury.	The substitute bill adds a phrase for the conditions under which the remaining members of a Board may select (rather than "appoint") a member from a different Board to temporarily fill the vacancy. The condition is that if "only two members" are available to render a decision on a case.	None	Yes/Full	Rules Committee <i>Feb 20 - 1st substitute bill substituted (LGH 09). Rules suspended. Placed on Third Reading. Third reading, passed; yeas, 58; nays, 36; absent, 0; excused, 2 IN THE SENATE Feb 23 - First reading, referred to Government Operations & Elections.</i>
SHB 1081		Wallace, Ericksen, Clibborn, Armstrong, Moeller, Jacks	Allows local improvement district financing of railroad crossing protection devices.	Authorizes a city or town to create a local improvement district for financing the construction, maintenance, and repair of railroad crossing protection devices. It is still up to the residents in a city or town to decide whether they want to establish a local improvement district for this purpose and pay for the special assessments. The substitute bill also allows repair and maintenance of railroad crossing protection devices once a LID is formed by a city.	Local governments would benefit by having a new funding mechanism for paying for the costs of improving railroad crossing devices.	No	Transportation Committee <i>Feb 18 - Executive action taken in the House Committee on Transportation at 3:30 PM. TR - Executive action taken by committee. TR - Majority; 2nd substitute bill be substituted, do pass. Minority; do not pass.</i>
HB 1083		Appleton	Reduces ferry fares.	This bill decreases the proportion of the \$.23 gas tax that goes into the Motor Vehicle Account (108) from 44.387% to 40.0392% and increases the proportion of the \$.23 gas tax that goes into the Ferry Operations Account (109) from 2.3283% to 4.3478%. This bill also mandates that the extra revenue in account 109 be used solely to reduce ferry fares.	This bill would increase the portion of the state motor vehicle fuel tax distributed to the Washington State Ferries Operating Account and decrease the portion of the state motor vehicle fuel tax used for "highway purposes" as defined in RCW 46.68.130: -- increase the percentage distribution to the Puget Sound ferry operations account from 2.3283% to 6.6761% -- decrease the percentage distribution to highway purposes from 44.387% to 40.0392%. Bill also requires the State Transportation Commission to use additional funding to the Puget Sound ferry operations account under the bill to reduce passenger/vehicle fares. Over the next six years the bill will result in \$207 million more for ferries operating and \$207 million less for highway purposes.	No	Transportation Committee <i>Jan 12 - First reading, referred to Transportation.</i>

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HB 1084		Appleton, Rolfes	Creates the Washington State Ferries Commission.	This bill results in a significant change in the orientation of one of the governance bodies that influences Washington State Ferries. The Transportation Commission is a policy body broadly focused on the entire state transportation system. Its members are selected using criteria that provide balanced representation of political and regional views about the entire transportation system. The Ferries Commission will be narrowly focused on the state ferry system operating in the Puget Sound Region. It will be composed primarily of individuals selected by Ferry Advisory Committees which are strongly tied to the interests of ferry riders.	The bill shifts responsibility for a number of key policy-making decisions and recommendations to the new Ferries Commission, including: -- adoption of ferry fare and pricing policies, -- adoption of the state ferry system plan, and -- various activities necessary for the continued implementation of ESHB 2358. In addition, WSF's communications department would need to support the WSF commission, much as it does the ferry advisory committees (FACs). Additional resources would be required and may result in a need for additional staff or additional consultant services.	No	Transportation Committee <i>Jan 12 - First reading, referred to Transportation.</i>
HB 1094	SB 5085	Herrera, Wallace, Orcutt, Moeller	Naming state highway routes and amending RCW 47.17.645 and 47.17.650.	This bill names SR 502 as the Battle Ground Highway and a portion of SR 503 as the Lewisville Highway.	Potential minor cost of signage and graffiti control.	No	Transportation Committee <i>Jan 12 - First reading, referred to Transportation.</i>
HB 1109		Sullivan, Liias, Upthegrove, Simpson, Moeller	Amends the local infrastructure financing (LIF) tool laws regarding downtown development and redevelopment.	Local governments since the only projects that can be approved after June 2009 are for downtown development in cities <100k population and which are planning under the Growth Management Act.	Increases annual state contribution limit to LIF to \$10.5 million with excess belongs to State-General Fund. Limits competitive project awards approved: in 2008 to no more than \$8 million; and in 2010 to no more than \$1.5 million. Current funding for downtown development/redevelopment comes from the state but at a lower limit. This bill will increase the impact on the state's transportation budget.	Yes/Full	Committee on Community and Economic Development and Trade <i>Feb 12 - Public hearing in the House Committee on Community & Economic Development & Trade at 10:00 AM</i>
HB 1163		Blake, Morrell, McCune, Hinkle	Creates incentives for the construction of improved fish passage projects.	Allows certain hydroelectric generators to certify fish passage improvement projects with the Department of Fish and Wildlife.	Allows electricity produced from facilities with certified fish passage improvement projects to count toward the minimum percentage requirement for renewable energy in the facility owner's portfolio.	Yes/Full	Committee on Agriculture and Natural Resources <i>Jan 30 - Executive action taken in the House Committee on Agriculture & Natural Resources at 1:30 PM.</i>

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SHB 1172		Simpson, Nelson, Rolfes	This proposed act details the implementation of a regional "transfer of development rights" program for the Central Puget Sound.	This legislation is requested by CTED based on their work with the Transfer of Development Rights Policy Advisory Committee convened to develop legislative recommendations in response to 2007 legislation (2SHB 1636). CTED will coordinate the program, provide technical assistance and outreach, adopt by rule model terms and conditions for inter-local agreements, and develop performance measures for monitoring the program. CTED is pursuing a grant from the U.S. Environmental Protection Agency to fund the program. CTED must work with the Puget Sound Regional Council to implement the program and the program must be guided by the Council's multicounty planning policies. Cities and counties can participate in the program at their option.	None	Yes/Full	General Government Appropriations Committee <i>Feb 25 - Scheduled for public hearing in the House Committee on General Government Appropriations at 1:30 PM. (Subject to change)</i>
HB 1209		Ericksen, Roach, Bailey, Rolfes	Allows WSDOT to purchase 5 passenger-only ferries using the design-build procurement process.	Bill gives WSDOT authority to purchase 5 passenger-only ferries using the design-build procurement process. The bill further requires that if a design-build method is used any pre-qualified bidder must be able to design low-wake and high-speed transit through Rich Passage in Puget Sound and deliver passenger-only ferries within two years of a notice to proceed.	WSDOT Programs: funded by the multi-modal account in the 09-11 biennium would need to be reduced in order to accommodate the transfer of funds (\$25 M) under the bill. Local Governments (including port districts): may be the recipient of passenger-only ferries purchased under the bill. WSDOT: finance departments would have to keep track of monies appropriated under the bill (minimal impact).	Yes/Full	Transportation Committee <i>Feb 2 - Public hearing in the House Committee on Transportation at 3:30 PM.</i>

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HB 1302		McCune, Campbell	This bill exempts a portion of SR7 that has lost its rural characteristics and has become considerably more developed. In the past, exemptions like this have occurred when the scenic value of the corridor has been reduced and an interest in increasing off premise outdoor advertising has increased.	There is no direct effect on policy. However, pursuant to the Scenic Vistas Act (RCW 47.42) WSDOT does maintain several records relating to scenic system highways. The bill would require revisions to those records.	Potentially Pierce County for permits to construct signs.	No	Transportation Committee <i>Feb 18 - Executive action taken in the House Committee on Transportation at 3:30 PM. TR - Executive action taken by committee. TR - Majority; do pass. Minority; do not pass.</i>
HB 1313	SB 5351	Clibborn, Liias	This is Governor Gregoire's proposed 2009 Supplemental Transportation budget, which was introduced in the House by request of the Governor.	The budget includes appropriation adjustments for the WSDOT and other transportation agencies.	Appropriation adjustments for the Washington State Patrol, Department of Licensing, the Transportation Improvement Board, and other transportation agencies are included in the bill.	No	Transportation Committee <i>Jan 19 - First reading, referred to Transportation.</i>
HB 1314	SB 5352	Clibborn, Liias	This is Governor Gregoire's proposed 2009-11 biennium Transportation budget, which was introduced in the House by request of the Governor.	The proposed budget totals \$6.3 billion, of which \$5.4 billion is proposed for the WSDOT.	The budget provides funding for all of the WSDOT's programs and other transportation agencies, including the Washington State Patrol and the Department of Licensing.	Yes/Full	Transportation Committee <i>Jan 19 - First reading, referred to Transportation.</i>

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SHB 1360		Ormsby, Orcutt, Simpson, et.al.	Establishes funding for residential infrastructure development program within CTED to provide loans to eligible jurisdictions and grants to nonprofits for public infrastructure that supports increased capacity for dense, affordable, residential development in transit-proximate areas.	This bill would potentially create better access or maintain access to jobs, goods and services for people of low income and increase or maintain dense urban areas.	None	Yes/Full	Committee on Local Government and Housing <i>Feb 11 - Referred to Ways & Means.</i>

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HB 1421		Anderson, Haseqawa, Chandler, et.al	Directs the Washington state institute for public policy to conduct a feasibility study to determine whether creation of an integrated and unified Puget Sound port authority will meet and exceed the operational productivity and financial performance metrics of global and domestic peer ports as well as provide value to taxpayers through economies of scale and administrative efficiencies.	The study would include topics important to WSDOT, i.e. how a combined port would enhance Washington state's global marine, air, and rail freight transportation competitiveness; how a combined port authority would maximize and expand freight transportation capital facilities to significantly increase global marine, air, and rail freight transportation infrastructure capacity, including performance metrics to assess capital facilities utilization and productivity.	Staff time would be needed to follow and participate in the study to the extent it is appropriate to do so. The following governments could be effected if the ports are combined; thus they would be involved in the study to some degree: ports in King, Pierce and Snohomish County; the three counties; cities within the counties.	No	Local Government and Housing Committee <i>Jan 21 - First reading, referred to Local Government & Housing.</i>
HB 1431	SB 5363	Sells, Liias, Morris, et.al.	This bill designates portions of SR 11, SR 529, and SR 599 as Highways of Statewide Significance. This is a WSDOT request bill.	This bill fulfills a requirement to update the HSS every five years. The following three segments of Washington highways are designated as highways of statewide significance: State Route 11 from Interstate 5 to 12th Street near the Alaska Marine Highway System ferry terminal in Bellingham; State Route 529 from the Port of Everett north to Interstate 5 near Marysville; and State Route 599 from Interstate 5 to State Route 99 in Tukwila.	None	Yes/Full	Rules Committee <i>Feb 9 - Passed to Rules Committee for second reading.</i>

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HB 1432	SB 5364	Lias, Eddy, Clibborn, Wood	This bill would modify the commute trip reduction tax credit. The purpose is to allow access to the credit by a greater number of employers each year.	The policy effect of this bill is to limit the tax credit provided to employers that provide incentives to their employees to ride the bus, rideshare, or use a nonmotorized mode to commute to work. This should make the credit available to more and smaller employers who have never applied for the program in the past. The bill reduces the total program and limits the individual amount and number of times an employer can apply for the credit. This means that employers who already apply for the tax credit may not receive as much credit as they have in the past.	It would reduce the total amount allowed by \$1.5 million each fiscal year. It would reduce the employer limit for the credit to \$100,000 and limit the number of times an employer can take the credit between 2010 and 2013. It allows deferred credits to be carried forward from the 2008 calendar year but not after 2008. The Department of Revenue would be impacted by this bill. Revenue would need to change its rules and application materials for the tax credit. Local governments who implement CTR would need to adjust their outreach materials to employers affected by the CTR law.	Yes/Full	Transportation Committee <i>Jan 21 - First reading, referred to Transportation.</i>

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HB 1448	SB 5331	Hurst, Roach, Simpson, et.al.	This bill would authorize tribal authorities to revise speed limits on nonlimited access state highways, and on city streets that are also state highways, within reservation boundaries. An engineering and traffic investigation, and department and city concurrences, as applicable, are required before revised speed limits would become effective. The bill would give the Tribes authority equal with cities (for city streets that are also state highways) where nonlimited access state highways cross reservation boundaries.	The bill does not effect policies or programs, but would bring the Tribes into the speed zoning process within reservation boundaries.	There may be minor fiscal impacts due to traffic engineering speed limits studies and for the fabrication and installation of speed limit signs if some speed limit changes are warranted. The impact to cities is the same as to WSDOT, for city streets that are also state highways under RCW 47.24.	No	Committee on State Government and Tribal Affairs <i>Feb 20 - Passed to Rules Committee for second reading.</i>
SHB 1450	SSB 5239	Takko, Blake	Adds to the definition of a public facilities in RCW 43.160.020	Added "capitalized equipment valued in access of four hundred thousand dollars for the maintenance of maritime transportation facilities".	None	Yes/Full	Committee on Community and Economic Development and Trade <i>Feb 20 - Referred to Capital Budget.</i>

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HB 1452	SB 5604	Dunshee, Seaquist, White, et.al.	This bill is the Governor's state stimulus proposal for entities funded from the Capital Budget. Appropriation authority is provided to those entities for specific projects for the current and ensuing biennium.	Other state agencies as identified as receiving appropriations in the bill. Does not impact WSDOT.	Makes supplemental capital appropriations for a 2007-09 supplemental capital budget in the amount of \$447 million, of which \$397.3 million are bonds.	No	Committee on Capital Budget <i>Jan 21 First reading, referred to Capital Budget.</i> <i>Feb 2 - Public hearing in the House Committee on Capital Budget at 3:30 PM.</i>
HB 1481	SB 5418	Eddy, Crouse, McCoy, et.al.	Finds that the development of electric vehicles and an electric vehicle infrastructure is critical to developing new jobs and reducing greenhouse gas emissions.	Requires state and local governments and other entities to implement the use of electric vehicles by modifying zoning and development codes, building permits, transportation policy, and environmental regulations.	Air quality improvements could reduce federal funding tied to air quality non-attainment areas. The effect of expected AQ improvements is unclear, but could reduce Congestion Mitigation and Air Quality (CMAQ) funds used by WSDOT. The bill would cause major direct fiscal impacts to other WSDOT divisions for required fleet conversions, new electric infrastructure, and property/lease management. The bill would affect Facilities and TEF, primarily at safety rest areas and with fleet management. WSF would be affected with requirements for biofuel usage.	Yes/ Partial	Committee on Technology and Energy and Communications <i>Feb 19 - Referred to Finance.</i>

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HB 1490	SB 5687	Nelson, Pedersen, Goodman, et.al.	The purpose of this bill is to reduce greenhouse gas emissions through changes to local and regional land use and transportation planning.	This bill supports the reduction of greenhouse gas emissions and per capita VMT to meet state and federal goals. It requires WSDOT to cooperate with CTED in developing guidance on implementing multimodal transportation concurrency improvements and strategies. This bill encourages local governments to engage in detailed environmental review at the plan level instead of at the project level. This bill requires the entire local comprehensive plan to be consistent with the regional transportation plan, giving RTPOs a bigger role in developing regional transportation plans that address land use and housing. This bill also requires certain regional transportation planning organizations to ensure that the regional transportation plan implements state per capita VMT reduction goals.	The bill provides a funding mechanism for local governments to undertake detailed plan-level environmental analysis and prevents compact development project actions in urban growth areas consistent with such a plan from being challenged for noncompliance with greenhouse gas emissions reduction requirements under certain conditions.	Yes/Full	Committee on Local Government and Housing <i>Feb 20 - Minority; do not pass</i>
HB 1497		Hunter, Seaquist	This bill repeals several hundred RCWs that created state boards, commissions, advisory groups, and citizen committees, but it does not repeal the RCW that list their duties nor assigns their duties to another entity.	The bill has many potential impacts due to the long list of boards and commissions proposed for elimination under the bill.	The bill could have a fiscal impact on many programs due to the long list of boards and commissions proposed for elimination under the bill.	No	State Government and Tribal Affairs <i>Jan 22 - First reading, referred to State Government & Tribal Affairs.</i>

2009 Legislative Bills

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HB 1504	SB 5027	Lias, Williams, Clibborn, et.al.	The purpose of this bill is to enact a termination recommendation made by the Joint Legislative Audit and Review Committee in the 2008 Expedited Tax Preference Review Report regarding this deduction.	This bill eliminates the handling loss deduction for motor vehicle fuel tax currently taken by vehicle fuel distributors and suppliers. The deduction is applied as a percentage of taxable gallons for gasoline only. House Bill 1504 repeals RCW 82.36.029 which currently allows gasoline distributors to take this deduction against their motor fuel tax liability.	According to the Joint Legislative Audit and Review Report, the value of the fuel tax handling loss deduction is as follows: FY10 FY11 \$2.7 million \$2.8 million The elimination of this deduction will increase the amount of money in the motor vehicle fuel tax forecast by these corresponding amounts.	Yes/ Revised	Rules Committee <i>Feb 19 - Placed on second reading by Rules Committee.</i>
SHB 1512		Haler, Roach, Klippert	Adds privately and publicly owned railroads to the list of entities to which WSDOT may distribute funds.	The bill will allow consideration of private railroads for projects to improve freight rail infrastructure for all rail shippers and receivers rather than just those on publicly owned rail lines.	Requires funds distributed to privately owned railroads or for improvements on private property to be in the form of grants supported by contractual consideration. Eliminates the constitutional problem with the existing statute which requires grants to private railroads to be in the form of loans.	Yes/Full	Rules Committee <i>Feb 10 - Passed to Rules Committee for second reading</i>
HB 1520		Hudgins, Morris, Morrell, et.al.	Establishes a sustainable energy office to streamline the state's energy-related programs and functions.	All state agencies are required to cooperate and give assistance to the office and other state energy entities that may be designated by the Governor to be included in the work group.	Uncertain	No	Technology, Energy and Communications Committee <i>Jan 22 - First reading, referred to Technology, Energy & Communications</i>
HB 1525		Kelley, Probst, Conway, et.al.	This bill amends and expands existing statute on community revitalization financing through the creation of special districts for tax increment financing.	It is possible that, through the mechanism created in this bill, a local government may use revenue to fund state transportation system improvements.	Infrastructure projects that may be funded through such increment areas may now include bridges and passenger rail.	Yes/Full	Committee on Community and Economic Development and Trade <i>Jan 22 - First reading, referred to Community & Economic Development & Trade</i>

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HB 1575	SB 5394	Sells, McCoy, Kristiansen, et.al.	Requires WSDOT to conduct a route development plan (corridor study) of US 2 between the Port of Everett and the city of Snohomish.	This bill would require the department to conduct a route development plan for U.S. route 2 that will identify essential improvement needs between the port of Everett/Naval Station and the city of Snohomish.	\$400,000 is appropriated for the 2009-11 biennium from the multimodal transportation account for this purpose. The legislation expires July 1, 2011.	No	Transportation Committee <i>Feb 19 - Placed on second reading by Rules Committee</i>
HB 1591		Upthegrove, Clibborn, Simpson, Lias	This bill expands the types of transportation improvements that are allowed to be funded by transportation benefit district funds.	The bill amends the enabling legislation for the establishment of a transportation benefit district, to include city, county, or transit agency.	Sales tax up to .2% can be imposed for no more than ten years, or for the length of the payment of a bond. Projects may include investment in new or existing highways of statewide significance, principal arterials of regional significance, high capacity transportation, public transportation, and other transportation projects and programs of regional or statewide significance including transportation demand management. Projects may also include the operation, preservation, and maintenance of these facilities or programs.	Yes/Full	Transportation Committee <i>Feb 20 - Passed to Rules Committee for second reading</i>
HB 1605		Springer, Rodne, Hinkle, et.al.	Allows two or more cities sharing common borders and located in the same or adjacent counties to establish a sub- region for the allocation of population and adoption of policies to provide sufficient housing, commercial, and industrial land to meet projected growth.	The bill requires sub-regions be established in coordination with countywide and multicounty planning bodies. The bill creates a new requirement in the land use element to designate a sufficient quantity of land for residential, commercial, and industrial uses. The bill creates a new requirement in the housing element to identify a sufficient quantity of land to meet existing and projected housing needs.	None	Yes/Full	Committee on Local Government and Housing <i>Feb 19 - Placed on second reading by Rules Committee.</i>

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HB 1629	SB 5162	Eddy, Haseqawa, Kessler, Springer	This bill creates a fee for filing a petition with a growth management hearings board.	Any state, local, or private entities that appeal a local government Growth Management Act plan or regulation to a growth management hearings board.	Any state, local, or private entities that appeal a local government Growth Management Act plan or regulation to a growth management hearings board are subject to the filing fee, unless waived by the board due to hardship. Entities filing petitions related to city critical area ordinances are exposed to the risk of having to pay twice the city's attorney fees if the appeal is declared frivolous. The bill provides cities with populations less than 30,000 a source of loan funding for appeals of growth management hearings board decisions regarding critical area ordinances. The bill does not allow counties to sue for attorney fees or to apply for loans from the legal assistance fund.	Yes/Full	Committee on Local Government and Housing <i>Jan 26 - First reading, referred to Local Government & Housing</i>
HB 1653	SB 5726	Simpson	HB 1653 clarifies the integration of shoreline management act policies with the growth management act.	The policy effect of this bill on WSDOT programs could possibly increase environmental permitting workloads and elongate the permit timelines of construction projects on a case-by-case basis.	The fiscal impact of this bill could result in increased costs from additional permitting requirements and elongated permit timelines of construction projects at undetermined locations within the State.	Yes/Full	Committee on Local Government and Housing <i>Feb 17 - Passed to Rules Committee for second reading</i>
HB 1677	SB 5540	Moeller, Clibborn, Jacks	Amends the state statutes relating to the establishment of high capacity transportation service.	It adds a new term to the definitions; high capacity transportation corridor area. It allows the establishment of such areas within counties with a population in excess of 400,000 and that border another state. The high capacity transportation corridor area must be within the established service area of the transit agency serving that particular area. A high capacity transportation corridor area system and finance plan must be presented to voters for approval.	This bill allows transit agencies to create "sub-district" taxing areas to provide high capacity transportation. The policy effect is the potential creation of new areas and associated taxing to implement bus rapid transit or light rail. The same revenue sources and taxing authority allowed for other public transportation providers are allowed for a high capacity transportation corridor area.	Yes/Full	Transportation Committee <i>Feb 24 - Scheduled for executive session in the House Committee on Transportation at 1:30 PM. (Subject to change)</i>
HB 1705		Shea, Roach, Parker, et.al.	This bill changes the criteria for using Special Category C funding. The changes in this bill specify that the money will be spent on SR 395 north Spokane corridor, SR 18, and SR 99 first avenue bridge.	The policy issue is which projects should be funded in the C category of projects. There is no change in revenue from HB 1705 but there is a change in the projects which are prioritized with the C account funding. Historically, the projects specified in the bill are the same projects which have been funded out of this account.	There may be distributional changes in the projects which are funded from the C category account but it is not certain.	No	Transportation Committee <i>Jan 27 - First reading, referred to Transportation</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1715		Simpson, Chase	Grants certain counties and cities two additional years to comply with review and revision requirements of the GMA.	This bill allows any county or city fully planning under the Growth Management Act to defer completion of their seven-year comprehensive plan update for up to two years until June 30, 2012.	If WSDOT and our local agency partners are required to do a greenhouse gas emission analysis under SEPA or GMA	No	Committee on Local Government and Housing <i>Feb 20 - Referred to General Government Appropriations.</i>
HB 1718		Upthegrove, Williams, Hudgins, et.al.	The primary goal of the bill is to reduce green house gas emissions and energy consumption.	The transportation related sections of the bill include adoption of a complete streets policy, meeting VMT per capita reduction goals, local planning requirements, and tolling. WSDOT, cities, and counties would be affected by this bill.	From the division perspective fiscal impacts are very hard to estimate. If WSDOT and our local agency partners are required to do a greenhouse gas emission analysis under SEPA or GMA, it will add costs to our plans and projects. The bill's incorporation of the Climate Action Team's recommendations into legislation of this size and scope make the task very difficult.	No	Committee on Ecology and Parks <i>Jan 27- First reading, referred to Ecology & Parks.</i>
HB 1736	SB 5872	Takko, Short	This bill amends the concurrency statutes of the GMA to prevent fully planning local governments from denying a specific development for more than two years based on a transportation concurrency failure and to limit local government collection of concurrency mitigation fees.	This legislation changes the prohibition on development approval to a two-year waiting period for developments that cause the transportation level of service to fall below the adopted standard. After the waiting period, local governments must allow the development and all its associated new trips, regardless of the operating condition of the transportation network that serves it. Because this legislation also limits local governments to using the State Environmental Policy Act or GMA Impact Fees to mitigate concurrency failures, local governments will have considerably less flexibility for funding transportation improvements, especially for multimodal strategies for accommodating the trips generated by new development.	The bill results in less flexibility in assessing development mitigation to fund transportation improvements and strategies that address concurrency failures which may particularly impact the ability of local governments to implement effective multimodal concurrency programs.	No	Committee on Local Government and Housing <i>Jan 28 - First reading, referred to Local Government & Housing.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1747		Rolfes, Chase, Upthegrove, et.al.	Establishes performance standards, benchmarking, and other reporting requirements for public buildings. Requires utilities to record and disclose energy consumption data for public buildings and non-public, non-residential buildings. Directs the State Building Code Council to adopt State Energy Codes to achieve certain energy efficiency targets. Authorizes cities to create a conservation utility to provide conservation measures to customers.	Requires energy use reductions in building codes beginning in 2013 and increasing every three years to 2031 when new buildings must use 70% less energy than buildings compliant with 2006 codes. Requires utilities with over 25,000 customers to maintain and provide utility use data in a format compatible with the EPA Energy Star Portfolio Manager. Sets requirements for public agencies: -- WSDOT must establish a benchmark for each facility over 10,000 square feet using a portfolio manager (to be identified by GA) by July 1, 2010. "Facilities over 10,000 square feet" include sites with multiple buildings that together are over 10,000 square feet. -- GA is required to establish a technical assistance program to facilitate the implementation of preliminary audits and investment grade audits for facilities over 10,000 square feet. Audits for facilities with a rating below 50 in the portfolio manager system are to be completed by July 1, 2011, to be followed by investment grade audits by July 1, 2012 where needed. -- GA must review facilities not included in portfolio manager system. They can identify additional facilities where WSDOT must perform a preliminary audit. These audits must be completed by July 1, 2012. If warranted, investment grade audits on these facilities must be completed by July 1, 2013. -- Agencies may not renew leases on buildings that have a portfolio manager score below 50.	WSDOT has 71 sites with greater than 10,000 square footage of conditioned space in over 500 buildings for a total of 2.5 Million square feet. Under this bill, each of these facilities would require data collection with possible walk-through surveys and data entry into the EPA Energy Star Portfolio Manager prior to July 1, 2010. Those facilities with ratings below 50 would require contracting for an investment grade audit by July 1, 2011. To meet these requirements, work will need to be performed by specialty consultants with oversight by in-house staff and coordinated with Department of General Administration. This effort is not able to be performed with existing staff and funding allocations in WSDOT's Capital Facilities Operating Program. Investments in energy efficiency upgrades would require upfront investments, but would be expected to save money over time. Similarly, construction of future buildings would need to comply with updated building codes. These codes could increase the cost of building. Energy savings from these buildings would reduce utility costs over time. Leased buildings with a performance rating of 50 or lower would need to be upgraded before WSDOT could renew the lease. Mandating utilities to provide utility use information in a consistent format will facilitate WSDOT's emissions inventory effort. Streamlining the process could save staff time. This mandate could increase in higher utility rates as costs are passed on to customers.	Yes/Full	Committee on Technology and Energy and Communications <i>Feb 20 - Referred to Ways & Means.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1793	SB 5743	Williams, Goodman, Nelson, et.al.	The bill establishes a Safe Routes to School program and directs WSDOT to conduct a competitive grant process to fund projects.	The bill will likely affect the amount of funding available for the Transportation Partnership Account and multimodal transportation account supported programs, as a greater portion of those programs will now shift to trails and safe routes to schools.	This bill increases the minimum set aside for trail improvement funding from 3/10s of 1 percent to a full 1 percent of all funds, state and federal, each fiscal year. WSDOT is directed to fund an ongoing state center to provide information, resources, outreach, training, and program evaluation support to grantees awarded grants under the grant program. WSDOT is directed to contract with a nonprofit or a consortium of nonprofits for this information center.	No	Transportation Committee <i>Feb 27 - Scheduled for executive session in the House Committee on Transportation at 1:30 PM. (Subject to change)</i>
SHB 1819	SB 5735	Upthegrove, Dunshie, Dickerson, et.al.	This bill establishes a cap and trade program to reduce greenhouse gas emissions.	This bill removes many of the program details of the previous bill and establishes a number of groups to work on aspects of the program and report back to the legislature: --Market Design Work Group (Ecology) --Economic analysis of the impact of a cap and trade program on Washington State (OFM) --Forestry Financial Incentives (Ecology, DNR) --Forest Offset Project Policy (Ecology, DNR) --Agricultural Offsets (Ecology, WSU, Agriculture)	This bill limits the cost of an allowance to no more than \$12.00 in 2012 and 2013. Specific details on the use of funds generated through allowance sales has been removed.	Yes/ Partial	Committee on Ecology and Parks <i>Feb 19 - Referred to General Government Appropriations.</i>
SHB 1825		Rodne, Anderson	Clarifies provisions relating to specific facilities planning requirements under the GMA.	The substitute bill clarifies that planning for the accommodation of medical, governmental, educational, institutional, commercial, and industrial facilities need only be done when such planning is appropriate under the circumstances faced by the planning jurisdiction.	None	No	Rules Committee <i>Feb 19 - Placed on second reading by Rules Committee</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1827		Rodne, Anderson, Herrera, Smith	This bill prevents local governments and state agencies from using the GMA to require property owners to buy and place signs on private property that are for public benefit, such as signs to identify critical areas, without compensation.	The bill states the GMA does not authorize state agencies to require property owners to pay for or place on their property signs identifying critical areas, shorelines, fish and wildlife habitat areas, or public access areas without compensation.	None	No	Judiciary <i>Jan 30 - First reading, referred to Judiciary.</i>
HB 1828		Rodne, Takko, Anderson, Herrera	Prohibits development regulations adopted under the GMA from restricting annually removing three or fewer trees and surrounding vegetation from private property when it is done to prevent harm to persons or structures on the property or on abutting properties.	This bill is directed at private development. WSDOT has an active program to identify and remove hazardous trees for protection of the travelling public and agency facilities that has not come in conflict with local GMA regulations.	None	No	Committee on Local Government and Housing <i>Jan 30 - First reading, referred to Local Government & Housing.</i>
HB 1833		Herrera, Takko, Haler, et.al.	Recognizes conservation efforts to meet load growth for purposes of existing state renewable energy targets.	The bill modifies existing law to add that a qualifying utility shall be considered in compliance with an annual target for conservation of energy if it satisfies one 100% of its annual increase in load with eligible renewable resources or conservation.	None	No	Committee on Technology and Energy and Communications <i>Jan 30 - First reading, referred to Technology, Energy & Communications.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1854		Morris, Chase	Revises provisions of the greenhouse gas emissions performance standards under chapter 80.80 RCW (greenhouse gases emissions—base load electric generation performance standard).	Requires the Department of Ecology, through rulemaking, to allow no more than 12% of delivered electricity from unspecified resources over the life of a long-term financial commitment. Specifies that electric generation facilities or power plants powered by renewable resources are in compliance with the greenhouse gases (GHG) emissions performance standard, provided that the renewable energy credits have not been sold separately for electricity produced by these facilities and plants.	Allows electric utilities regulated by the Utilities and Transportation Commission to defer for later consideration certain costs related to meeting the GHG emissions performance standard.	Yes/Full	Committee on Technology and Energy and Communications <i>Feb 19 - Executive action taken in the House Committee on Technology and Energy & Communications at 10:00 AM.</i> <i>TEC - Executive action taken by committee.</i> <i>TEC - Majority; 1st substitute bill be substituted, do pass.</i> <i>Minority; do not pass..</i>
HB 1873		Ericksen, Haler, Priest, et.al.	This bill establishes a joint select committee on high-speed rail.	Establishes a joint select committee on high-speed rail to consider developing a plan to build and finance a high-speed rail network running from Bellingham to Portland, Oregon and from Seattle to Spokane.	Requires the expenses of the committee to be paid jointly by the senate and the house of representatives.	No	Transportation Committee <i>Jan 30 - First reading, referred to Transportation</i>
HB 1894		Seaquist, Angel	The bill would require that when a section of roadway is transferred from city or county jurisdiction to state jurisdiction, the state would become responsible for all upgrades, relocations or removal of existing sewer and waterlines.	Currently any relocations or upgrades would be the responsibility of the utility owner, this bill if enacted would transfer this responsibility to the state with the route.	Maintenance may be impacted from future transfers and there is potential impact to future highway improvement projects due to costs associated with relocation of any utilities. While jurisdictional transfers are somewhat rare, the costs associated with bringing buried utilities up to state standards could be tremendous when county roads and city streets become state highways.	No	Transportation Committee <i>Feb 2 - First reading, referred to Transportation.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1910	SB 5587	Wallace, Orcutt, Herrera, Moeller	Authorizes existing city and county real estate excise taxes to be expended on municipally owned heavy rail short lines.	Counties, cities, and towns that fully plan under the GMA may impose an additional REET on each sale of real property that may not exceed 0.25% of the selling price. Counties that opted to fully plan under the GMA, and the cities and towns within, may impose the additional REET with voter approval.	Up to 25% of the proceeds collected before December 31, 2008, from the additional REET that may be imposed by counties, cities, and towns that fully plan under the GMA may be used for municipally owned heavy short line railroads.	No	Committee on Local Government and Housing <i>Feb 20 - Referred to Finance.</i>
HB 1959		Simpson, Rodne, Williams, Armstrong	This bill adds another category to qualify as a transportation facility of statewide significance.	This bill would affect CTED, the cities and ports of Seattle and Tacoma, and the Transportation Commission.	For the requirements of this bill to take effect an appropriation to CTED for matching grant funds for the cities needs to be provided before June 30, 2009. The Governor's Budget Bill does have a proviso for \$100,000 for each year of the biennium for the purposes of this act.	Yes/Full	Committee on Local Government and Housing <i>Feb 20 - Referred to General Government Appropriations.</i>
HB 1967		White, Campbell, Nelson, et.al.	This bill prohibits expansions of urban growth areas into one 100-year flood plains.	With some exceptions, this bill prohibits local government fully planning under the GMA from expanding urban growth areas into the 100-year floodplains of rivers west of the Cascades with mean annual flows of at least 1,000 cubic feet/second.	None	No	Committee on Local Government and Housing <i>Feb 18 - Executive action taken in the House Committee on Local Government & Housing at 8:00 AM. LGH - Executive action taken by committee. LGH - Majority; do pass. Minority; do not pass.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 1978	SB 5458	Clibborn, Lias, White	The intent of this bill is to advance certain capital transportation projects for the purpose of stimulating the state's lagging economy and reducing the unemployment rate.	this bill mandates that eighteen pavement preservation projects with an estimated value of \$98 million and two transportation improvement projects with an estimated value at more than \$292 be advanced to advertising no later than June 30, 2009.	Section 101 appropriates \$53.289 million in the 2007-09 biennium for advancing the "I-405/NE 8th Street to SR 520 Braided Ramps Interchange" project. Section 102 appropriates \$20,000 in the 2007-09 biennium for advancing the "US 395/NSC Freya to Farwell" project. Section 103 appropriates \$11.251 million in the 2007-09 biennium for advancing eighteen pavement preservation projects. Section 201 appropriates \$175.941 million in the 2009-11 biennium for continuing the "I-405/NE 8th Street to SR 520 Braided Ramps Interchange" project. Section 202 appropriates \$15 million in the 2009-11 biennium for completing the "US 395/NSC Freya to Farwell" project. Section 203 appropriates \$97.966 million in the 2009-11 biennium for continuing eighteen pavement preservation projects.	No	Transportation Committee <i>Feb 27 - Scheduled for executive session in the House Committee on Transportation at 1:30 PM. (Subject to change)</i>
HB 2005		Simpson	This bill allows certain counties and cities to forgo the requirements of one review and revision cycle mandated under GMA.	This affects counties with a population of fewer than 150,000 that have had its population increase by 17% or less in the 7 years preceding the exercising of an option to forgo the requirement; and cities with a population of fewer than 12,500 and had its population increase by the greater of either: -17% or less in the 7 years preceding the exercising of an option to forgo or -100 fewer person in the 7 years preceding the exercising of an option to forgo.	None	No	Committee on Local Government and Housing <i>Feb 5 - First reading, referred to Local Government & Housing.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 2006		Simpson, Chase	Grants certain counties and cities two additional years to comply with review and revision requirements of the GMA.	The review schedule is as follows: On or before December 1, 2004, and every seven years thereafter, for Clallam, Clark, Jefferson, King, Kitsap, Pierce, Snohomish, Thurston, and Whatcom counties and the cities within those counties; on or before December 1, 2005, and every seven years thereafter, for Cowlitz, Island, Lewis, Mason, San Juan, Skagit, and Skamania counties and the cities within those counties; on or before December 1, 2006, and every seven years thereafter, for Benton, Chelan, Douglas, Grant, Kittitas, Spokane, and Yakima counties and the cities within those counties; and on or before December 1, 2007, and every seven years thereafter, for Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grays Harbor, Klickitat, Lincoln, Okanogan, Pacific, Pend Oreille, Stevens, Wahkiakum, Walla Walla, and Whitman counties and the cities within those counties.	None	No	Committee on Local Government and Housing <i>Feb 20 - Passed to Rules Committee for second reading.</i>
HB 2009		Ericksen, Herrera	Allows purchases under the voluntary green power program to count toward the state's existing renewable energy targets.	Using a method consistent with the Pacific NW electric power and conservation planning council's most recent published regional power plan, each qualifying utility shall identify its achievable cost-effective conservation potential through 2019.	None	No	Committee on Technology and Energy and Communications <i>Feb 5 - First reading, referred to Technology, Energy & Communications.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 2037		Roach, Bailey, Haler, et.al.	This bill changes the transportation policy goals for the planning, operation, performance of, and investment in the state's transportation system.	<p>This bill changes the transportation policy goals for the planning, operation, performance of, and investment in the state's transportation system. Except for provisions that specify Paragraph (1)(b) specifies measures for congestion relief and paragraph (1)(c) specifies measures for preservation. This language either --may conflict with RCW 47.04.280(4) which is existing law and assigns OFM the role of establishing objectives and performance measures for WSDOT and other state agencies with transportation-related responsibilities, or --may require two sets of measures for these policy goals for WSDOT, OFM, or other state agencies to strive for and report on.</p> <p>The bill replaces existing policy goals for environment and stewardship with "environmental stewardship." This language loses the intent of the existing policy goals for promotion of energy conservation and healthy communities and to "continuously improve the quality, effectiveness and efficiency of the transportation system". Because there is no specified priority order for the policy goals, the bill's language for "environmental stewardship" may be interpreted to mean that all transportation investments protect the environment.</p> <p>Background: The existing policy goals created in 2007 (RCW 47.04.280) were the result of an audit with the intent to provide policy makers flexibility to manage to current needs, funding scenarios, and priorities.</p> <p>According to committee staff, the sponsor intends for the bill to specifically call out congestion relief as an important issue to address.</p>	<p>WSDOT's Bridge Management Engineer's comments on the Preservation Goal:</p> <ul style="list-style-type: none"> •One of the bigger needs often overlooked is the future cost to paint steel bridges. •"Poor condition" for a bridge is not defined. WSDOT currently reports to the Governor's office and has developed definitions for "good" / "fair" / "poor". This definition is different than the federal definition of "Structurally Deficient" used by the Federal Highway Administration. Neither of these measures address one of the more important preservation items, painting steel bridges. •Having no structurally deficient bridges is hard to measure because not all bridges classified as "SD" are the same. The action to remove the "SD" condition varies from bridge to bridge. More important than "SD" is the ability of a bridge to carry truck loads. It would seem logical to prioritize the funding to repair "SD" conditions based on the relationship the "SD" has to the load rating on the bridge and/or the potential risk of failure of the bridge. Only a portion of these bridges are funded for repair through the 2005 TPA. •WSDOT is not funded to retrofit for seismic risk all bridges with the "highest risk". WSDOT has concentrated on the major lifelines (roads needed during and after catastrophic events). The 2005 TPA provided \$87 million to retrofit 172 bridges in the Puget Sound Region (the highest risk zone for seismic activity). WSDOT currently has several big contracts in progress to address some bridges on I-90 and I-5. This plan will not finish all the bridges along the I-5 corridor because WSDOT does not have adequate funding. •The Bridge and Structures Office is willing to work with the Legislature and the Governor to develop a list of new Performance Measures 	No	<p>Transportation Committee</p> <p><i>Feb 6 - First reading, referred to Transportation.</i></p>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 2039		Roach, Bailey, Kristiansen, et.al.	An act that requires WSDOT to initiate several coordination steps with regulatory agencies and to "encourage" the agencies to provide review and comment within specified timeframes for transportation projects of statewide significance.	This bill would add a new section to chapter 47.01 RCW that would require WSDOT projects of statewide significance to initiate several more coordination steps with regulatory agencies and would require WSDOT to "encourage" (not require) agencies to comment within a specified number of days on the project at various stages during planning, SEPA, and permitting.	The six steps outlined in the bill would require a substantial amount of additional work on the projects of statewide significance and would therefore increase the cost to deliver the projects.	No	Transportation Committee <i>Feb 6 - First reading, referred to Transportation.</i>
HB 2041	SB 5914	Finn, Cox, Haigh, et.al.	Beginning in the 2011-12 school year, a new student transportation funding model is implemented.	Implements a new student transportation funding formula in the 2011-12 school year. Eliminates the radius mile, changes ridership count to three times per year, and adds an allowable to-from trip for extended day academic programs, effective within the 2011-12 school year. Requires an annual report on efficiency reviews of district operations.	The model will use regression analysis to distribute state transportation funds to districts.	No	Education Appropriations Committee <i>Feb 6 - First reading, referred to Education Appropriations.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 2072		Wallace, Clibborn, Wood	This bill intends to advance effective transportation for persons with special transportation needs.	<p>The bill changes the membership, duties and governance structure of the Agency Council on Coordinated Transportation (ACCT) and requires the development of performance measures and goals.</p> <p>The bill creates and sets duties for local coordinating coalitions (LCCs) in 13 regional brokerage areas and requires Regional Transportation Planning Organizations (RTPOs) to staff the LCCs.</p> <p>This bill establishes community access managers in each of the brokerage areas and states how they are designated and their duties.</p> <p>The bill requires the planning processes of RTPOs and transit agencies to include coordination of transportation of persons with special needs.</p> <p>The bill requires WSDOT and DSHS to jointly develop and implement two pilot studies that promote coordination of public transit and Medicaid services.</p>	<p>The draft fiscal note for this bill indicates a fiscal impact on the Public Transportation Division of over \$1.4 million in 2009-2011 and a continuing cost of \$1.7 million in future biennia.</p> <p>This bill would affect Regional Transportation Planning Organizations (RTPOs). Section 6 requires RTPOs to provide staff support to local coordinating coalitions. A Local Government fiscal note developed by DCTED on short notice estimated 0.5 FTE per RTPO and about \$900,000 per biennium. A rough estimate by WSDOT after a wider poll of RTPOs is one FTE per RTPO and \$2.8 million per biennium for all RTPOs.</p>	No	<p>Transportation Committee</p> <p><i>Feb 24 - Scheduled for executive session in the House Committee on Transportation at 1:30 PM. (Subject to change)</i></p>
HB 2087	SB 5995	Springer, Hunter, Kelley	This bill proposes to eliminate certain statutorily required boards, committees, and commissions.	<p>Currently, these boards, committees, and commissions are very structured, with laws that tell them where to meet, how to meet, who can join, when to report, how to report, etc. Some members are eligible to receive per diem and can incur other expenses. This bill proposes to eliminate the legal restrictions regarding these groups and instead allow state agencies to ensure broad citizen participation through other, less expensive methods, such as the use of technology.</p> <p>This bill transfers the eliminated groups' duties as well as deletes all mentions of the groups from other state laws.</p> <p>WSDOT is impacted by loss of the ferry advisory committees and the transfer of duties from the Commute Trip Reduction Board and Commute Trip Reduction Task Force to WSDOT.</p> <p>This bill's effective date is June 30, 2009.</p>	Fiscal Note Request # 080-1 estimates the cost to WSDOT would be an additional 1.5 FTEs and approximately \$120,000 each biennium to assume the duties of the Commute Trip Reduction Program.	Yes/Full	<p>State Government and Tribal Affairs Committee</p> <p><i>Feb 10 - First reading, referred to State Government & Tribal Affairs</i></p> <p><i>Feb 13 - Public hearing in the House Committee on State Government & Tribal Affairs at 1:30 PM.</i></p>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 2088		Darneille, Clibborn, Morrell, et. al.	Directs the agency council on coordinated transportation to appoint a work group, chaired by the office of financial management, to develop criteria and guidelines to ensure better coordination between the siting of state funded facilities, whether funded in part or in full, which employ or provide services to a high proportion of persons with special transportation needs, and access to those facilities by patrons of special needs transportation providers.	This bill creates a work group to develop criteria and guidelines for improving access to facilities for persons with special transportation needs. The work group is to include one or more representatives from WSDOT, other state agencies and stakeholder groups and submit a report to the Agency Council on Coordinated Transportation, the Governor, and appropriate committees of the legislature by December 1, 2010. RTPOs are required to include an element on coordinated transportation services for persons with special transportation needs if HB 2072 is enacted.	There will be some minor cost to WSDOT Public Transportation Division to support increased activity by ACCT.	No	Transportation Committee <i>Feb 27 - Scheduled for executive session in the House Committee on Transportation at 1:30 PM. (Subject to change)</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 2129	SB 5989	Eddy	This bill is in regards to greenhouse gas emission performance standards for electric utilities.	This bill modifies RCW 80.80.060 regarding greenhouse gas emission performance standards for electric utilities. The bill further qualifies the conditions of long-term financial commitments from electric utilities and reduces the scope of the Washington Utilities and Transportation Commission.	This bill defines long-term financial commitments for the purposes of RCW 80.80.060 (6) to include ownership or power purchase agreements with a term of five or more years associated with renewable resources. It is unclear if this could affect utility rates.	No	Committee on Technology and Energy and Communications <i>Feb 19 - Executive action taken in the House Committee on Technology and Energy & Communications at 10:00 AM. TEC - Executive action taken by committee. TEC - Majority; do pass.</i>
HB 2135		Chase	This bill encourages the development of renewable energy by establishing a process for interconnectivity and compensation between renewable energy facilities and electric utilities.	Encourages the rapid and sustainable development of renewable energy by the adoption of renewable energy payments for certain purposes. Requires an electric utility to connect a renewable energy plant to its distribution system within thirty days for a renewable energy plant with plant capacity under twenty-five kilowatts, and within sixty days for a renewable energy plant with plant capacity greater than twenty-five kilowatts and fewer than one hundred kilowatts. Requires the utilities and transportation commission to: (1) Establish standards for the interconnection of renewable energy plants with the grid system; (2) Approve a standard contract to be used in all power purchase agreements under the act; and (3) Assess a renewable energy rate recovery fee equal to one percent of the monthly bill per meter. Requires an electric utility to enter into power purchase agreements to acquire all of the electricity generated by renewable energy plants located in the state for a term of not less than twenty years from the date of commissioning. Requires the Washington State University energy extension to calculate and publish annually a table of state and national carbon content multipliers for use by electric utilities in establishing renewable recovery rates for any renewable energy plant the electric utilities contract for power from or construct. Creates the renewable energy trust account.	There are potential increased electricity costs as a result of the bill's proposed 1% electricity surcharge and other directives lead electric utilities to pass down cost increases to their customers.	No	Committee on Technology and Energy and Communications <i>Feb 11 - First reading, referred to Technology, Energy & Communications.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
HB 2151	SB 5994	Springer, Kelley	This bill eliminates 63 boards and commissions on June 30, 2010. It directs agencies to identify new, less costly, and more effective opportunities to ensure a broad range of citizen participation.	It directs agencies to identify new, less costly and more effective opportunities to ensure a broad range of citizen participation. Where appropriate, duties are transferred to the agency that the board, committee, or council advises. All tangible property in the possession of a terminated entity is transferred to the custody of the entity assuming the responsibilities. If the responsibilities of a terminated entity are also terminated, documents and papers shall be delivered to the state archivist, and equipment or other tangible property to the Department of General Administration. Any contractual rights and duties of the eliminated board, committee, or council are assigned to the entity assuming the responsibilities.	None	Yes/ Revised	State Government and Tribal Affairs Committee <i>Feb 11 - First reading, referred to State Government & Tribal Affairs.</i> <i>Feb 13 - Public hearing in the House Committee on State Government & Tribal Affairs at 1:30 PM.</i>
HB 2179		Eddy	Authorizes a city legislative authority to provide or contract for supplemental transportation improvements to meet mobility needs within the city's boundaries subject to certain requirements. Authorizes a legislative authority of any member city, in districts comprised of more than one city, to petition the district to provide supplemental transportation improvements.	This bill authorizes a city, after a public process, to provide supplemental public transit service within its boundaries. The bill authorizes a city to petition a transportation benefit district of which it is a part to fully or partially fund the transit improvements. The bill requires that if a city provides or contracts for supplemental transit service within its boundaries: then Metro, Sound Transit, or any other transit agency operating under a PTBA within the city's boundaries must coordinate transit service with the supplemental transit service provider.	None	No	Transportation Committee <i>Feb 27 - Scheduled for executive session in the House Committee on Transportation at 1:30 PM. (Subject to change)</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5028		Haugen	This bill transfers the responsibility for making a route jurisdiction transfer recommendation from the Transportation Improvement Board to the Washington State Transportation Commission.	WSDOT Regions, Cities, Counties, MPOs, and RTPOs would be required to work with the Commission instead of TIB on route jurisdiction requests.	The Commission itself may determine that it will experience a fiscal impact from taking on this responsibility.	No	Rules Committee <i>Feb 2 - TRAN - Majority; do pass.</i> <i>Passed to Rules Committee for second reading</i>
SB 5037		Stevens, Swecker, Benton	The bill would establish funding mechanisms for certain projects in statute which have traditionally been performed through the budget appropriation process. The approach would segregate certain work on SR 2 from the priority programming process outlined in RCW 47.05.	This bill impacts programs and projects currently funded through the motor vehicle fund, highway safety fund, and multimodal account. According to a Department of Licensing representative, this bill could affect the viability of the Enhanced drivers license program. All of these revenues are currently planned for specific projects, which would need to be reprioritized. Other agencies funded in part with MVA or MMA could also be impacted.	SB 5037 directs that \$3 of the vehicle license number plate replacement; 10% of the drivers license fees collected under 46.20.161; and 30% of the additional tax on retail car rentals be deposited in a newly created state route number 2 safety corridor account. Currently, the plate replacement fee is deposited to the motor vehicle fund, the drivers license fees are deposited to the highway safety fund, and the additional retail car rental fee is deposited to the multimodal transportation account.	No	Transportation Committee <i>Jan 12 - First reading, referred to Transportation.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SSB 5045		Kilmer, Zarelli, Brown, et.al.	Expands the community revitalization program to allow local governments to finance public improvements. Limits the annual aggregate amount of new local sales and use taxes that may be credited against the state tax.	The overall policy change will be determined by the number of local governments which create these local community revitalization areas and the number of public improvement projects they finance and complete.	Overall, SB 5045 will make it easier for local governments to finance public improvement projects by utilizing incremental property tax revenues and excess excise tax revenue for public improvement projects in certain designated areas.	No	Ways and Means Committee <i>Feb 11 - EDTI - Majority; 1st substitute bill be substituted, do pass. And refer to Ways & Means. Referred to Ways & Means.</i>
SB 5118		Honeyfold	Bill expands the definition of biodiesel to include "a diesel fuel substitute" produced from nonfossil renewable sources.	If the bill results in more types of biodiesel then it is possible WSF would have an increase in the types of biodiesel available for use in WSF vessels. Highways Maintenance and Operations and Environmental Service would be impacted under the bill.	The impact depends on the amount of biodiesel available, the number of suppliers, the availability of distribution, and the way the additional types of biodiesel fuel under the bill would be used on WSF ferries. The financial impact would depend on several variables and the true impact can only be estimated once the bill becomes law and potential new sources of biofuel affect the current supply, distribution, and use of the biofuel under the bill.	No	Committee on Environment, Water, and Energy <i>Jan 14 First reading, referred to Environment, Water & Energy. Feb 10 - Public hearing in the Senate Committee on Environment and Water & Energy at 10:00 AM.</i>
SB 5138		Rockefeller, Ranker, Jacobsen, et.al.	This bill relates to an integrated climate change response strategy.	The bill establishes an integrated climate change response strategy with prioritized and coordinated preparation and adaptation actions that state and local agencies, public and private businesses, tribes, and individuals can use to plan and prepare for the impacts of climate change through a collaborative process of on-going research, analysis, collection, and distribution of data and information. The Department of Ecology is to assemble a climate impacts coordinating team. WSDOT is included in this team. The bill creates the office of Washington state climatologist within the University of Washington.	Readily available credible scientific information and planning scenarios could save time during project scoping and design. The Transportation Planning Office would likely require additional financial resources in order to expand current climate change adaptation work, increase staff capacity to implement an integrated response strategy, and broaden collaboration between WSDOT and MPOs/RTPOs and others.	Yes/Full	Committee on Environment, Water, and Energy <i>Feb 23 - EWE - Majority; 1st substitute bill be substituted, do pass. And refer to Ways & Means. Minority; do not pass</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SSB 5165	SHB 1172	Jarrett, Swecker, Marr, et.al.	Subject to the availability of funds, this bill requires CTED to work with the Puget Sound Regional Council to establish a voluntary regional transfer of development rights program for the central Puget Sound.	CTED will coordinate the program with PSRC, provide technical assistance and outreach, adopt by rule model terms and conditions for interlocal agreements, and develop performance measures for monitoring the program. In the future, CTED may expand the program to other counties, replicate it in other regions, or expand it statewide.	None	Yes/Full	Rules Committee <i>Feb 10 - GO - Majority; 1st substitute bill be substituted, do pass. Minority; do not pass. Minority; without recommendation. Passed to Rules Committee for second reading.</i>
SB 5180		Haugen, Parlette	Allows the driver of a public transit vehicle to stop momentarily to receive or discharge passengers at an unmarked stop zone under certain circumstances.	Current law requires WSDOT to approve bus stop locations on state highways. Since this bill only deals with "flag stops" and not posted bus stops, there is no specific impact although WSDOT and WSP would need to understand that if the bill passes, public transportation agencies would now have the right to make casual stops under specific conditions. This bill would codify the existing practice of many rural transit agencies, and also the practices of contractors to public transit systems providing transportation to people with special needs providing curb to curb services.	None	No	Rules Committee <i>Feb 10 - Placed on second reading by Rules Committee</i>
SB 5289		Ranker, Haugen, Swecker, et.al.	Adds the Anacortes/San Juans WSF route as part of the scenic and recreational highway system, along with roads on Orcas and San Juan Islands.	WSF, local entities in the San Juans. It is possible WSF would receive additional tourist ridership on the Anacortes - San Juan Islands ferry route in relation to any promotion of this route related to the scenic and recreational highways in Washington State.	WSDOT: need to change any state route signs that fall under the bill and change Scenic Byways Map San Juan Islands County Council-- may need to change road signs Cities of: Anacortes, Friday Harbor (may need to change road signs) Chambers of Commerce in Anacortes and Shaw/Lopez/Orcas/San Juan Islands (may need to update tourist publications, etc, to reflect new scenic and recreational highway designation under the bill) Washington Department of Community, Trade and Economic Development: has a role per Highways and Local Programs bill analysis	No	Rules Committee <i>Feb 10 - Placed on second reading by Rules Committee.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5330	HB 1524	Haugen, pridemore, Kauffman, Kohl-Welles	This bill requires that WSDOT "seek to use" steel products required for the construction of a state boundary bridge be fabricated within the boundaries of the state of Washington or the adjoining state.	This bill ensures any bridge contractors were meeting environmental, worker health and safety, apprenticeship utilization, and employee prevailing wage laws in Washington.	Having additional requirements for the RFP process could increase the costs of consultants, in particular the requirement to pay the prevailing wage. This prevailing wage requirement may not be new for all contractors since Washington law already states that employers pay workers on all public works contracts and public service maintenance contract at least the prevailing wage (RCW 39.12.020). In addition, by requiring the department to seek products fabricated within Washington state, it could increase the costs of production for certain bridge construction components if the products fabricated in Washington are more expensive than those produced out of state. This policy change could change or restrict the purchasing patterns of the Department on bridge construction materials. It also could stimulate certain sectors of Washington's economy by providing businesses with additional product orders for materials that might have been purchased out-of-state without this bill.	No	Transportation Committee <i>Jan 20 - First reading, referred to Transportation.</i>
SB 5345		Holmquist, Honeyford, Parlette, et.al.	This bill modifies provisions regarding renewable energy. The bill defines biomass and qualifies what is an eligible renewable resource.	The bill modifies the definition of "eligible renewable resource" in its geographic scope of electricity generated from renewable resources from Washington State to the jurisdiction of the western electricity coordinating council or its successor and expands the definition to include facilities that have been in operation since March 31, 1999, and which generate electricity from biomass energy, water (over 30 megawatts capacity), and those water-power facilities over 50 megawatts capacity that have been relicensed by the Federal Energy Regulatory Commission since 1985.	None	No	Committee on Environment, Water, and Energy <i>Jan 20 - First reading, referred to Environment, Water & Energy.</i> <i>Feb 4 - Public hearing in the Senate Committee on Environment and Water & Energy at 3:30 PM.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5353		Haugen	This bill authorizes a public transportation benefit authority (PTBA) to consider an alternative method for annexing contiguous areas to their existing boundary through Board Resolution.	Current RCW require all annexations of PTBAs to go to the voters for approval. The bill language appears to allow PTBAs to annex through a Board Resolution and would only be required to go to the voters if at least 4% of the eligible voters in the proposed annexed area would sign a petition.	In some cases, public transit agencies would like to consider annexations that they believe are in the best interest and general welfare of the authority. Elections may be expensive.	No	Transportation Committee <i>Jan 20 - First reading, referred to Transportation.</i> <i>Feb 9 - Public hearing in the Senate Committee on Transportation at 3:30 PM.</i>
SB 5377		Kilmer, McCaslin, Kastama, et.al.	The residential infrastructure program is created in WSDOT to provide loans to eligible jurisdictions and grants to nonprofit organizations for public infrastructure that supports increased capacity for dense, affordable residential development in transit-proximate areas.	This bill may complement WSDOT programs. It potentially creates or maintains access for people with low incomes by minimizing distance to transit. By keeping people in dense areas it may limit VMTs and congestion outside dense areas.	None	Yes/Full	Committee on Economic Development and Trade & Innovation <i>Feb 23 - Scheduled for executive session in the Senate Committee on Economic Development and Trade & Innovation at 1:30 PM. (Subject to change)</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5428		Zarelli	This bill revises provisions regarding the use of certain transportation benefit district funds.	This bill modifies the uses of fees or charges made by transportation benefit districts. Current law allows these fees to be used exclusively for improvements constructed by the transportation district. This bill would allow these fees to be used for transportation improvements that are included in a transportation plan of the state or a RTPO. This bill also allows other agencies (including WSDOT) to be the lead agency for construction of an approved project.	Local transportation benefit districts may be impacted from SB 5428. It would depend on whether TBDs were funding projects or planned to fund projects which were not contained in their transportation plan of the districts.	No	Transportation Committee <i>Jan 22 - First reading, referred to Transportation.</i>
SB 5490	HB 1602	Fraser, McAuliffe, Regala, et.al.	Revises eligibility requirements for postretirement employment.	When the new alternate early retirement was passed, there was a restriction placed into law that an individual who retired under this section could not return to work until they reached 65 years of age. This bill would eliminate that requirement.	None	No	Ways and Means Committee <i>Jan 23 - First reading, referred to Ways & Means.</i>
SB 5493		Murray, Jarrett, Kohl-Welles	The bill allows the formation of a new type of transportation governance and taxing entity, the "regional transportation corridor authority."	These authorities could be created in King, Pierce and Snohomish counties. The first authority is required to be created in the I-90 and SR 520 corridor roughly between I-5 and I-405. It would contain the entire area of any incorporated city within a five mile radius of that corridor. The governing board of the first authority would include the mayor of Seattle, one member chosen by the other cities in the district, the King County Executive, the Executive Director of the PSRC and the Secretary of Transportation.	The entity would prepare and adopt a multi-modal transportation plan for the corridor. That plan, along with the taxes and tolls to support it, would go to the voters for approval. The authority's plan would prioritize all transportation improvements in the corridor and would control the disbursement of state transportation funds. Tax sources include MVET up to .8% and vehicle tolls. The JTC would be directed to conduct a study on whether or not to extend this concept to Pierce and Clark counties	No	Transportation Committee <i>Jan 23 - First reading, referred to Transportation.</i> <i>Feb 10 - Public hearing in the Senate Committee on Transportation at 3:30 PM.</i>
SB 5548		Haugen, Jarrett, Fraser, Shin	This bill provides a credit again impact fees for the value of any dedication of land for, improvement to, or new construction of any project improvements, including public transportation infrastructure improvements, provided by the developer.	The policy effect from this bill would be to provide a new incentive for developers to dedicate land for improvement and new construction of public transportation infrastructure improvements.	The local government fiscal impact of this bill would be to decrease local impact fees collected by counties and cities. The exact amount is uncertain as it depends on the number taxpayers who claim the new impact fee credit.	No	Transportation Committee <i>Jan 26 - First reading, referred to Transportation.</i> <i>Feb 19 - Public hearing in the Senate Committee on Transportation at 1:30 PM.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5560		Ranker, Swecker, Brown, et.al.	Requires all state agencies to report and reduce energy consumption and exceed the statewide greenhouse gas emission reduction goals.	The top ten state agencies in occupied building space and vehicle miles traveled would be required to base their emissions calculations on actual utility/fuel usage. This will require a detailed emissions inventory, which the agency currently does not have the capability of performing. This section also requires the baseline year to be 1990. Finding all the needed data back to 1990 is likely to be difficult to impossible.	WSDOT-WSF noted significant fiscal impacts from required energy audits and subsequent energy efficiency improvements.	Yes/ Partial	Committee on Environment, Water, and Energy <i>Feb 23 - EWE - Majority; 1st substitute bill be substituted, do pass. (View 1st Substitute) Minority; do not pass.</i>
SB 5588		Pridemore, Tom, Murray	This bill suspends several boards and commissions and reduces costs (i.e. staff time, reimbursements) associated with them. Its purpose is to save money related to boards and commissions.	Requires the governor by July 1, 2010, to recommend to the legislature which of the boards and commissions created by statute or action of the executive branch, shall receive funding, those whose activities will be suspended, and those which shall be terminated either by legislative or executive branch action. Sec 174 requires all directors of state agencies to temporarily suspend (until July 1, 2011) the activities of any boards, commissions and steering committees, permanent or ad hoc, created under statutory authority, that are not named in the act.	None	No	Committee on Government Operations and Elections <i>Jan 27 - First reading, referred to Government Operations & Elections.</i>
SB 5589		Pridemore, Tom, Murray	This is one of several bills that propose to reduce the number of boards, commissions, and committees. This bill consolidates functions, rather than eliminates them.	The impact to the following agencies is uncertain because this is a consolidation of functions, rather than elimination: The State Departments of Office of Superintendent of Public Instruction; Social and Health services; Health; Employment Security; Community, Trade, and Economic Development; Licensing; and the Washington State Gambling Commission.	None	No	Committee on Government Operations and Elections <i>Jan 27 - First reading, referred to Government Operations & Elections.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5649		Rockefeller, Hobbs, Pridemore, et.al.	Expands the financial and technical assistance programs to direct state and federal funds, as well as electric and natural gas utility funding, toward great achievement of energy efficiency improvements.	The bill expands the technical and financial assistance programs to direct federal (economic stimulus package funds) and state funds, as well as electric and natural gas utility funding, toward greater achievement of energy efficiency improvements. The bill also provides for the allocation of grants, addresses farm energy assessments, revises the definition of weatherization, creates utility incentives, addresses workforce training, authorizes the formation of energy conservation utilities, and requires CTED to review housing trust fund real estate. This bill also focuses on state agency buildings, requires energy consumption surveys, and creates an account for these audits or needed improvements. In sections 602 and 603, this bill updates timelines for energy audit and walk-through survey for state-owned facilities and implementation the findings from these assessments.	This program of approximately \$640,000,000 (\$6,400 average X 20,000 x 5 years) will be administered by the Energy Office at Washington State University, in close cooperation with CTED. All state agencies that own buildings and, specifically, the Department of General Administration (GA) are directed to perform the energy audits and improvements. The fiscal impact to them is unknown.	Yes/ Partial	Committee on Environment, Water, and Energy <i>Jan 28 First reading, referred to Environment, Water & Energy</i> <i>Jan 30 - Public hearing in the Senate Committee on Environment and Water & Energy at 8:00 AM.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5682		Haugen, Marr	<p>This bill requires the Secretary of Transportation to realign the department's regional boundaries to include:</p> <p>1. Olympic Region - Responsible for the counties of Clallam, Jefferson, Grays Harbor, Mason, Pacific, Lewis, Wahkiakum, Cowlitz, Clark, Skamania, Kitsap and Thurston County west of I-5.</p> <p>2. Northwest Region - Responsible for the counties of San Juan, Island, Whatcom, Skagit and Snohomish County north of Smokey Point.</p>	<p>While the organizational changes will require a thoughtful and deliberative process, for the purpose of this analysis the Department's regional headquarters are assumed to be reorganized as follows:</p> <ul style="list-style-type: none"> * Eastern Region – Spokane would continue to be the location for regional headquarters. * Central Region – The region headquarters would be located in Yakima, although the current North Central headquarters office in Wenatchee would remain and be possibly phased down over time. * Olympic Region – The region headquarters office would be located in Olympia / Lacey. The current region headquarters in Tumwater (located in the Puget Sound Region) is in need of replacement. * Puget Sound Region – There would be change in facilities. It's assumed that the regional headquarters would be the current Northwest region headquarters. It's also assumed that the Urban Corridors Office is not to be considered a region and would be included in the Puget Sound Region. * Northwest Region – There would need to be a determination for a location of new headquarters facilities. In the short term, headquarters could be operated out of existing leased space. 	<p>Specifically for the Division of Accountability and Financial Services, we would need to hire one full-time senior WMS financial consultant to lead and coordinate the chart of account changes and systems modifications to both financial and interfacing systems. This position would be staffed through the 09-11 biennium and through the implementation/conversion process in the 11-13 beinnium. Total costs for this position are estimated to be \$215,249 for the 09-11 biennium.</p> <p>Systems application and data modifications within the Department's financial and administrative systems are estimated to cost \$3.268 million.</p> <p>Administrative Operations defers to Budget and programs for additional estimated costs. The Department would incur significant costs to break leases, relocate facilities, re-align maintenance areas, re-align equipment and other assets, and manage the new staffing structure.</p> <p>The exact impact to staffing will need to be determined. The regional realignment would require the department to negotiate revisions to the contracts for the 2011-13 biennium. The major revisions would come in the areas of layoff units. Since layoff units revolve primarily around the existing regional structure, the department would have to negotiate the alignment of layoff units with the proposed realignment of regions. It may also require revisions to certain transfer and/or reassignment language as well.</p> <p>Additionally, local governments, TMAs, MPOs, etc., who have been served by the existing region structure will be impacted.</p>	No	<p>Transportation Committee</p> <p><i>Jan 28 - First reading, referred to Transportation.</i></p> <p><i>Feb 16 - Public hearing in the Senate Committee on Transportation at 3:30 PM.</i></p>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5689		Ranker, Haugen, Marr	Declares the existing sources of transportation funding are not sustainable and directs the Joint Transportation Committee to conduct a study based on state and national reasearch to develop and analyze alternative strategies, including tolling, for long-term funding of transportation.	The committee is charged with development of planning level strategic funding alternative strategies that are detailed enough to allow comparison between methods, provide incremental options, and a scaled testing approach. Baseline data must be completed by December 31, 2009, performance criteria must be developed by June 30, 2010 and planning level strategic funding alternatives must be completed by December 31, 2010.	There would be no immediate impact but the results of the study could have long range funding implications for WSDOT and local jurisdictions that rely on the current system of generating transportation revenues to make transportation investments. WSDOT's tolling and planning offices will be affected by the alternative strategies developed by the study.	No	Transportation Committee <i>Jan 29 - First reading, referred to Transportation.</i> <i>Feb 18 - Public hearing in the Senate Committee on Transportation at 1:30 PM.</i>
SB 5768		Murray, Jarrett, Swecker, Haugen, Kohl- Welles	Identifies the final design for SR99 Alaskan Way viaduct replacement project as a deep bore tunnel.	A study is due January 2010 to determine toll revenue capacity, traffic diversion/mitigation, and the impact of tolls on the performance of the facility. Organizations affected: Tolling Office, Urban Corridors, King County, City of Seattle, Sound Transit.	It allows state funding not to exceed \$2.4 billion, including at least \$40 million in toll revenue. No state funds can be used for public utility relocations, central seawall or waterfront promenade improvements.	No	Transportation Committee <i>Feb 20 - TRAN - Majority; 1st substitute bill be substituted, do pass.</i> <i>Passed to Rules Committee for second reading.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5853		Kastama, Haugen, Marr, et.al.	<p>The bill increases the opportunity to preserve rail and road corridors that serve, or could serve, the state's major ports as they continue to grow. This bill adds another category that qualifies as a transportation facility of statewide significance. Note: this does not require included roadways to be highways of statewide significance.</p>	<p>The bill:</p> <ol style="list-style-type: none"> 1. Expresses legislative intent that local land use decisions consider the economic contributions of container ports. The Legislature intends for local governments to prevent incompatible land uses from limiting long term economic contributions of ports. 2. Requires the comprehensive plan of any city with a container port that receives annual revenues of more than \$60 million (e.g. Seattle and Tacoma) to include a container port element that meets the stated requirements. 3. Requires DCTED to grant funds to cities to develop the container port element of their comprehensive plans. 4. Requires cities to provide the Transportation Commission with information about their planned improvements to container ports for inclusion in the statewide transportation plan. 5. Declares that key freight corridors serving marine ports are transportation facilities of statewide significance. <p>The act is null and void if an appropriation for the purposes of the act is not provided by June 30, 2009.</p> <p>The bill implements the Governor's Container Ports Land Use Work Group recommendations.</p> <p>The bill is rendered null and void if funding is not provided by June 30, 2009.</p>	<p>This bill would affect DCTED, the cities and ports of Seattle and Tacoma, and the Transportation Commission. For the requirements of this bill to take effect an appropriation to DCTED for matching grant funds for the cities needs to be provided before June 30, 2009.</p>	Yes/Full	<p>Transportation Committee</p> <p><i>Feb 4 - First reading, referred to Transportation.</i></p>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 5854		Kilmer, Pridemore, Ranker, et.al.	Establishes performance standards, benchmarking, and other reporting requirements for public buildings.	Requires utilities to record and disclose energy consumption data for public buildings and non-public, non-residential buildings. Directs the State Building Code Council to adopt State Energy Codes to achieve certain energy efficient targets. Authorizes cities to create a conservation utility to provide conservation measures to customers.	<p>WSDOT has 71 sites with greater than 10,000 square footage of conditioned space in over 500 buildings for a total of 2.5 Million square feet. Under this bill, each of these facilities would require data collection with possible walk-through surveys and data entry into the EPA Energy Star Portfolio Manager prior to July 1, 2010. Those facilities with ratings below 50 would require contracting for an investment grade audit by July 1, 2011.</p> <p>To meet these requirements, work will need to be performed by specialty consultants with oversight by in-house staff and coordinated with Department of General Administration. This effort is not able to be performed with existing staff and funding allocations in WSDOT's Capital Facilities Operating Program.</p> <p>Investments in energy efficiency upgrades would require upfront investments, but would be expected to save money over time. Similarly, construction of future buildings would need to comply with updated building codes. These codes could increase the cost of building. Energy savings from these buildings would reduce utility costs over time.</p> <p>Leased buildings with a performance rating of 50 or lower would need to be upgraded before WSDOT could renew the lease.</p> <p>Mandating utilities to provide utility use information in a consistent format will facilitate WSDOT's emissions inventory effort. Streamlining the process could save staff time. This mandate could increase in higher utility rates as costs are passed on to customers.</p>	No	<p>Committee on Environment, Water, and Energy</p> <p><i>Feb 23 - EWE - Majority; 1st substitute bill be substituted, do pass.</i></p> <p><i>And refer to Ways & Means. Minority; do not pass. Referred to Ways & Means.</i></p>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 6007		Jarrett, Swecker, Shin, et.al.	This bill allocates projected population growth for planning purposes among certain cities to address requirements in the land use and housing elements by designating and identifying land for residential and commercial, industrial, and other nonresidential development needs under the growth management act.	This bill allows two or more cities sharing common borders and located in the same or adjacent counties to establish a sub-region for the allocation of population and adoption of policies to provide sufficient housing, commercial, and industrial land to meet projected growth. The bill creates a new requirement in the land use element to designate a sufficient quantity of land for residential, commercial, industrial, and other uses. The bill creates a new requirement in the housing element to identify a sufficient quantity of land to meet existing and projected housing needs. Background: Though not an official companion, the language in SB 6007 is very similar to SHB 1605 that passed out of the House Local Government and Housing Committee on February 12, 2009. The Washington Association of Realtors testified in favor of HB 1605 claiming the bill would reduce VMT by providing sufficient housing in places close to where people work. AWC and Futurewise testified concerned that HB 1605's unclear language may generate litigation. SB 6007 is also similar to bills introduced in 2007 and 2008 (HB 1727, SB 6727, and HB 2657), differing in that it does not direct certain counties to adopt development regulations consistent with city development regulations within urban growth boundaries.	None	No	Government Operations and Elections Committee <i>Feb 13 - First reading, referred to Government Operations & Elections.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 6030		Swecker, McCaslin, Stevens	This bill amends the criteria for fully contained communities created outside of urban growth areas by counties fully planning under the GMA.	<p>Under current law, counties must provide new infrastructure and establish impact fees for fully contained communities consistent with the GMA impact fee statutes. Counties can only assess GMA impact fees for public facilities specified in statute, which for transportation means “streets and roads”. Whether state highways are considered streets or roads eligible for GMA impact fees has never been tested.</p> <p>The proposed amendment broadens the infrastructure requirement for fully contained communities by requiring counties to demonstrate they have considered and mitigated their on-site and off-site infrastructure impacts, if necessary. The broader language allows counties to meet the infrastructure requirement of this section by mitigating impacts through a variety of tools (e.g. SEPA, or Transportation Benefit District impact fees), which may be easier to use to mitigate traffic impacts on state-owned transportation facilities. The broader language may also allow counties to meet the requirements of this section through multimodal mitigation solutions where appropriate.</p> <p>However, the proposed language also gives counties more discretion in meeting the infrastructure requirement for fully contained communities by adding the phrase “if necessary” to the statute. The proposed language may take counties off the hook for providing the infrastructure needed to serve fully contained communities if they decide it isn’t necessary. If counties opt not to mitigate the traffic impacts of fully-contained communities, there may increased traffic impacts to state highways.</p>	None	No	Government Operations and Elections Committee <i>Feb 16 - First reading, referred to Government Operations & Elections.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 6040		Benton, Swecker, Zarelli, et.al.	This bill authorizes the use of state transportation funds for the I-5/Columbia river crossing / Vancouver project with the condition that Clark county residents must approve a ballot measure that supports certain related projects, and investments.	This bill would significantly limit the flexibility of funding options for the completion of the I-5 Columbia River Crossing Project. It puts in jeopardy existing federal funding obligated for the project including \$15 million awarded as part of the Corridors of the Future Program. Most federal funding has a state match requirement. The bill may mean that a small minority of the state's population could vote to compromise improvements to a highway of statewide significance used for statewide travel of people and goods.	If Clark County residents do not approve the ballot measure, then state funds cannot be used on the project. It will limit the Department in finding other sources to pay for the state portion of the project. The bill has the potential to prevent use of federal funds already obligated to this Columbia River Crossing project through the national Corridors of the Future Program.	No	Transportation Committee <i>Feb 17 - First reading, referred to Transportation.</i>

2009 Legislative Bills

House/ Senate Bill	Similar Bill	Sponsor	Short Description	Bill's Effect to WSDOT/MPOs/RTPOs/Others	Bill's Funding Impact	Fiscal Note	Bill's Status
SB 6064		Jarrett, Murray, Marr, et.al.	<p>This bill improves regional transportation infrastructure for the benefit of citizens, the economy, and the environment by reducing fossil fuel use and carbon emissions and increasing transportation efficiency. Consolidates several governmental functions related to transportation planning and funding into a single governmental entity to coordinate and prioritize transportation planning and funding decisions. Increases accountability to citizens by requiring direct election of transportation decision makers and voter approval for</p>	<p>This bill authorizes the establishment of transportation accountability regions in certain areas, which would assume the powers of various regional transportation and transit entities (including RTIDs, RTPOs, and MPOs and Sound Transit subject to federal approval). The bill establishes a transportation accountability region, which must include the four counties participating in PSRC, subject to approval by initiative or each county legislative authority. The bill also allows Whatcom, Spokane, Benton and Clark counties to establish single-county transportation accountability regions. Once established, transportation accountability regions are expandable to contiguous counties or parts of contiguous counties. The bill appears to establish conflicting membership requirements for regional transportation accountability boards. The bill requires all regional boards to consist of nine part-time elected board members and also requires the regional board of single-county regions to consist of the members of the county legislative authority. Transportation accountability regions are responsible for regional transportation planning, prioritization and disbursement of state funding for regional transportation projects, approval of local transportation measures, and the coordination or consolidation of transit operations. Transportation accountability regions are allowed to assume the powers of local transit agencies, subject to voter approval. The bill requires voter approval of regional transportation plans. Also subject to voter approval, the bill allows regional boards to impose various taxes and fees and authorizes them to impose tolls on state or federal highways. The bill requires regional boards to impose transportation impact fees. The bill exempts regional transportation projects from business and occupation taxes, retail sales taxes, use taxes, and public utility taxes.</p>	<p>The bill removes state oversight of transportation expenditures within the boundaries of a transportation accountability region. The bill requires WSDOT to administer the collection of tolls and specifies that tax and fee revenues may only be used to implement a regional transportation plan and provide for the regional board's expenses. This language does not appear to allow toll revenue to reimburse WSDOT for expenses related to the administration and collection of tolls or for toll enforcement. This could have a significant negative fiscal impact if regional transportation accountability boards choose to impose tolls as authorized in this bill.</p>	No	<p>Transportation Committee <i>Feb 25</i> - Scheduled for public hearing in the Senate Committee on Transportation at 1:30 PM.</p>

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SJM 8006		Zarelli	This memorial would name SR 502 the Battle Ground Highway, and SR 503 (between SR 500 and Amboy) the Lewisville Highway.	This memorial is in keeping with the Transportation Commission's long-standing policy on memorial highways, which begins with legislative action. The city of Battle Ground in Clark County passed a resolution supporting naming these highways.	There would be minimal costs associated with fabricating and installing memorial signs.	No	Rules Committee <i>Feb 10 - Placed on second reading by Rules Committee.</i>
SSJM 8007		Tom, Oemig, Jarrett	This memorial would name the NE 116th Street overcrossing of I-405 in Kirkland the Kollin Nielson Memorial Bridge.	This is a substitute version, changing the spelling of Kollin Nielson's last name from Nielsen to Nielson. This memorial continues to keep with the Transportation Commission's long-standing policy on memorial highways, which begins with legislative action.	There would be minimal costs associated with fabricating and installing memorial signs.	No	Rules Committee <i>Feb 18 - TRAN - Majority; 1st substitute bill be substituted, do pass. Passed to Rules Committee for second reading.</i>
SJR 8207		Stevens, Swecker, Roach	Amends the State Constitution to restrict the use of all revenues collected through tolling to be used for highway purposes only.	Should this bill pass and should the legislature authorize tolling on select state highways, additional revenue from toll collection would be available to WSDOT to maintain, operate, and improve state highways. It remains unclear if the collected toll revenue would have to be directed to the facility on which it was collected or if it could be used on a more broad basis.	There is a debate underway regarding the use of toll revenue. Transit agencies would like to see some portion of collected toll revenue directed to transit capital and operating expenses to help mitigate the financial impacts of tolling by providing alternate transportation options for people to use should they choose to do so. Conversely, others feel all toll revenue collected should be used only for highway purposes. Passage of this bill would direct the use of all toll revenue to highway purposes resulting in more funding for highway needs.	No	Transportation Committee <i>Jan 15 - First reading, referred to Transportation.</i>